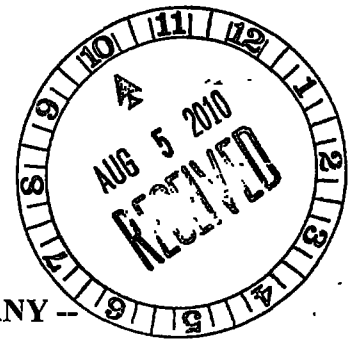
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BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. NOR 42108

THE SPRINGFIELD TERMINAL RAILWAY COMPANY --
PETITION FOR DECLARATORY ORDER

VERIFIED REPLY STATEMENT OF RESPONDENT FORE RIVER WAREHOUSING AND STORAGE CO., INC.

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SPRINGFIELD TERMINAL RAILWAY COMPANY --
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VERIFIED REPLY STATEMENT OF RESPONDENT FORE RIVER WAREHOUSING AND STORAGE CO., INC.

Respondent Fore River Warehousing and Storage Co., Inc. ("Fore River") submits this verified reply statement in response to Springfield Terminal Railway Company's ("STRC") petition for declaratory order.[1]

In this case, STRC attempts to require Fore River to pay six figures in demurrage charges based on nothing more than STRC's conclusory allegation that Fore River is a consignee. STRC remains undaunted in its pursuit of Fore River as a new profit center, even though:

- Fore River has never been a party to a transportation contract with STRC;
- Fore River has never agreed, formally or informally, to be a consignee;
- Fore River did not know until this litigation that it was listed as a consignee on certain bills of lading created by the shipper;
- On other bills of lading, Fore River is not even listed as consignee; and
- Fore River has never agreed to pay demurrage and has always maintained that it is not liable for demurrage.

[1] This Reply Statement cites the factual record of depositions, exhibits and documents produced in discovery. It is also verified by Fore River's President, Michael Cella, to the extent that cited facts are not otherwise supported by record citations.

Fore River cannot be liable for demurrage simply because STRC unilaterally characterizes Fore River as a consignee, in total disregard for the legal definition of the term.[2]

As argued in detail below, the Board should declare that Fore River, as a "middleman" caught between STRC and the shipper, cannot be required to pay STRC substantial sums to solve problems that it did not create.

Even if Fore River theoretically can be held liable for demurrage charges, the Board should declare that the demurrage charges in this case are unreasonable because they arise out of delay caused by STRC, as well as a glut of cars ordered by the shipper, not Fore River. The historic purposes of demurrage would not be served by allowing STRC to require Fore River to pay such charges in this case.

Accordingly, the Board should declare that Fore River bears no liability to STRC in this matter in any amount.

Alternatively, for the reasons set forth in detail below, the Board should declare that even if Fore River theoretically can be held liable for demurrage charges, Fore River cannot be required to pay demurrage for rail cars as to which the bills of lading do not even list Fore River as consignee. Thus, STRC's recovery should be reduced by the amounts attributable to shipments from International Paper's mill in Jay, Maine. STRC's recovery should also be reduced to prevent STRC from both profiting from Fore River's efforts in reloading cars that could have been released empty, and charging demurrage to boot. These amounts, detailed below, are as follows:

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[2] STRC has admitted that it has not pursued collection of the demurrage charges at issue in this case from the shipper—STRC's customer. (Deposition of Michael Bostwick, attached hereto as ***Exhibit A*** at 49-50. STRC's decision is, perhaps, unsurprising: rather than risk upsetting its customer, STRC has simply chosen to sue Fore River—which, unlike the shipper, does not have the option to take its business elsewhere.

Cars Originating from Jay Mill:	**$42,360.00**
Diverted Cars (presumptively from Jay Mill):	**$21,600.00**
Reloaded Cars:	**$49,020.00**
Non-Jay Reloaded Cars:	**$22,980.00**

Thus, even if demurrage is not categorically unrecoverable in this case, $86,940 of the demurrage charges that STRC seeks—the charges attributable to all cars originating in Jay, and the remainder of cars that were reloaded rather than being released empty—should be deducted from the total.

FACTS

Fore River owns and operates a warehousing facility located in Portland, Maine. (Deposition of Michael Bostwick, attached hereto as ***Exhibit A*** at 10, 12[3]; Deposition of Richard P. McCallum, III, attached hereto as ***Exhibit B*** at 18). The facility consists of two buildings: the 90,000-square foot "Nike building" and the 30,000-square foot "American Can" building. (Ex. B at 18.) Fore River's customers ship their goods to Fore River for storage and shipment to the final destination. (Ex. A at 11, 12). Customers ship goods to Fore River by various modes of transportation, including rail. (*Id.;* Ex. B at 15-16.)

The (Indirect) Relationship Between STRC And Fore River

As a rail carrier, STRC delivers goods to Fore River for storage, and picks them up for shipment to their final destinations, per the customers' instructions. (Ex. A at 11-13; Declaration of Michael Cella dated June 1, 2007 ("Cella Decl."), ¶ 6.[4])

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[3] Michael Bostwick, STRC's Senior Vice President of Marketing and Sales, testified on behalf of STRC as its designated representative on various topics identified before the deposition, as set forth in Bostwick Deposition Exhibit 2. (Ex. A at 7-8, Dep. Ex. 2.)

[4] This document was Exhibit A to Fore River's Answer filed in the STB, and Exhibit 7 to the Deposition of Michael Cella, which is attached hereto as ***Exhibit C***. It was signed electronically because it was originally filed in the United States District Court for the District of Maine, which uses electronic signatures. (Ex. C at 54.)

While they serve many of the same customers, Fore River and STRC do not have a direct business relationship; their dealings are merely incidental to the services they provide to their common customers. Specifically, at all times relevant to this case, Fore River was not a party to any transportation contract with STRC, or any other contract that governs the railcars giving rise to the demurrage claims at issue in this case. (Ex. A at 35, 39-40; Cella Decl., ¶¶ 4, 7-8.) The only agreement between Fore River and STRC was a sidetrack agreement that allows STRC to access Fore River's property, but says not a word about demurrage or any other charges.[5] (*Id.* at 35.)

The Shipper's Role

This dispute centers upon railcars sent to Fore River by International Paper ("IP"), containing roll paper from IP's mills located in Bucksport and Jay, Maine.[6] (Ex. A at 8-9). For over thirty years, arrangements for rail shipments to and from Fore River were made directly by and between IP and STRC—without the participation of Fore River. (Ex. A at 10-11). Fore River did not control how many cars IP chose to send, or when the cars arrived. (Deposition of Michael Cella, attached hereto as ***Exhibit C***, at 49.) Rather, IP decided, without consultation with Fore River, when it wanted to move cars on STRC's tracks; how many cars it wanted to move; where it wanted the cars to go; and what was in the cars. (Ex. A at 10-11.) Any negotiation of rail transportation rates or other charges, or payment of the same, was between STRC and IP, and did not involve participation by Fore River. (Ex. C at 52-53.)

[5] The sidetrack agreement is attached hereto as ***Exhibit D***.

[6] International Paper was the name of this company during a portion of the time in question. International Paper was subsequently purchased by Verso. "IP" will be used to reference this company prior to and after the change of ownership. In addition, the Jay mill is sometimes referred to as "Rileys". (Ex. A at 9.) Finally, Fore River notes that a very small number of shipments originated from somewhere other than Bucksport or Jay; this does not affect the analysis or arguments in the case.

Unlike its relationship with Fore River, STRC's relationship with IP was memorialized in a contract. (Ex. A at 11.) Pursuant to that contract, IP—on its own and without consultation with Fore River—issued bills of lading ("BOLs") to STRC governing the movement of rail cars. IP's Jay mill (also referred to as "Rileys") issued paper BOLs; the Bucksport mill issued them electronically. (*Id.* at 68; *see* Ex. A at Dep. Ex. 9-10.)[7] After receiving a BOL, STRC created a waybill for its own internal use, and moved the cars per IP's instructions within a few days. (Ex. A at 10, 13-16, Dep. Ex. 9-10.)[8] IP paid STRC for moving the cars. (*Id.*)

The BOLs, along with STRC's internal waybills, are the basis for STRC's assertion that Fore River is responsible for demurrage charges. (Ex. A at 71.) Fore River, however, did not receive copies of either document and never saw them until this litigation. (Cella Decl., ¶ 7.) Rather, Fore River would simply receive a fax or phone call from STRC, dictating that a certain number of cars were ready for delivery to Fore River.[9] (Ex. A at 31; Ex. B at 30-31.) STRC would then start the demurrage "clock" ticking on those cars, subject to two credits (forty-eight hours of "free" time) per car. (Ex. A at 21-23, 33.)

The volume of car traffic depended on business at the mill, and Fore River was not privy to the mill's plans for shipment of cars to Fore River at any given time. (Ex. B at 23.) Sometimes Fore River received advance notice of car shipments from the mill, in the form of a

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[7] Page 2 of Bostwick Dep. Ex 9 is a sample Bucksport BOL; page 2 of Bostwick Dep. Ex. 10 is a sample Jay BOL (Ex. A at 69-72.)

[8] *See R Franklin Unger, Trustee of the Ind. Hi-Rail Corp., debtor-Petition for Declaratory Order-Assessment and Collection of Demurrage of Switching Charges,* STB Docket No. 42030 at *5 n. 11 (STB served June 14, 2000) (defining "waybill").

Page 1 of Bostwick Dep. Ex. 9 is a sample Bucksport waybill; page 2 of Bostwick Dep. Ex. 10 is a sample Jay waybill. (Ex. A at 69-72.)

[9] Copies of sample faxes are attached as ***Exhibit E*** hereto. It clear from the face of the documents that they are not bills of lading.

fax or email; at other times, rail cars simply showed up without warning. (*Id.* at 23-24; Ex. C at 18.)

Upon receiving IP's goods, Fore River did not take any title or ownership, but acted merely as an agent in storing and preparing the goods for shipment pursuant to customer instruction. (Ex. C at 52-53; Ex. B at 27; Cella Decl, ¶ 5.) Fore River could not sell or otherwise dispose of the goods without instructions from IP. (*Id.*) Indeed, the contract between Fore River and IP that governed shipments from IP's Jay mill went to great and specific lengths to state that Fore River did *not* take title or ownership in the shipped product:

> (19) Title. The product stored and transported under this Agreement is, and will remain, at all times the sole and exclusive property of International Paper, and FRDC has no rights to the product, nor shall it take, cause or suffer any action, or allow any such action by any other party, to assert or perfect any lien or other such claims or encumbrances against the product. FRDC shall protect International Paper from the claims and encumbrances of any third party, any of FRDC's judgment creditors, any sheriff or constable levying or attempting to levy upon International Paper's product, upon execution of any judgment against FRDC, or any actions of FRDC's creditors against the product, by filing objections to the levy, sale or any other judicial or nonjudicial action (and any attempt for possession of the product) for the benefit of International Paper.[10]

The contract was notably silent on the issue of demurrage or any other transportation charges.

As STRC always knew, Fore River received IP's product for the purposes of storing it on a short- or long-term basis, or for immediate shipment to an IP customer via means other than rail. (Ex. A at 11-13.) STRC also knew that IP controlled what happened to the product even after Fore River received it, and that Fore River did not itself use the product—as Mr. Bostwick put it, "they are not a print shop...." (*Id.*)

The majority of the IP product stored at Fore River was roll paper, varying in size and type, with the largest rolls weighing thousands of pounds. (Ex. B at 14.) To unload and reload

[10] A copy of the contract is attached as ***Exhibit F*** hereto. Fore River did not have a written contract with IP governing shipments from the Bucksport mill. The course of business, however, was the same as with the Jay mill.

this paper, Fore River used specialized machinery (e.g., special forklifts) and employed four specially trained employees who were certified to use this specialized machinery. (Ex. C at 25-26; Ex. B at 9, 13, 40).

At its Portland facility, Fore River has an eighteen-railcar capacity siding for unloading and loading cars and over 120,000 square feet of storage capacity. (Ex. C at 49; Ex. B at 18, 27). Unloading one of these cars takes from thirty minutes to two hours, depending on how full the car is and the extent of the mix of materials in the car. (Ex. B at 28.)

The Shipments At Issue In This Case

Beginning in April 2006, for reasons unknown to Fore River, STRC started placing increased quantities of railcars carrying roll paper to Fore River. (Ex. A at 118-19; Ex. C at 13, 40-41, 48; Ex. B at 35.) At least some of these railcars were leased by IP and were not actually owned by STRC. (Ex. A at 15, 52). During 2006, STRC had been providing an average of three "switches" per week, up to a maximum of five per week, in which STRC would take away cars that had been unloaded—and generally reloaded by Fore River—making room for new cars to be delivered.[11] (Ex. A at 97-98; Ex. C at 51; Ex. B at 31.)

During this time frame, Mr. McCallum called Mr. Bostwick and told him that "we needed a daily switch on a consistent basis. If not, we were going to get backed up." (Ex. B at 35.) In April, however, STRC missed approximately six switches. (Ex. C at 55.) When STRC failed to make switches to free capacity, Fore River could not accept inbound cars and STRC would constructively place[12] these cars at STRC's Rigby Yard ("Rigby") in Portland.[13]

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[11] As discussed below, Fore River's research indicates that seventy-one percent of the cars at issue in this case were reloaded. The reloading of cars—as opposed to simply releasing them to STRC as soon as they were unloaded—was significant because, as discussed below, it resulted in extra revenue to STRC.

[12] The use of the term "constructive placement", or any derivative thereof, in this Reply Statement, assumes *arguendo* that cars could not be placed at Fore River because of a condition attributable to Fore River. As the Board has noted, "[c]onstructive placement ... is reasonable *as long as* the shipper's inability to accept available cars is not

(Bostwick Dep. Tr. at 21). STRC would then start the demurrage "clock" ticking on those cars at the rate of $60 per car per day, subject to forty-eight hours of "free" time per car. (*Id.* at 21-23.)

At the same time, the volume of IP shipments to Fore River, via STRC, increased dramatically in April and May, for reasons that were—and, to some extent, still remain—unknown to Fore River. (Ex. A at 118, Dep. Ex. 14; Ex. B at 35.) The demurrage bills themselves, which are Exhibit E to STRC's Petition,[14] indicate that there were several days in which STRC constructively or actually placed more than eighteen cars (Fore River's track capacity):

Date	Number of Cars
4/26/2006	35
5/4/2006	29
5/11/2006	43
5/15/2006	23
5/21/2006	38
5/22/2006	23
5/30/2006	31
6/20/06	19[15]

attributable to the action or inaction of the railroad." *Railroad Salvage & Restoration, Inc.—Pet for Declaratory Order—Reasonableness of Demurrage Charges*, STB Docket No NOR 42102, slip op. at 6 (STB served July 20, 2010) (emphasis added). In fact, as set forth in this Reply Statement, the backlog of cars in this case was due in part to STRC's failure to make switches when it was supposed to. To that extent, "constructive placement" is an inapt term with respect to cars that could not be placed because STRC had failed to provide sufficient switches.

[13] Fore River did not suffer from a shortage of storage capacity during the relevant time period. (*See* Ex C at 46; Ex. B at 18). At the peak period in 2006, the warehouse was at most 70% full. (Ex. C at 46.) Cars were constructively placed *not* because Fore River did not have warehouse capacity—but because so many of them were being dumped on Fore River at once, and STRC was not providing sufficient switches to open capacity at Fore River's siding.

[14] More legible copies may be found as Exhibits 4 and 5 to the Bostwick Deposition Transcript (Ex. A hereto).

[15] There is a discrepancy with respect to at least one of these cars: RBOX 39741 appears on STRC's SIT spreadsheet, ***Exhibit G*** hereto, as having been both constructively placed and placed on June 20. The bill containing that car, however, lists it as having been constructively placed on May 30 and placed on June 5. *See* ***Exhibit A*** hereto at Dep. Ex. 5 (June demurrage bill). One wonders what other mistakes are contained in the bills. "In a court action to collect assessed demurrage charges, the burden of proof is on the railroad to provide evidence of actual or constructive dates of car placement and release and to show how the assessed charges were computed." *Railroad Salvage & Restoration, Inc.—Petition for Declaratory Order—Reasonableness of Demurrage Charges*, Docket No. NOR 42010, slip op. at 6 (STB served July 20, 2010). It bears noting, in this vein, that the copies of demurrage bills attached to STRC's filings and produced in discovery are not completely legible; many car entries are cut off at the bottom of the page, precluding a complete review of the information pertaining to each car—most importantly the numbers of debits and credits.

7/17/2006	33
8/8/2006	33

In the month of May alone, STRC placed 187 cars, 104 of which were placed between May 11 and May 22.

The Mystery of the Massive Shipments

Given Fore River's experience with how IP did business, it is not plausible that the dramatic increase in the number of cars could be attributable to a sudden spike in IP's production of paper, or to a reallocation of its general output of paper to storage at Fore River. (Ex. C at 45.)

Some of the increased volume was attributable to a change in status of some of the cars from "storage in transit" ("SIT") to inbound to Fore River. (Ex. A at 79-81; Ex. C at 15.) IP controlled the change in status, which it effectuated by issuing a BOL that stopped the SIT clock ticking, at which point "Fore River's clock started ticking"—i.e., STRC now considered the cars subject to accruing demurrage. (Ex. A at 82-83.) Nobody let Fore River in on the secret; indeed, STRC resolutely refused to provide SIT information at the time of the dispute (*see* Ex. A at Dep. Ex. 19-20, Ex. C at 47), and it took two motions to compel in this Board (and the threat of a third) to require STRC to produce records identifying and verifying the SIT cars that were part of the deluge.[16]

IP was changing cars from SIT status to inbound to Fore River for storage—even though SIT was cheaper than storage at Fore River—because there was a rail car shortage for outbound shipments. (Ex. C at 15, 23-24, 43-45; Ex. A at Dep. Ex. 17-18.) Thus, while IP would have to

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[16] ***Exhibit G*** hereto consists of monthly spreadsheets, with backup documentation as to SIT cars, produced by STRC. Fore River has no way of independently verifying whether there were additional SIT cars transitioned to inbound.

pay higher storage costs, at least it would be able to free up rail cars for outbound shipments by emptying them and having Fore River reload them.

It now appears that of the 104 cars placed between May 11 and May 22 noted above, 12 were SIT cars that had been transitioned to inbound to Fore River. (Ex. A at Dep. Ex. 4-5; Ex. G) Of those, eleven were placed on one day – May 22. (*Id.*)

In addition, on top of the deluge of cars in late May, thirty-eight SIT-to-inbound cars were placed during June—the month with the highest demurrage bill. (*Id.*) And the former SIT cars were placed in clumps; two on June 7 along with one other; three on June 8 along with five others; eight on June 18; nine on June 20 along with ten others; three on June 21 along with seven others; five on June 26 along with nine others; and eight on June 28 along with 6 others. (*Id.*) Two more were placed in July. (*Id.*)

The Accrual of Demurrage

The combination of STRC's missed switches and the increased shipment of railcars to Fore River, and delivery of those cars in bunches, created a backlog of railcars at Rigby. (Ex. C at 48). STRC began assessing demurrage on the constructively placed cars.

As the increased shipments and missed switches continued, the backlog at Rigby grew, as did the related demurrage charges. By late April 2006, there was enough of a backlog that Fore River was requesting extra switches on Saturdays, when Fore River was not usually open for business, in an effort to minimize the problem. (Ex. A at Dep. Ex. 11; Ex. C at 12-13.)

On or about May 19, 2006, representatives of Fore River, STRC and IP met to attempt to resolve the over-100-car backlog at Rigby. (Ex. A at 37, 94-96). The parties did not reach a resolution at this meeting, at which Fore River clearly stated that it was not liable for demurrage and would not pay any such charges. (Ex..A at 96, Dep. Ex. 13.)

Subsequently, on or about May 26, 2006, Mr. Bostwick sent Fore River a letter referencing a backlog of approximately 115 cars, and threatening to hit Fore River with demurrage charges.[17] (Ex. A at 96, Dep. Ex. 13.) Specifically, this letter stated that in response to Fore River's refusal to pay demurrage charges, STRC "would like to remind Fore River that it has long been [STRC's] practice to assess demurrage, as a penalty for the detention of a railcar by a recciver beyond the time for loading or unloading, in accordance with the rates established in Freight Tariff ST 6400-A." (*Id.*) This was notwithstanding the fact that, despite requesting it from STRC, Fore River never received a copy of the tariff prior to or during the time period in question. (Ex. C at 31-32.)

On or about June 1, 2006, representatives of Fore River, STRC and IP met again to discuss the unusually high volume of rail cars being sent to Fore River.[18] (Ex. A at 122, 134-35; Ex. C at 13-15.) Again, Fore River disputed STRC's ability to make Fore River pay charges for a situation that Fore River did not create. (*Id.*) Again, there was no resolution. (*Id.*) On or about June 6, 2006, STRC sent another letter to Fore River, insisting that it would impose demurrage on Fore River and accusing Fore River of a lack of commitment to remedying the backlog at Rigby. (Copy attached as ***Exhibit H*** hereto.)

By this point, Mr. Cella had already made IP aware that Fore River would not be responsible for demurrage charges. (*See* May 22, 2006 email, copy attached as ***Exhibit I*** hereto.) In addition, sometime around June 6, Mr. Cella spoke with someone in IP's corporate

[17] While this letter references a so-called "operating agreement" between STRC and Fore River, no such agreement exists.

[18] STRC had insisted on meeting to discuss the backlog and demurrage, with or without representatives from the IP mills that were ordering the shipments. (Ex. A at Dep. Ex. 16.) Fore River refused to attend such a meeting without IP's participation, because the problem was not of Fore River's making (*Id.*)

headquarters about Fore River's position that it was not responsible for paying for demurrage. (Ex. C at 18-20.)

Fore River's Efforts to Help Minimize the Problem

While Fore River did not create the backlog of cars at Rigby, Fore River made many efforts to try to alleviate it. This made sense, because Fore River could not begin charging its customers until product came into the warehouse. (Ex. B at 20; Ex. C at 25.)

In May, Fore River had requested five switches per week, Monday through Friday, but STRC continued repeatedly to miss switches, to provide only partial switches (i.e. to take away fewer than 18 cars, thereby limiting Fore River's capacity to receive inbound cars) and to provide switches late at night when crews were not able to take advantage of the freed capacity. (Ex. C at 50; Ex. B at 33.)

Additionally, in June, Fore River agreed to go beyond its normal business hours and have its employees work Saturdays in order to handle the deluge of rail cars. (Ex. C at 12-13.) Fore River requested six switches a week, which STRC sometimes provided in June—but STRC continued to miss switches and to provide partial or late-night switches. (*Id.* at 27, 50.) Fore River also requested "double switches," that is, two switches per day, but STRC rarely, if ever, complied with this request. (Ex. B at 33). Indeed, if STRC ever did a double-switch, the second switch would be done at night, after Fore River had already closed. (*Id.* at 33-34.)

STRC offered to provide switches seven days a week—but this was not much of an offer, given STRC's inability to make all of the switches it was already supposed to be making on a six-day-per-week basis, and its refusal to provide workable double switches. For safety reasons, Fore River could not agree to require its crew to work seven days a week with no rest, and the crew declined to give up its one day off. (Ex. C at 28-29; Ex. B at 38.) The Fore River

employees who handled unloading and reloading rail cars possessed specific training and certification to operate the heavy machinery necessary to unload and reload the enormous rolls of paper. (Ex. C at 25-27, 29-30; Ex. B at 39-40). Thus, Fore River could not simply add to its work force by going out and hiring people to come in and do the work on a short-term basis. (*Id.*) Moreover, in addition to the dearth of certified, trained workers, there was not enough specialized machinery to employ larger crews on working days. (Ex. C at 26.)

Reloading of Cars

It bears noting that as to 71% of the cars at issue in this case, Fore River was not simply unloading and then releasing them back to STRC. (***Exhibit J.***)[19] Rather, Fore River was unloading the cars—and then reloading them with other items for shipment to destinations specified by IP. The significance of this is that reloading the cars took longer than simply releasing them empty—thus causing the demurrage clock to tick longer than it would have. (Ex. A at 103, 111-12.) Indeed, Mr. Bostwick testified that it would take Fore River ninety minutes to reload a car. (*Id.* at 105, 112.) At Fore River's full capacity of eighteen cars, that would take twenty-seven hours; reloading nine cars would take 13.5 hours.

This is no mere hypothetical; a review of the bills, compared with spreadsheets noting, for each car on the bills, whether the car was reloaded, depicts the problem clearly.[20] For example, on May 11, eighteen cars were placed; 12 of them were reloaded. (Ex. A at Dep. Ex.

[19] This exhibit consists of spreadsheets prepared by Fore River. The spreadsheets note, as to each car on STRC's demurrage bills (Ex. A at Dep. Ex. 4-5), the origin of the car and whether it was reloaded. By correlating car numbers on the spreadsheets with the same car numbers on the bills, a determination can be made of how many debits and credits were assigned to each car—and, therefore, what its impact on the total demurrage was. The debit column ("DB") has been added to the spreadsheets by undersigned counsel, with the information therein drawn from the bills.

[20] It bears noting that the dates on the spreadsheets do not always correlate with the dates on the bills; this is because the dates on the spreadsheets are either the date of actual placement, or the date when Fore River told STRC that it could accept a car that STRC had previously notified Fore River had been constructively placed. Nevertheless, the cars are identified by letter/number in both the spreadsheets and the bills.

4-5; Ex. J.) On May 16, eighteen cars were placed; all were reloaded. (*Id.*) On May 18, once again eighteen cars were placed and all were reloaded. (*Id.*) Given the amount of time it takes to reload a car, there is simply no way that reloading these cars, rather than releasing them empty, did not contribute to the backlog. The same situation can be found on many days in June (e.g., June 15, 18, 20-22, 26 and 28, and July 3, 18 and 19). (*Id.*)

STRC was able to begin charging IP the moment Fore River released reloaded cars—thus deriving revenue that it would not have been able to earn had the cars been empty. (Ex. A at 104, 107.) Of course, STRC did not take this into account in trying to recover demurrage charges from Fore River; instead, like a hog at the trough, STRC insisted on maximizing its revenue by charging IP *and* thanking Fore River for its efforts by charging demurrage. (*Id.* at 108-111.)

Applying the method STRC uses to calculate the number of demurrage days (i.e. total debit days less two automatic credit days for each car equals total demurrage days for the month, times $60 per day),[21] the demurrage charges at issue in this case arising from reloaded cars are $49,020.00. Broken down by bill, the charges are as follows:[22]

[21] *See* Ex. A at 40-48.

[22] As discussed in more detail below, even if any demurrage is theoretically recoverable in this case, charges attributable to cars originating in Jay should be deducted from the total because Fore River was not a consignee as to those shipments even under STRC's (erroneous) construction of that term Accordingly, non-Jay reloaded cars are listed here separately from the total reloaded cars.

Date of Bill	Month Accrued	Debits Attributable to Reloaded Cars	Credits Attributable to Reloaded Cars	Demurrage at $60 per day
June 30, 2006	May 2006	All: 433 Non-Jay. 288	All: 192 Non-Jay:116	All: $14,460 Non-Jay. $10,320
August 7, 2006	June 2006	All: 849 Non-Jay: 380	All: 274 Non-Jay: 184	All: $34,500 Non-Jay: $11,760
September 20, 2006	July 2006	All: 138 Non-Jay: 98	All: 126 Non-Jay: 72	All: $720 Non-Jay: $1,560
October 5, 2006	August 2006	All: 3 Non-Jay. 3	All: 14 Non-Jay: 14	All: -$660 Non-Jay: -$660

TOTAL DEMURRAGE ATTRIBUTABLE TO RELOADED CARS: $49,020.00

(Ex. A at Dep. Ex. 4-5; Ex. J.) Of the $49,020 total, $22,980 is attributable to cars originating somewhere other than the Jay mill. (*Id.*)

There were conference calls between IP, Fore River and STRC after the June 1, 2006 meeting, to address the continuing backlog. (Ex. C at 56.) In those calls, Mr. Bostwick continued to assert that Fore River was liable for demurrage, and Fore River continued to dispute that assertion. (*Id.* at 56-57.) On or about May 30, 2006, STRC imposed an embargo on Fore River which limited the number of cars Fore River could receive at its Portland facility and required prior authorization by STRC before cars could be sent to Fore River.[23] (Ex. A at 102).

[23] A copy of an email from STRC, enclosing the embargo notice, is attached hereto as ***Exhibit K***.

The Demurrage Bills

Fore River received the following demurrage bills from STRC:

Month Accrued	Amount of Bill	Date of Bill
May 2006	$31,440.00	June 30, 2006
June 2006	$76,020.00	August 7, 2006
July 2006	$3,000.00	September 20, 2006
August 2006	$4,500.00	October 5, 2006

(Ex. A at 49 and Dep. Ex. 4-5.)[24] The total is $114,960. The Board has dismissed STRC's claim as to $6,060, leaving a total of $108,900 in claimed demurrage at issue.[25]

Fore River has told STRC repeatedly that it is not liable for demurrage and that it would not pay the charges. (Ex. A at 56-57, 96, Dep. Ex. 13; Ex. B at 51-52.) Upon receiving each of the demurrage invoices at issue in this case, Mr. Cella called Sheldon Merrill at STRC and told him that Fore River was not responsible for the charges because "this is not a Fore River issue. This issue is between International Paper and the railroad." (Ex. C at 37.) In addition, Mr. Cella stated in a June 15, 2006 email to STRC, "Fore River has notified Sheldon Merrill @ Rigby Yard disputing the May 06, demurrage bill. The bill was dated June 8, 06, of which, we have complied as stated in your letter within the 10 day time period against any discrepancies."[26] Mr.

[24] Bostwick Deposition Exhibit 4 is the June 30, 2006 bill; Exhibit 5 is the remaining three bills.

[25] The copies of demurrage bills attached to STRC's filings and produced in discovery are not completely legible; many car entries are cut off at the bottom of the page, precluding a complete review of the information relevant to each car, most importantly the numbers of debits and credits. Fore River's review of the bills produces a total demurrage claim of $101,880.00—*$7,020.00 less* than what STRC claims here. As noted above, the burden is on the railroad to provide evidence supporting its claimed charges.

[26] This email was marked as Exhibit 6 to the Bostwick Deposition. For reasons that are unknown, the original exhibit was not attached to the transcript. However, a true and accurate copy of the document is attached as Exhibit 6 to the Bostwick Dep. Tr. (Ex. A hereto) The handwriting is that of the undersigned counsel, reflecting a note made during the deposition that the document was marked as Exhibit 6.

Cella also stated in an August 11, 2006 email, "[a]fter reviewing all of your intended charges, Fore River refuses to pay Pan Am Railways. These charges are not valid and we are fully prepared to show the court that, should you pursue than [sic] avenue."[27]

Fore River has never paid these or any other demurrage charges to STRC. (Ex. A at 56-57; Ex. B at 47.) Indeed, in addition to the charges in the case, Fore River specifically refused to pay demurrage charges in 2003, when STRC also tried to assess such charges on Fore River. (*Id.*; Ex. C at 8-10, 32-33.) STRC has always known that Fore River would not pay demurrage.

Notwithstanding Fore River's consistent position, STRC believes that Fore River intentionally set out not to pay demurrage bills that Fore River knew it was obligated to pay. This is because, while Mr. Bostwick does not know of any fact that leads him to believe that Fore River is intentionally not paying a bill that it knows it owes, that is what he would do. (Ex. A at 132-33.) STRC believes that Fore River did not want to work harder to alleviate the car backlog because there was limited free space at Fore River, in contrast to "50,000 square feet of free space sitting in Rigby yard . . . ." (*Id.* at 132.)

In addition to evidencing a particularly cynical business philosophy, STRC's understanding is wrong because—in addition to the fact that, as noted above, the supposed space crunch at Fore River was a creature purely of STRC's imagination—Fore River did not begin charging its customers until product came into the warehouse. (Ex. B at 20; Ex. C at 25.) Thus, "free space sitting in Rigby yard" might benefit IP, but it would do Fore River no good; Fore River's interest is in getting as many cars into its warehouse as quickly as possible. (*Id.*)

The Basis for STRC's Attempts to Make Fore River Pay Demurrage

STRC's view is that Fore River's liability for demurrage charges is "not a matter of agreeing. It's the tariff." (Ex. A at 39.) Of course, Fore River had never seen the tariff until this

[27] A copy of the email, produced by STRC in discovery, is attached hereto as ***Exhibit L.***

lawsuit—despite asking STRC for a copy back in 2003 or 2004, when Fore River was disputing demurrage charges that STRC tried to impose. (Ex. C at 31-32; Ex. B at 44-45.) STRC further believes that Fore River is liable for demurrage because "**I couldn't tell historically if Fore River has ever agreed or not agreed** ... [but] [i]t is historical that railroads charge demurrage and consignees pay demurrage." (Ex. A at 39 (emphasis added).) "[D]emurrage is one of those things that exists in railroads." (*Id.* at 61.) STRC's representative, Mr. Bostwick, would say from experience that Fore River probably did not hold title to the shipped product, and it would not surprise him if that intuition were confirmed. (*Id.* at 64-65.) But it would not make a difference to STRC with respect to demurrage liability. (*Id.* at 65.)

STRC's strident position is based on the idea that Fore River was a consignee on BOLs, and that Fore River is a "destination receiver" of the shipped product. (*Id.* at 40, 55, 62-63.) The BOLs and STRC's waybills are the basis for STRC's assertion that Fore River is responsible for demurrage charges. (*Id.* at 71.) In fact, IP did unilaterally list Fore River as the consignee on the BOLs related to shipments from IP's Bucksport mill—a fact that Fore River, never having seen the BOLs until STRC started this litigation, did not know at the time. (Ex. A at 70, 72-73, Dep. Ex. 9.) STRC did not know whether Fore River agreed to be listed as consignee or participated at all in creating the BOLs. (*Id.* at 70.) Of course, as noted above, STRC would deem that irrelevant.

In contrast to the BOLs from the Bucksport mill, IP listed the consignee on the BOLs from the Jay mill as:

> I P C O
> C/O FORE RIVER WHSE
> DEERING JUNCTION, ME 04103

(*Id.* at 72-73, Dep. Ex. 10.) "I P C O" stands for IP. (*Id.*) STRC's own waybill also lists IP in two separate places as consignee for shipments originating in Jay—once as "INTPAPER" and once as "INTERNATIONAL PAPER" with Fore River as the address.[28] (*Id.* at 73.)

Applying the method STRC uses to calculate the number of demurrage days (i.e. total debit days less two automatic credit days for each car equals total demurrage days for the month, times $60 per day),[29] shipments from the Jay mill account for $42,360.00 of the total of $108,900 in demurrage charges still claimed in this case. Correlated by bill, the Jay cars are as follows:

Date of Bill	Month Accrued	Debits Attributable to Jay Cars	Credits Attributable to Jay Cars	Demurrage at $60 per day
June 30, 2006	May 2006	258	132	$7,560.00
August 7, 2006	June 2006	718	126	$35,520.00
September 20, 2006	July 2006	51	60	-$540.00
October 5, 2006	August 2006	3	6	-$180.00

TOTAL DEMURRAGE ATTRIBUTABLE TO JAY CARS: $42,360.00

(Ex. A at Dep. Ex. 4-5; Ex. J).

In addition, 295 cars were "diverted". These cars first were sent to Fore River by IP, then sat at Rigby while Fore River tried to clear the backlog, and then were diverted by IP to another destination. Because the cars never reached Fore River, Fore River does not know whether they originated from Bucksport or Jay. Using the same STRC methodology for calculating demurrage, a total of $21,600.00 in demurrage is attributable to these cars:

[28] By contrast. STRC's waybills for Bucksport shipments listed the consignee as "FORRIVDIS" and "FORE RIVER DIST CENT". (Ex. A at Dep. Ex. 9.)

[29] *See* Ex A at 40-48.

Date of Bill	Month Accrued	Debits Attributable to Diverted Cars	Credits Attributable to Diverted Cars	Demurrage at $60 per day
June 30, 2006	May 2006	8	4	$240.00
August 7, 2006	June 2006	253	32	$13,260.00
September 20, 2006	July 2006	0	0	0
October 5, 2006	August 2006	215	80	$8,100.00

TOTAL DEMURRAGE ATTRIBUTABLE TO DIVERTED CARS: $21,600.00

(Ex. A at Dep. Ex. 4-5; Ex. J).

Assuming that these diverted cars originated in Jay, unless STRC can prove otherwise in accordance with its burden of proof, the total Jay demurrage is $63,960.00.

Notwithstanding his own testimony that the BOL defines who the consignee is, STRC's representative nevertheless insists that regardless of what the BOLs and STRC's own waybills actually say, Fore River is the consignee *even as to shipments for which the BOL does not list Fore River as consignee.* STRC doggedly sticks to that position notwithstanding the fact that Fore River never agreed to be a consignee, never saw the BOLs, and had no idea that it was being designated as a consignee during the time period in question.

Since 2006, Fore River has continued to receive shipments of paper from IP in rail cars delivered by STRC. (Ex. B at 53.) The annual volume of cars has been approximately the same as it was in 2006. (*Id.* at 55.) The problems giving rise to this case—a sudden and unanticipated influx of rail cars for reasons unknown to Fore River—have not arisen again since 2006. (*Id.* at 53.)

PROCEDURAL HISTORY

This case began on March 27, 2007, when STRC sued Fore River in the United States District Court for the District of Maine, seeking nearly $150,000 in demurrage charges that

supposedly accrued in 2004 and 2006. On September 6, 2007, the Court ordered that the case be stayed and questions referred to the Board. Following STRC's failure to comply with several deadlines, and to initiate action in the STB over the course of many months, the Court dismissed STRC's claims without prejudice on July 16, 2008.

On July 7, 2008, STRC filed a petition for declaratory order in the Board, commencing the present case and still seeking, *inter alia*, the 2004 demurrage. In a decision served on February 10, 2009, the Board ruled that it would address only the 2006 demurrage, effectively dismissing the claims to the 2004 charges in light of the Court's dismissal of STRC's claims and the running of the three-year statute of limitations.

On April 24, 2009, STRC again filed a complaint in the United States District Court for the District of Maine, seeking to recoup the $114,960 in claimed demurrage left after dismissal of the 2004 charges. On July 27, 2009, the Court denied Fore River's motion to dismiss the case in its entirety and ordered the matter stayed pending the outcome of the case in the Board.

Spurred by two motions to compel that were necessary to require STRC to respond to discovery requests, and the threat of a third, the parties completed discovery. In a decision served June 16, 2010, the Board dismissed STRC's claim as to another $6,060.00 in demurrage charges, arising from fifty-four rail cars constructively placed beyond the three-year statute of limitations. STRC's remaining claim is for $108,900.[30]

ARGUMENT

STRC's petition for declaratory order should be denied outright. STRC cannot recover the demurrage charges it seeks from Fore River for several reasons.

[30] As noted above, Fore River's review of the bills produces a total claim of nearly $7,000.00 less than what STRC seeks here—even assuming, for the sake of argument, that STRC is entitled to anything.

First, as a threshold matter, Fore River cannot be held liable for any demurrage charges because it was not a party to a transportation contract and was not a consignee. Even if Fore River could somehow be deemed a consignee, it was a fully-disclosed agent of the shipper.

Second, STRC's demurrage charges, and its efforts to collect the same, are entirely unreasonable because the charges arise from conduct that was the fault of STRC and/or the shipper—not Fore River. Moreover, as to 71% of the rail cars at issue, STRC's revenue went up when Fore River reloaded the cars instead of releasing them empty—which took longer. Finally, imposing demurrage charges upon Fore River would not serve the purposes of demurrage. Accordingly, in the circumstances of this case, requiring Fore River to pay these demurrage charges would be unreasonable.

Accordingly, the Board should declare that Fore River bears no liability to STRC in this matter in any amount.

Even if Fore River theoretically can be held liable for demurrage charges, there are several categories of shipments underlying the demurrage charges in this case for which STRC cannot recover. For example, even if STRC is right and the designation as consignee in a bill of lading is enough to make Fore River a consignee, STRC cannot recover demurrage arising from shipments as to which the bill of lading did not list Fore River as consignee—i.e., shipments from the Jay mill. That accounts for $42,360.00, and when diverted cars—the origins of which are unknown and must be proven by STRC—are added, the total rises to $63,960.00.

Likewise, charges arising from rail cars that Fore River reloaded rather than releasing empty, to the financial benefit of STRC, totaled $22.980, exclusive of Jay cars. If Jay cars were not already excluded, that total would be $49,020.00. It would be unreasonable for STRC to

double-dip by profiting from reloaded cars while still charging Fore River demurrage on those same cars because of the time taken to make them profitable for STRC.

Thus, even if demurrage is not categorically unrecoverable in this case, a substantial chunk of the total that STRC seeks must be deducted from the total.

I. FORE RIVER CANNOT BE HELD LIABLE FOR DEMURRAGE

The first question in STRC's petition for declaratory order is one that, answered correctly, disposes of this entire case without the need for further inquiry. The question is "[w]hether Springfield Terminal Railways can assess, impose or collect demurrage charges against Fore River," and it must be answered with a resounding "no." Since this crusade began over three years ago, the statute of limitations has trimmed STRC's overall claim from nearly $150,000 to $108,900. It is now time for the rest of the claim, meritless in its entirety from the beginning, to be put to rest. The Board should put a stop to STRC's harassment of Fore River, a party from whom STRC is not entitled to collect demurrage, and against whom these claims never should have been brought in the first place.

A. Fore River Is Not a Consignee

"As a general rule, the shipper-consignor is primarily liable for all charges associated with the shipment of cargo, including demurrage." *CSX Transp., Inc. v. Meserole Street Recycling*, 618 F. Supp. 2d 753, 766 (W.D. Mich. 2009) (*citing Southern Pacific Transp. Co. v. Commercial Metals Co.*, 456 U.S. 336, 342-43, 102 S. Ct. 1815, 72 L. Ed. 2d 114 (1982)). STRC bears the burden of establishing that, instead, Fore River—which is indisputably not the shipper-consignor—is liable for demurrage. *See, e.g., Ametek, Inc. v. Panther Valley Railroad Corp.*, STB Docket No. 40664, 1993 WL 180935, at *1 (STB served May 28, 1993) ("[T]he burden to produce evidence on the applicability of demurrage charges lies with the railroad[].").

This is a burden that STRC cannot meet. Indeed, STRC's own words demonstrate the emptiness of its position: demurrage liability, says STRC, is "not a matter of agreeing. It's the tariff." (Bostwick Dep. Tr. at 39.) This contempt for the governing law compels resolution of the petition in favor of Forc River.

The United States Court of Appeals for the Eleventh Circuit recently undertook an exhaustive survey and analysis of the law and affirmed summary judgment in favor of a warehouse in a case involving facts strikingly similar to those in the present case. *Norfolk Southern R. Co. v. Groves*, 586 F.3d 1273, 1279 (11th Cir. 2009). In *Groves*, the warehouse ("Savannah") received freight at its facility; unloaded and reloaded it; and forwarded it to various ports per instructions from the freight forwarder. *Id.* at 1275. Savannah had no ownership in the freight; was not a party to the transportation contracts; and did not have input into, or notice of, transportation arrangements. *Id.* Rather, Savannah simply received freight from a shipper, who notified Savannah when shipments were en route and provided instructions regarding the export of the shipments. *Id.* The railroad would receive bills of lading from the shipper, and would then notify Savannah that cars had arrived and were ready for delivery. *Id.* The bills of lading named Savannah as consignee, but many of them also named an ultimate consignee. *Id.* at 1276. Savannah never received the bills of lading, and never consented to being listed as a consignee. *Id.*

Upon approval of delivery, the railroad would switch empty cars for full ones. *Id.* at 1275. The shipper began sending so many cars at once that demurrage began accruing. *Id.* The railroad attempted to collect demurrage charges from Savannah. *Id* at 1277. The United States District Court for the Southern District of Georgia granted Savannah's motion for summary judgment, finding that Savannah could not be made a party to a bill of lading without its

knowledge or consent, and therefore could not become a consignee by the unilateral action of a third party—particularly where it did not even have notice of the unilateral designation in the bills of lading. *Id.*

The Eleventh Circuit noted that demurrage liability could only be imposed on a party to a transportation contract; merely handling the goods shipped did not suffice. *Id.* at 1278. Because there was no evidence of a prevailing industry custom or applicable statute rendering a non-party to a shipping contract liable for demurrage, and there was no contract by which Savannah agreed to assume demurrage liability, the question was whether Savannah was a consignee that could become a party to the transportation contract by accepting the goods. *Id.* at 1278-79.

The court held that a party does not become a consignee simply because it is listed as such in bills of lading. The court stated:

> [A] consignee is the party designated to receive a shipment of goods. But, consignee status is more than a mere designation. The term takes on a legal significance due to the quasi-contractual relationship that arises between the consignee and the carrier. ... Like any contractual relationship, there must be a meeting of the minds between the parties.

Id. at 1281. Significantly, the court, citing Eleventh Circuit and United States Supreme Court cases, noted that "it is a tenet of contract law that a third-party cannot be bound by a contract to which it was not a party." *Id.* at 1281-82 (quotations and citations omitted); *see also Motorsport Engineering, Inc. v. Maserati SPA*, 316 F.3d 26, 29 (1st Cir. 2002) (citing treatises and case law). "Thus, a party must *assent to being named as a consignee on the bill of lading to be held liable as such, or at the least, be given notice that it is being named as a consignee in order that it might object or act accordingly.*" *Id.* at 1282 (emphasis added).

Ultimately, the court concluded:

> [W]e agree with the district court's holding that Savannah was not a consignee, and thus not liable for demurrage charges. Savannah did not agree to be named as consignee on the bills of lading between Norfolk and the various shippers, and was not aware of its

> designation as such. Savannah cannot be made a party to shipping contracts without its consent or notice of such, and thus cannot be liable to [the railroad] for demurrage.

Id. at 1282.

As the Eleventh Circuit recognized in *Groves*, the majority of courts that have addressed the issue have determined that a party cannot become a consignee, and thus be liable for demurrage, simply because someone else unilaterally listed the party as a consignee on bills of lading. *See* 586 F.3d at 1282, and cases cited, *e.g.*, *Illinois Central R.R. Co. v. South Tec Development Warehouse*, 337 F.3d 813, 821 (7th Cir. 2003) ("[B]eing listed by third parties as a consignee on some bills of lading is not along enough to make [a warehouseman] a legal consignee liable for demurrage charges . . .."); *Evans Prods. Co. v. Interstate Commerce Comm'n*, 729 F.2d 1107, 1113 (7th Cir. 1984) (no liability is created just by naming party on the bill of lading); *Southern Pac. Trans. Co. v. Matson Navigation Co.*, 383 F. Supp. 154, 157 (N.D. Ca. 1974) (unilateral listing as consignee does not itself render a party as consignee liable for demurrage charges); *Middle Atlantic Conference v. U.S.*, 353 F. Supp. 1109 (D.D.C. 1972) (carrier could not rely on tariff definition of "consignee" to unilaterally impose demurrage liability on warehousemen, not parties to transportation contracts, who would not otherwise be liable for demurrage charges; obligation to pay demurrage must arise out of contract, as "there must be some legal foundation for [demurrage] liability outside the mere fact of handling the goods shipped.").[31]

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[31] *But see CSX Transp Co. v Novolog Bucks County*, 502 F.3d 247 (3d Cir. 2007). In *Novolog*, the United States Court of Appeals for the Third Circuit held that "an entity named on a bill of lading as the sole consignee, without any designations clearly indicating any other role, is presumptively liable for demurrage fees on the shipment to which that bill of lading refers, but may avoid liability, if it is an agent, by following the notification provisions of 49 U.S.C. § 10743(a)(1) " The Third Circuit's holding applies regardless of whether the designated consignee gave its permission to be so designated.

Novolog is an outlier—it stands alone against the Seventh and Eleventh Circuits, to say nothing of the decisions of lower courts—and should not be followed. As the Eleventh Circuit pointed out in *Groves*, section 10743(a)(1) only applies to consignees: it does not apply to agents who are not also consignees 586 F.3d at 1281; *see also South Tec*. 337 F.3d at 817 (section 10743(a)(1) applies only to consignee-agents). The Eleventh Circuit

In addition to *Groves* and the cases cited therein, *Southern Pacific Transportation Co. v. Matson Navigation Co.*, is particularly on-point. In that case, the middleman that received shipments from the railroad for loading and shipment to a final destination generally appeared on bills of lading as the "care of" party, but in some instances appeared as the consignee. *Id.* at 155. The United States District Court for the Northern District of California found that the middleman was not liable for demurrage because: (1) it was unilaterally named as a consignee, and generally was only listed as the "care of" party; (2) it was not the purchaser of the goods shipped; (3) it was not the final destination of the shipments; and (4) it did not have an interest in or control over the goods shipped. *Id.* at 157.

Given the facts of this case—which are virtually identical to those in *Groves* and *Matson*—it is clear that under the overwhelming weight of authority, Fore River cannot be held liable for demurrage:

- Fore River was not a party to any transportation contract with STRC;
- Fore River never agreed to be liable for demurrage;
- Fore River has always contested STRC's efforts to impose demurrage, has repeatedly, consistently and vigorously asserted that it will not do so, and has never done so;
- Fore River never agreed to be designated as a consignee;
- Fore River did not see the BOLs on the rail cars giving rise to the demurrage at issue in this case:

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was unwilling to accept the proposition that section 10743(a)(1) created a presumption of liability, or that "merely naming an entity as consignee on a bill of lading creates a presumption of that status." *Id.* Thus, the court "agree[d] with the district court that 'the *Novolog* rule of presumptive liability cannot function in a situation where the receiver of freight is not given notice that it has been listed as a consignee by third parties.'" *Id.* That is, the step of determining whether a middleman is, in fact, a consignee, cannot simply be assumed away based on a third party's unilateral designation.

Even if the Board is inclined to follow *Novolog*, and to find that Fore River was a consignee simply because IP designated it as such (at least on some of the BOLs) without Fore River's knowledge or consent, Fore River cannot be held liable for demurrage because, as discussed in section B below, Fore River served solely as a disclosed agent of the shipper

- Fore River did not know that it was designated as consignee on some of the BOLs, until this litigation;

- Fore River acted merely as a middleman, receiving the shippers' goods, without taking title or any other ownership interest, and then sending them to someone else upon the shippers' instructions; and

- Fore River played no part in deciding how many or which cars were sent, what was in them, when they were being sent, or how much was paid to move them.

Based on these facts alone, STRC's claim must fail because Fore River is well outside the definition of "consignee" set forth in *Groves* and the other case law. *See, e.g., Groves*, 586 F.3d 1282. There is indisputably no written contract, and just as clearly nothing approaching a meeting of the minds here with respect to demurrage or consignee status. *See, e.g., Hercules, Inc. v. U.S.*, 516 U.S. 417, 424, 116 S.Ct. 981, 134 L.Ed.2d 47 (1996) (discussing implied contracts).

STRC even admits, through its representative Mr. Bostwick, that "**I couldn't tell historically if Fore River has ever agreed or not agreed** . . . ." (Ex. A at 39 (emphasis added).) Never mind, says STRC, because demurrage liability is "not a matter of agreeing. It's the tariff....It is historical that railroads charge demurrage and consignees pay demurrage." (*Id.*) Fore River is a consignee, says STRC, because it appears as such on certain bills of lading. And, swinging for the fences, STRC insists that it does not even matter that on the BOLs from the IP Jay mill, Fore River is listed as a "care of" party for IP, rather than as consignee. STRC insists that Fore River is a consignee on those shipments anyway ... because ... STRC says so.

STRC's position is so thoroughly without merit that it hardly warrants serious consideration. STRC cannot prove that Fore River ever agreed to assume contractual liability for demurrage—Fore River did not—and not only admits that it cannot prove this essential fact, but practically boasts that it does not care. Rather, STRC bases its claim on a legal foundation that

has been roundly, soundly and recently rejected by most courts: that the unilateral listing of Fore River as consignee on BOLs, by someone else, without Fore River's knowledge or consent, makes it liable for demurrage—even where it is only listed on the BOLs as a "care of" party. Indeed, STRC's position—demurrage liability is "not a matter of agreeing. It's the tariff"—is essentially little more than the same kind of stubborn reliance on a tariff that was rejected in *Middle Atlantic Conference*. Such an effort must be rejected. STRC's petition should be resolved in favor of Fore River.

Even if STRC is allowed to recover demurrage based solely on IP's unilateral designation of Fore River as consignee on BOLs, without Fore River's knowledge or consent, then liability must at least be cut off to the extent that Fore River was not even listed as consignee on all of the BOLs. Fore River was listed only as a "care of" party on all of the BOLs from IP's Jay mill. Moreover, STRC's own waybills for the Jay shipments also lists IP in two separate places as consignee—once as "INTPAPER" and once as "INTERNATIONAL PAPER" with Fore River appearing only in the address line.[32] Based on this alone, STRC's own theory of liability does not apply, and what is more, STRC has waived any claims on those shipments. *Department of Human Services v. Bell*, 1998 ME 123, ¶ 6, 711 A.2d 1292, 1294-95 ("Waiver is the voluntary and knowing relinquishment of a right and may be shown by a course of conduct signifying a purpose not to stand on a right, and leading, by a reasonable inference, to the conclusion that the right in question will not be insisted upon.").

The Jay shipments amount to $42,360.00 of the total charges at issue in this case, bringing the total in dispute down to $66,540.00. In addition, $21,600.00 in demurrage is attributable to diverted cars, the origin of which is unknown to Fore River. STRC has the burden

[32] By contrast, STRC's waybills for Bucksport shipments listed the consignee as "FORRIVDIS" and "FORE RIVER DIST CENT". (Ex A at Dep. Ex. 9.)

of proof to show that these were not also Jay cars, and failing that, another the total demurrage STRC claims is reduced to $44,940.00.

B. Fore River Acted as an Agent for a Disclosed Principal

Even if Fore River were a consignee—which, as set forth above, is not the case—that would not be the end of the story; Fore River would still prevail.

"A consignee may avoid demurrage liability by disclosing its agency status prior to accepting delivery of the shipment." *Groves*, 586 F.3d 1273, 1279 (11th Cir. 2009). 49 U.S.C. § 10743(a)(1) states:

> When the shipper or consignor instructs the rail carrier transporting the property to deliver it to a consignee *that is an agent only, not having beneficial title to the property,* the consignee is liable for rates billed at the time of delivery for which the consignee is otherwise liable, but not for additional rates that may be found to be due after delivery if the consignee gives written notice to the delivering carrier before delivery of the property—
>
> > (A) of the agency and absence of beneficial title; and
> > (B) of the name and address of the beneficial owner of the property if it is reconsigned or diverted to a place other than the place specified in the original bill of lading.

(Emphasis added.)

This statute builds on the basic common-law premise that "an agent for a disclosed principal is not liable to a third person for acts within the scope of the agency." *See, e.g., Middle Atlantic Conference*, 353 F. Supp. at 1121 (non-consignee agent, who is not party to transportation contract, cannot be held liable for demurrage). Section 10743(a)(1) simply clarifies that even where a party is a consignee, the party still cannot be held liable for demurrage where the carrier is on notice of the consignee's role as an agent.

Courts and the Board have determined that a bill of lading listing the consignee-agent as the "care of" party for the shipper is sufficient notice of the agency relationship, meeting the

requirements of Section 10743(a)(1). *See Novolog*, 502 F.3d at 258, n. 12. "If the bills of lading already contain a designation such as 'care of,' ... the agency relationship is considered disclosed and the consignee-agent is not subject to liability for demurrage charges." *Id.* (quoting *R. Franklin Unger, Trustee of the Ind. Hi-Rail Corp., debtor-Petition for Declaratory Order-Assessment and Collection of Demurrage of Switching Charges,* STB Docket No. 42030, slip op. at 6 n. 13 (STB served June 14, 2000)).

Thus, because Fore River is listed as the "care of" party on the BOLs for shipments from IP's Jay mill, the demurrage charges attributable to those shipments are automatically unrecoverable from Fore River, and STRC's petition must be denied as to those amounts—which total $42,360.00—without further inquiry. The same is true for another $21,600.00 in demurrage attributable to diverted cars that presumptively originated in Jay.

Indeed, the "care of" designation on the Jay BOLs also suffices to put STRC on notice of Fore River's role with respect to the remaining shipments. STRC always had notice of the agency relationship between IP and Fore River, and there was never any reason for STRC to discern any difference with respect to Jay shipments as opposed to any other shipments. STRC had not only *notice*, but full *knowledge* that Fore River was merely an agent for IP:

- STRC has been shipping IP's roll paper to Fore River, on orders from IP, for over thirty years.
- STRC knew that Fore River received IP's roll paper for the purposes of storing it on a short- or long-term basis, or for immediate shipment to an IP customer via means other than rail.
- STRC knew that IP controlled what happened to the paper even after Fore River received it, and that Fore River did not itself use the paper—in STRC's words, "they are not a print shop...."
- STRC's representative, Mr. Bostwick, would say from experience that Fore River probably did not hold title to the shipped product, and he would not be surprised to

have that confirmed; but it would not make a difference to him.

- Fore River consistently and vigorously contested STRC's efforts—before a single shipment in this case was made—to impose demurrage charges on Fore River.

- STRC, Fore River, and IP met , face-to-face, more than once, to discuss the demurrage problems. Fore River refused to attend such meetings without IP representatives being present, and made it clear every time that it was not going to pay demurrage charges.

Given these overwhelming facts, even if Fore River is considered a consignee—a conclusion that cannot be reached on the facts and law of this case—Fore River was acting merely an agent of IP, a fully-disclosed principal. Thus, Fore River is not liable for demurrage pursuant to 49 U.S.C. § 10743(a)(1), and STRC's petition should be resolved in favor of Fore River.

II. STRC's DEMURRAGE PRACTICES, RULES, RATES AND CHARGES ARE UNREASONABLE

Pursuant to 49 U.S.C. § 10702 a rail carrier's rates, rules and practices must be reasonable. There is no single test or standard for determining whether a rule or practice is reasonable. *North America Freight Car Ass'n v. BNSF R. Co.*, No. 42060 (SUB-1), slip op. at 5 (STB served Jan. 26, 2007). "Whether a particular practice is unreasonable typically turns on the particular facts." *Capitol Materials Inc.—Petition for Declaratory Order*, STB Docket No. 42068, slip op. at 6 (STB served April 12, 2004).

49 U.S.C. § 10746 provides that a carrier must compute demurrage charges and establish related rules that will facilitate freight car use and distribution and promote an adequate car supply. The Board has characterized the purpose of demurrage as twofold: (1) to compensate the carrier for the use of its equipment; and (2) to prevent undue detention of railcars. *See Savannah Port Terminal R.R., Inc.—Petition for Declaratory Order—Certain Rates and Practices as*

Applied to Capital Cargo, Inc., Finance Docket No. 34920, slip op. at 10-11 (STB served May 30, 2008).

Given these policy objectives, no demurrage liability exists where the carrier is at fault for the failure to load or unload railcars, as demurrage liability arises only when the shipper or consignee is at fault for the delay in loading or unloading. *See St. Louis, Southwestern Ry. Co. v. Mays*, 177 F. Supp. 182, 183 (D.C. Ark. 1959). As the Board has stated:

> In general the principle underlying demurrage is quite simple. When a shipper utilizes a railcar, that shipper is taking up a railroad asset—the use of that railcar. As a result, the railroad has a right to set a reasonable time for a shipper to finish using that asset and return it to the railroad. ... Equally simple, however, is the notion that a shipper should not be required to compensate a railroad for delay in returning the asset if the reason for the delay is not the shipper's, but the railroad's fault.

Capitol Materials Inc.—Petition for Declaratory Order, STB Docket No. 42068, slip op. at 2 (STB served April 12, 2004).

In *Matson*, the Court determined that the purpose of demurrage charges would not be promoted by charging demurrage to a middleman who was not at fault for the delay in returning the railcars. 383 F. Supp. at 159. The middleman was not notified of when shipments would arrive and therefore did not have an opportunity to advise the shipper of the best time to send the goods to avoid shipments being sent when there was not space to accommodate them. *Id.* at 158-59. Because the middleman was, therefore, not responsible for the delay, the Court determined that charging demurrage to the middleman would not serve to "promote efficiency in the use of scarce railroad facilities." *Id.* at 159.

A. STRC's Effort To Impose Demurrage Charges On Fore River Is Unreasonable Because Fore River Did Not Create The Backlog, And Took Substantial Steps To Help Reduce It.

In this case, even assuming that Fore River is a party that is chargeable with demurrage, the backlog giving rise to the demurrage charges was created by STRC and IP—that is, everyone

involved except Fore River. Accordingly, Fore River is not liable for the resulting demurrage charges. By chronically missing switches, failing to provide daily switches, and providing only partial and late-night switches, STRC created the backlog at Rigby.

At the same time, Fore River had no control over the number of cars it received at any one time, and was not involved in the creation of BOLs governing the shipments, which were agreed-to by IP and STRC. Fore River was not the party who shipped, or placed, a massive number of cars in a very short period of time. Fore River was simply a middleman. *See Matson*, 383 F. Supp. at 159.

Nevertheless, Fore River did what it could to alleviate the backlog, requesting consistent and additional switches and opening on Saturdays. STRC's illusory offer of seven-day-per-week switching is irrelevant given its inability to provide the switches it was already supposed to be making, and Fore River could not—and could not be expected to—work seven days per week in any event. STRC's efforts to punish Fore River for a situation caused not by Fore River but by STRC's own conduct and that of IP, where Fore River was not at fault and made good faith efforts to alleviate the backlog, are unreasonable pursuant to Section 10702. *See, e.g., See Savannah Port Terminal R.R., Inc.*, slip op. at 8 (indicating that one switch per day is baseline; "more than one switch per day is generally not required.").

B. STRC's Effort To Impose Demurrage Charges On Fore River Is Unreasonable Because The Influx Of Cars Resulted In Part From IP's And STRC's Strategy To Solve Their Business Problems.

The unreasonableness of STRC's charges in this case is compounded by the fact that at least part of the reason for the enormous number of cars shipped to Fore River—without Fore River's prior knowledge or control over the size and timing of those shipments—was the redesignation of cars from storage-in-transit to inbound to Fore River. That, in turn, was driven

by a shortage of outbound rail cars. It may well have made business sense for IP and STRC to address the problem in the way they did, but that is a solution to *their* business problem, and Fore River is not the party that should bear the costs of solving it.

There is no question but that the redesignation of SIT cars made things worse; as noted above, of the one hundred-four cars actually or constructively placed between May 11 and May 22, twelve were redesignated SIT cars. Of those, eleven were placed on one day. Making the May deluge worse, thirty-eight redesignated SIT cars were placed during June—the month with the highest demurrage bill. And the former SIT cars were placed in clumps:

Date	Redesignated SIT Cars	Other Cars
June 7	2	1
June 8	3	5
June 18	8	0
June 20	9	10
June 21	3	7
June 26	5	9
June 28	8	6

Clearly, the SIT cars added insult to injury; removing those cars from the equation would have lessened the extent of the problem. It is unreasonable to try to make Fore River pay for solutions to IP's and STRC's business problems.

C. STRC's Effort To Impose Demurrage Charges On Fore River Is Unreasonable Because STRC Profited From Fore River's Efforts in Reloading Cars, While Also Charging Demurrage Based On The Extra Time Needed To Reload The Cars.

In addition, STRC's pursuit of Fore River for demurrage is particularly unreasonable given that 71% percent of the cars at issue in this case were reloaded by Fore River rather than simply released as empty. STRC has admitted that it benefited financially when outbound cars were full, because STRC could begin charging the shipper for carrying the full freight car immediately upon release by Fore River—as opposed to when cars were released empty, in which case STRC could not charge the shipper. (*See* Ex. A at 104.) STRC did not, however,

credit Fore River in any way for the financial benefit that STRC received from Fore River's efforts. (*See Id.* at 111).

Instead, STRC penalized Fore River for the additional time taken to reload the cars, while ignoring the benefit STRC gained from the release of reloaded outbound cars. To the extent that STRC is double-dipping in this fashion, its demurrage rates/charges, rules and practices are unreasonable. That is not a small problem; 71 percent of the cars at issue in this case were reloaded. As set forth in the table in the foregoing Facts section, applying STRC's methodology for calculating demurrage produces a total of $49,020.00 in charges attributable to reloaded cars. STRC's petition should be denied as to this amount in its entirety. In the alternative, if Jay cars are not counted because they have already been excluded from demurrage, then only $22,980.00 attributable to non-Jay reloaded cars should be excluded.

D. STRC's Effort To Impose Demurrage Charges On Fore River Is Unreasonable Because It Does Not Serve The Purposes Of Demurrage.

Neither of the historic purposes of demurrage is served in this instance. As noted above, the purposes of demurrage are: (1) to compensate the carrier for the use of its equipment; and (2) to prevent undue detention of railcars. *See Savannah Port Terminal R.R., Inc.* slip op. at 10-11.

First, STRC is not entitled to compensation for the use of its equipment where at least some of the cars in question were leased by IP and were not even owned by STRC.[33] STRC could not have been denied the benefit of its equipment where it did not even own the cars in question.

[33] This is to say nothing of the supreme irony of STRC arguing that it needed to assess demurrage to recoup its own car-hire costs. STRC has repeatedly been sued for car-hire fees, in some cases amounting to millions of dollars. ***Exhibit M*** hereto is a motion filed by one of STRC's car-hire creditors seeking to have STRC placed in receivership and describing STRC's habitual practice of refusing to pay its bills, and citing eleven other cases brought against STRC by car-hire creditors STRC ultimately agreed to judgment. (***Exhibit N*** hereto.) Indeed, as recently as June 2010, yet another such lawsuit was filed against STRC. (*See* ***Exhibit O*** hereto.) The notion that STRC needed to receive demurrage as compensation for its car-hire charges is, to put it mildly, implausible

Second, Fore River does not need an incentive, in the form of threatened demurrage, to unload railcars quickly. Fore River's business arrangement already rewards Fore River for moving as quickly as it can to get shipments into its warehouse, because Fore River does not start generating revenue on the goods it receives until that time. Full rail cars sitting at Rigby (or anywhere else) do nothing for Fore River. It is, therefore, absurd to suggest that Fore River needs any external motivation to move more quickly.

Moreover, Fore River is not the party that should be held to account for "taking up a railroad asset"; Fore River is not the party that shipped an inordinately large number of cars at once, missed switches, benefitted financially from cars being reloaded rather than released empty to STRC, or needed to address a shortage of outbound cars by releasing them from SIT status. For these reasons, charging demurrage to Fore River accomplishes nothing in relation to the purposes of demurrage established by Section 10746 and this Board. *See Matson*, 383 F. Supp. at 159.

Thus, it would be unreasonable – and, in relation to the purposes of demurrage, pointless – to assess demurrage on Fore River in this case. STRC's petition should be resolved in favor of Fore River.

CONCLUSION

For the foregoing reasons, petitioner respectfully requests that the Board declare that:

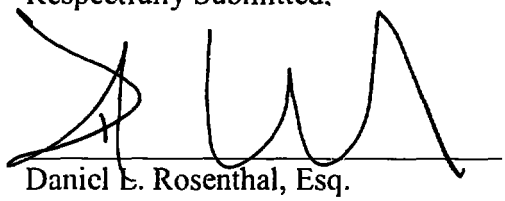
(1) Fore River is not a party that is chargeable with demurrage in this case, and STRC is not entitled to recover any of the charges sought;

(2) STRC's demurrage rules, practices, rates and/or charges relating to demurrage are unreasonable and do not serve the purposes set forth in 49 U.S.C. § 10746; and

(3) All other claims, issues, and charges in this case are resolved in favor of Fore River and against STRC.

Dated: August 4, 2010

Respectfully Submitted,



Daniel E. Rosenthal, Esq.
Marcus, Clegg & Mistretta, P.A.
One Canal Plaza
Suite 600
Portland, ME 04101-4035
(207) 828-8000

Attorney for Respondent
Fore River Warehousing
and Storage Co., Inc.

Verification

Pursuant to 28 U.S.C. § 1746 and 49 C.F.R. § 1104.5, I, Michael Cella, declare under penalty of perjury that I have read the foregoing statement and that to the best of my knowledge the facts asserted there are true and the same are true as stated. Executed on

August 3, 2010

Michael Cella

STATE OF MAINE
CUMBERLAND, ss.

8/3/10

Personally appeared before me the above named Michael Cella and made oath to the truth of the foregoing, and as to those matters based on information and belief, he gave oath that he believed them to be true.

Before me,

Notary Public

JEAN M. DUNPHY
NOTARY PUBLIC
STATE OF MAINE
My Commission Expires July 5, 2014

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing has been furnished to Keith R. Jacques, Attorney for Springfield Terminal Railway Company, Smith Elliott Smith & Garmey, 199 Main Street, PO Box 1179, Saco, Maine 04072 via overnight delivery this 4th day of August, 2010.

Dated: August 4, 2010

Daniel L. Rosenthal
Marcus Clegg & Mistretta, P.A.
One Canal Plaza, Suite 600
Portland, Maine 04101
(207) 828-8000

Attorney for Respondent
Fore River Warehousing & Storage Co., Inc.

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TO
VERIFIED REPLY STATEMENT OF RESPONDENT
FORE RIVER WAREHOUSING AND STORAGE CO., INC.

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B. McCallum Deposition Transcript and Exhibits

C. Cella Deposition Transcript and Exhibits

D. Sidetrack Agreement

E. Sample Faxes

F. Warehouse Operating Agreement

G. STRC's SIT Spreadsheets and SIT Records

H. June 6, 2006 Letter

I. May 22, 2006 E-mail

J. Fore River Demurrage Spreadsheets

K. May 30, 2006 E-mail

L. August 11, 2006 E-mail

M. Motion for Receivership

N. Agreement for Judgment

O. Complaint

EXHIBIT
tabbies
A

COPY

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. NOR 42108

THE SPRINGFIELD TERMINAL RAILWAY COMPANY

PETITION FOR DECLARATORY ORDER

DEPOSITION OF MICHAEL BOSTWICK, taken pursuant to notice dated August 18, 2009, at the law offices of Verrill Dana, One Portland Square, Portland, Maine, on **September 1, 2009**, commencing at 9:57 A.M., before Lisa S. Bishop, RPR, RMR, a Notary Public in and for the State of Maine.

APPEARANCES: DANIEL L. ROSENTHAL, ESQ.
ADRIANNE FOUTS, ESQ.
KEITH R. JACQUES, ESQ.

ALSO PRESENT: Michael Cella

Duvernay Reporting, Inc.
2 Merrill Road
Westbrook, ME 04092
207-854-2721

I N D E X

Deponent: MICHAEL BOSTWICK

Examination by:	Page
ATTY. ROSENTHAL	3

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(Original Exhibits Included in Original Transcript.

Copies of Exhibits Included in Transcript Copies.)

MICHAEL BOSTWICK, having been duly sworn by the Notary Public, was examined and deposed as follows:

EXAMINATION BY ATTY. ROSENTHAL:

Q Good morning, Mr. Bostwick. My name is Dan Rosenthal and we met a minute ago You are here to have your deposition taken today.

A Yes.

Q Okay Have you ever had your deposition taken before?

A For the company?

Q Any time --

A Yes.

Q -- at all.

How many times have you had your deposition taken?

A One time.

Q All right. I'm just going to quickly go through a couple of basics even though you have had your deposition taken before You understand that I'm going to be asking you questions and you are going to be answering them and the court reporter is going to be writing everything down?

A Yes.

Q And because the court reporter has to write down everything we say so that we have a written record, it's important that we have verbal answers to questions, yes, no, as opposed to nodding your head and things like that

A Yes.

Q There you go. Always good to see people have a sense of humor

Another thing that is important -- and you and I just did it a minute ago -- is to try not to talk over each other. So I'm just going to ask you to let me finish my questions, even if you think you know where I'm going with it, let me finish, and then you can give me your answer, and I'm going to try not to talk over you. Okay?

A Yes.

Q Okay. When you told me that you had your deposition taken before, was that on a matter on behalf of the railroad?

A No.

Q Okay. Something personal or business other than the railroad?

A Yes.

Q Okay. Other just quick basics here. We are -- you are not a prisoner here If you want to take a break, let me know and we can certainly do that. As long as we are not in the middle of a question, I will be happy to try to accommodate you. Okay?

A Okay.

Q I'm going to assume you understand my questions, so tell me if you don't and I will work with you to try to ask

them differently and make sure that you understand what I'm saying. Okay?

A Okay.

Q All right. I would like to have you start by just telling me what's your position -- I'm going to back up already and ask you, who is your employer?

A I'm employed by Springfield Terminal Railway.

Q And what is your position there?

A I'm the senior vice-president of marketing and sales.

Q And how long have you held that position?

A It was November of either '05 or '06. '06, I think.

Q Okay. Did you work for Springfield Terminal prior to that?

A Yes.

Q And what position did you hold there?

A Prior to that position, I was the vice-president of sales and intermodal.

Q And how about before that?

A I was the vice-president of sales.

Q And if you can keep going back in time, that would be great.

A AVP of sales, director of marketing, and then director of freight claims.

Q So how long in total have you worked for Springfield Terminal?

A 13 years.

Q Okay And I know that -- and you can correct me if I'm wrong, but my understanding is Springfield Terminal has other railroads that it is affiliated with; is that correct?

A Yeah.

Q Did you work for those other companies at all?

A No.

Q Okay Did you have another job in the railroad business before you worked for Springfield Terminal?

A No.

Q So was Springfield Terminal your first job out of college or -- I probably should not assume anything Did you go to college?

A Yes.

Q Okay. Was Springfield Terminal your first job out of college?

A No.

Q What were you doing before you were at Springfield Terminal?

A I was working for a restaurant.

Q Okay And how long were you doing that?

A Three years.

Q Okay. What is your educational background, can you tell me where you went to school and what you majored in?

A I went to U. Mass Amherst, graduated with a BA, double majored in economics and history.

MR. ROSENTHAL: All right. I'm going to grab my first sticker here.

(Exhibit No. 1, Notice to Take Deposition, marked for identification.)

Q I'm going to hand you what I have marked as Exhibit 1 and just ask you to tell me if you have seen that before And let me just tell you, there are three of the same thing clipped together there, so you can take the one with the sticker and if you would give Mr. Jacques one and give another one back to me.

A Yep.

Q Have you had a chance to look at that?

A Yes.

Q And again, you understand that you are here to have your deposition taken today?

A Yes.

(Exhibit No. 2, Letter, 8/18/09, marked for identification.)

Q Okay. I'm going to hand you No 2 and ask you if you have ever seen this before

A Yes.

Q And you've been reading it to yourself and you have told me that you have seen it before, so what I want to ask

you is are you prepared today to speak on behalf of Springfield Terminal Railway Company on the topics that are identified as one through six on this Exhibit 2?

A Yes.

Q Okay. All right. You understand that Springfield Terminal has filed a claim against Fore River Warehousing and Storage for demurrage charges, correct?

A Yes.

(Discussion off the record.)

Q And I hope you will correct me if I'm using the wrong terminology here, but I'm going to try to be as accurate as I can. There were shipments of roll paper from International Paper mills and it's the shipments of those quantities of roll paper that gave rise to the demurrage charges that are the subject of this case; is that accurate?

A Well, shipment of the railcars.

Q Okay. Shipment of railcars. And the railcars -- the product that was in them was roll paper, correct?

A Yes, primarily. I'm not sure if there was any other commodities.

Q Okay. And appreciating that distinction, that there may have been other commodities, is it accurate to say that all of the railcars that were shipped that give rise to this case came from either International Paper out of

Bucksport or International Paper out of Jay?

A Yes.

Q And when we talk about Jay, it's also referred to as Riley's; is that right?

A Correct.

Q For purposes of this deposition today -- well, let me back up.

You understand that at some point, International Paper was brought by Verso?

A Yes.

Q When I talk about International Paper today, if I ask you a question about International Paper, I mean International Paper even if it is a time period in which it was owned by Verso. Does that make sense to you?

A Yeah.

Q So, for example, if I ask you about something that happened after Verso bought International Paper, but I describe it as a question relating to International Paper, I'm talking about the same thing. Does that make sense?

A Yes.

Q To make all our lives easier, I'm going to probably refer to International Paper as IP. Is that fair?

A That's fair.

Q I'm going to get tired of saying International Paper.

All right. So can you tell me the basic nature

of the arrangement between Springfield Terminal and IP with respect to the railcars that are at issue in this case, in other words, who is hired to do what on those railcars?

A IP at both Bucksport and Riley's, which are the rail stations, would issue bills of lading to Springfield Terminal to move the cars from -- from those locations to Portland, Fore River Warehouse.

Q So it's IP who creates the bill of lading?

A Yes.

Q Does Springfield Terminal participate in creating that document?

A Springfield Terminal takes the bill of lading and creates a -- for our own internal use, to be able to move a car, creates what's called a waybill.

Q Okay. What is a waybill?

A A waybill is instructions so our clerical forces or engineers, conductors, the railroad in general knows what the car is, where the car is, and where the car needs to go.

Q And IP pays the railroad to move the cars, correct?

A Yes.

Q Okay. So IP is the railroad's customer, right?

A I consider Fore River my customer, Springfield Terminal's customer, and I consider IP a customer.

Q We will get back to the Fore River piece later on, but

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IP is essentially saying we want to hire the railroad to move this car from point A to point B, correct?
A Correct.
Q And IP is the party that decides where that car is going to go?
A Correct.
Q And they decide what they are going to put in the car?
A Yes.
Q Okay. Is there a written contract between Springfield Terminal and IP that would cover the timeframe in this case, and by that, I mean 2006?
A In regards to what?
Q In regard to movement of the cars to -- from Bucksport and Riley's to Fore River.
A Yes.
Q And do you know what the purpose of railcars being sent to Fore River was?
Let me withdraw that and try to ask you a better question. Do you know what -- why IP was sending railcars to Fore River?
MR. JACQUES: I'm just going to object on foundation grounds, but he can testify as to what he understands or what he was told by IP.
A The paper in those railcars could be going there for multiple reasons, could be going there for short-term

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storage, long-term storage, cross-dock, could go in rail, out rail, could go in rail, out truck, could -- IP could have an order on it or IP might not have an order on it. I don't know specifically what the intent of that product is going to be when they load it.
Q What's cross-dock?
A Cross-dock means the railcar comes in and the warehouse has trucks lined up right at -- right at the door, so it goes from the railcar to the truck and out the door. It goes across the dock.
Q Okay.
A Versus going into -- into a storage capacity.
Q Okay. You understand Fore River is a warehouse, correct?
A Correct.
Q I mean in other words, Fore River is not a user of the paper itself?
A Yeah, no, they are not a print shop, no.
Q So the product is going to Fore River either to be stored there -- and I heard you use the word storage -- that's one use, right? Correct?
A Correct.
Q The other use would be to be immediately moved somewhere else?
A Correct.

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Q Do you know who makes the decision about what happens to the product once it gets to Fore River?
A My experience tells me it would be IP.
Q Okay.
A In coordination with Fore River though.
Q Okay. This understanding that you have that we have been talking about about what IP is using these railcars for, you've understood this all along, correct?
A The function of the services that we are providing and the services that Fore River is providing?
Q Yes.
A Yes.
Q Okay I would like to have you tell me in a little bit more detail how it works when IP decides it wants Springfield Terminal to send some railcars. And what I would like to know is -- I guess I need to break that down Do they specify the number of cars that they want?
A How the process goes is IP has a car loaded with paper. They will submit -- depending on which mill it was, Bucksport at the time was a paper -- one of the them I believe at the time was providing us with electronic transmission, where instead of faxing us over a piece of paper to tell us where to send it, it was an electronic transmission we would read off and then translate into the waybill. That's what tells us -- that's what comes across

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to us to tell us where to send the car.
Q And can they just tell you any time they want that they want railcars, do they have to ask you first whether you can meet the request that they have made?
A They can ship to any point that they so desire. It's a rail station. I as a rail carrier have a common carrier obligation to haul their traffic.
Q Okay. Do you have any -- do you know whether IP has to check with Fore River before they send you a bill of lading?
A I don't know what relationship they would have in regards to that type of situation.
Q All right. Let's take -- let's take -- let's make up an example. Well, let me back up actually. Does IP tell you we have -- we have, you know, 22 let's say full cars we need you to come take away, do they specify in the bill of lading how many cars they're communicating with you about in that instance?
A Right. And when you say you, it would not be directly me. It would be somebody -- somebody else within my organization, clerical person. That clerical person can be at the mill, he could be anyplace throughout our network, so it is not always the same person every person every day and it changes by mill.
Q Okay.

A So they could send us over 20 bills of lading and each bill of lading is its own separate arrangement.
Q Is each bill of lading its own car?
A Yeah.
Q Okay. Where do they get the cars to fill them up?
A We spot the cars. They could be cars that they lease/own, cars we lease/own, cars other parties lease or own.
Q Let's say they send you -- and I appreciate you pointing out that it's not you personally, so when I use the term you, I'm -- hopefully, it will be clear from the context, but feel free to specify as you did. They send to Springfield Terminal two bills of lading in one day and they say we want you -- we have two cars here that are full and we want you to ship them to Fore River. What is the timing by which Springfield Terminal responds to that request and goes up and gets the two cars?
A Goes up and gets the cars or bills the cars? Because the bill has to come over, and if it comes over at a certain time of the day, I might not get to it until the next day, I might get to it that day, and then it gets billed. And then depending on where it is sitting, you know, if it's sitting at the mill and I'm switching the track at that time, it can get pulled out in 10 minutes.
Q Okay.

A Or, you know, it could be sitting someplace else and it's going to take a couple days.
Q And when you say the bill, are you referring to a bill issued to IP to pay for those two movements?
A When I say bill, I meant bill of lading. When they send the bill of lading over to us, you know, the time with which that gets processed through our system depends on the work force, where it is coming from, who it is coming to, which fax number it went to or which -- you know, what day of the week it happens too.
Q Does Springfield Terminal have a minimum number of cars that it will move at once?
A I don't know. I wouldn't say we have a minimum number of cars. We have a common carrier obligation to move cars and, you know, we are going to do what's economical, but we are going to move cars when we can move cars.
Q Okay. In the timeframe that we're talking about in this case, March let's say through July, August of 2006, were there any occasions in which Springfield Terminal waited until there was a certain number of cars from either Bucksport or Riley's before it would move those cars?
A Not that I -- not that I recall.
Q All right. How would you figure that out if you wanted to, are there records that you would look at?
A I don't -- a decision like that, if we didn't run a

train or not run a train, it could be for a multitude of reasons, could have been the crew called in sick, engine had a problem. There's 1,001 reasons why a car or train wouldn't run, so we don't have -- at least I wouldn't know, not that I recall anyway -- any detailed records of why a train doesn't run.
Q Is there a -- has there ever been a business decision that's been made that we are going to wait until we have got a certain number of cars because it is not economical for us to just go get two or three at a time?
A In regards to this business or --
Q Yes.
A Not that I, you know, can recall.
Q Okay. When the cars are brought from let's say Bucksport to Fore River -- in the ordinary course of business, let's say that Fore River has an empty track and Bucksport has ordered 22 cars to be sent to Fore River What would happen with the 22 cars?
A Where are they? You know, if they are all in Bucksport siding, maybe I would pull all of them up to Northern Maine. Maybe I have three engines and I can pull them all. Maybe that day, I have one engine. Maybe I don't have an engine. Maybe the cars are already at Northern Maine because they weren't loaded up the night before and we pulled it and had a bill of lading that

didn't hit to us until the next day. Because those things will happen where a bill of lading comes across, and for whatever reason, it did not transmit correctly, so they can come from all different types of locations.
Q Let's say they are all together
A Yep.
Q How many -- how many cars can be pulled at one time?
A I have pulled one car train. I have pulled 100 plus car trains or we as a company pulled, so it really depends on the circumstances that you have at the time.
Q Let's say -- I'm going to just ask you to assume that the cars are all together in Bucksport and you have got an engine and you can pull all 22 cars down to Portland. Where do they go at that point?
A If I had one engine and 22 cars, I wouldn't be able to pull all 22 with one engine, but I would go from Bucksport to Northern Maine, basically Bangor, and then I would have a train that goes from Northern Maine to Waterville, Waterville down to Portland. The frequency of that train is intermittent based on, you know, what we have going on for the entire network. Because it's a 1500-mile network that stretches from Albany to St. John, so there is a multitude of reasons why things move and don't move.
Q All right. So let's just -- would the cars all go to -- I understand that Rigby yard in South Portland is a

facility that Springfield Terminal uses, correct?
A Yes, it's a classification yard.
Q Okay. So if you had -- you told me a moment ago that you have moved -- the company has moved 100 trains at a time and you pointed out that when I gave you an example and said one engine, maybe that was something you couldn't do with one engine, but let's say there are enough engines to move that many cars. Do they all come into Rigby together and then get sent out to their destinations?
A Where are all 22 cars going, Fore River?
Q Yes.
A If they were all moving together, it would be nice to be able to move it in a block. It would be nice, if we can, nice and efficient, comes together. The block came to us from IP as a block, we moved it in a block down to Rigby, but again, I can't control how those cars were released. So if they released 22, that was IP's decision.
Q Let's say that -- I think what I want to actually have you do is --
A Draw a map?
Q -- draw me a map of Rigby.
A I have a guy that just does that for me. He does great maps.
(Exhibit No. 3, Sketch, marked for identification.)
Q Let's put a sticker on this and we will call it No. 3.

I want to have you draw me a map of Rigby.
A Rigby.
Q Of Rigby. And before you draw, let me try to kind of spell out a scenario that I'm interested in. In this scenario, Fore River's track is full, so you can't bring the cars right from the mill to Fore River. And you have got a train with 100 cars and 20 of them are from the mill and, you know, you have got three from IP and then four from some other customer and then four from Bucksport. And they are all, you know, interspersed. Because I think I hear you telling me that you don't always get things in neat packages, is that fair to say?
A We will classify at Northern Maine, so at Northern Maine, I will make a Portland block. So if I have some traffic coming out of New Brunswick, that's a Portland block, or if I have got traffic coming out of the Bangor area, make a Portland block, if I have business coming out of Waterville, that will be a Portland block, so we will -- there will be a Portland block that comes out of Canada, matches up with the Portland block out of Northern Maine, matches up with the Portland block out of Waterville, gets to Portland. In Portland, it is a very dense industrial location for our network and there is various other customers in that corridor on top of the Fore River business.

Q So the Portland block could have railcars in it that are not going to Fore River?
A Definitely.
Q And could you have in that block let's say a couple of railcars to Fore River, couple of railcars headed somewhere else, couple of railcars headed to Fore River?
A Yep.
Q Could they be mixed up like that?
A Yes.
Q And Rigby has a number of tracks, correct?
A Yes.
Q Okay. Now my understanding is that demurrage begins to -- that there is a free period of time that starts at a certain point that whoever is being charged demurrage has got let's say 48 hours to unload the car if it's full or load it if it's empty before demurrage will start being charged; is that about right?
A In a general sense, yeah, for unloading railcars, there is a two-day credit.
Q Okay. And if the person who is going to be charged with the demurrage can't take delivery when the railroad is ready to deliver a car, that's what I think of as constructive placement, is that correct?
A Correct.
Q So the railroad is going to say we are going to start

charging you demurrage even though you told us that you can't take the car yet?
A There's a whole other multitude of possibilities that exist there. A train gets in and it's 9:00 o'clock at night. I don't think I'm -- at the time, I wasn't sending notification to Fore River that cars were available and Fore River might have unloaded those cars overnight, so they come back in the next morning and they have unloaded the 18, so now, I can spot the -- when I said that 22 are available, because that's what IP sent over, that's what arrived at Portland, that I can spot it. It's a whole timing scenario issue.
Q Okay If -- if cars -- railcars are being brought into Rigby and they can't go to Fore River yet and then additional railcars are brought into Rigby -- and this is what I wanted to have you draw for me is how that track looks with cars on it coming in in sort of wave after wave. And let me tell you what I'm really trying to get at because it may not require a drawing. Do the first cars that come in, are those the first cars out?
A It all depends on what Fore River asks for and requests. And through my experience with these scenarios is Fore River is going to be ordering in what IP wants them to order in. Again, it goes back to is this paper going in for long-term storage, cross-over, short-term storage.

It's -- sometimes it is car specific. There's a hot car because it has to get to Lancaster, PA, and it is coming in on the train, and once it comes in on the train, we cut it off and we run over there to spot the one car. We do that.

Q When you say Fore River is ordering cars, tell me what you mean by that.

A Fore River will send over either -- I'm not even sure what the process was at the time or even is right now. They will call over to the clerk, be it at Rigby or Portland, or depending on what the day of the week is, they will call over and say, you know, we are available for a switch, we are releasing -- like I said, they have I think an 18-car siding. 18 cars have been released. You just notified me of 22 cars. Bring me 18 because that's all I can handle.

Q Okay. Now if things get backed up, the demurrage clock so to speak is going to start ticking?

A Correct.

Q And how deep -- how many tracks are there at Rigby, do you know?

A There's an awful -- I have not a clue. There is just an awful -- there is a lot of capacity there.

Q Are they all dead end tracks?

A I'm a marketing sales guy. I'm not a track guy. I just know that there's a lot of tracks at Rigby. I

couldn't tell you.

Q Is there somebody at the company who would be able to answer that question?

A Yeah, we have plenty of people, you know, with that experience.

Q Let me -- let me draw you a picture. Let me try anyway.

All right. What I'm trying to draw here is a very crude picture of a track. There's a T at the bottom of it just to indicate that it's a dead end track.

A Okay.

Q So I'm asking you to assume this is a dead end track And I have drawn 12 little rectangles that are, you know, about as close to a railcar as I'm going to get. Now let's say that Fore River says -- these cars all come in You notify Fore River that they are available and Fore River says, okay, they are available, we can't take them yet These cars at the end of the track came in -- let's say the first six came in on Monday and the next six came in on Thursday. It is now Monday of the next week, so the demurrage clock is ticking. Two days have gone by. Fore River hasn't notified you that they can take cars. Then they call you and they say we need a switch and they say we need a switch for six cars. Which six cars are going to go to Fore River in that scenario?

A Logic would tell you it would be the first six. If it's an open end, just send me any six, we would want to grab the first six. That would be -- would be the easiest move most likely in a scenario like that.

Q First six meaning the six at the open end of the track?

A Right.

Q And so there's -- it would be fair to say that the railroad is --

A But if I can go back. That might not be the case either, you know. It might be easier for them -- they might want to grab these six because they have another six that they want to put down there, you know, another six from some other customer that they know are going to sit for a longer time. It really depends on the circumstances of the day, but from a logical standpoint, grab those six and go, because it's a quick move.

Q Even though it is going to cause more demurrage to rack up because the six at the end of the track have been sitting longer?

A No, the demurrage thing is an average based scenario, so it doesn't really matter which car I bring in. If I pulled these cars and not these cars, the same amount of debits -- you would have still accrued six debits that day either on these cars or on that side. It wouldn't have

mattered. It's an average. It is not -- the calculation is based on here is how many debits, here is how many credits. It is not car by car that you get assessed a bill. It is here's the month, here's what the debits were for the month, here's what the credits were, here's what the allowance was. Because we are not perfect, we realize that, we don't always hit every switch, but we do allow -- we do provide allowances.

Q Okay. And how do you -- how do you provide allowances, how do you figure out when you are going to provide an allowance?

A There's a placement -- constructive placement notification and then notification goes to an order. Once the order comes in from Fore River, that's when it gets off our clock. I consider it kind of like a tennis match.

Q Okay Tell me what you --

A We volley it over to you. We say your car has been constructively placed. It is available for ordering. They come back over and say the car is going to be ordered. And then once the car is ordered, it's upon us to get it placed. Now if your track is full, I can't place the cars, but if your track isn't full, and for whatever reason, I can't bring in what you have ordered, there's an allowance. So if you order 18 cars and I only bring over 12, because for some reason, I could not get to another six that day

that were in the yard, there will be an allowance for those six cars for that day.

Q All right. So let's say -- let's say that 18 cars come into Springfield Terminal and Springfield Terminal notifies Fore River that they are available At that point, they have been constructively placed?

A Right.

Q And so at that point, Fore River has 48 hours to get them, unload them and release them back to the railroad?

A They have got -- if their dock is clear?

Q Yeah.

A All right. So I'm not an expert on the tariff itself, but I believe it is like -- if I come and I notify you today, this afternoon, after a certain hour, that it is available, the clock does not start ticking until I think like midnight that night. So if I notify you at noon today and the track is clear, I have got to get those cars placed to you, the ball is in my court until I get them placed, so if I don't place them until after midnight, the clock does not start ticking until the following midnight.

So if I can do things the right way, I would love to get them placed before midnight that day. So 18 cars come in, it's noon, the track is clear over there, order comes in, if I get them done by midnight, he has 48 hours to get the cars unloaded.

Q All right. So let's say Fore River takes 72 hours to get them unloaded.

A Yep.

Q There's now going to be a debit of one day per car that went the extra 24 hours, right?

A Yep.

Q How would a credit arise?

A He gets two credits for those cars. Those two credits should offset that one debit if he's able -- now that's assuming there is no other cars waiting to go in, because I might have spotted 18 before midnight that day, and then I'm out there running -- I'm out there running to go spot them before midnight, and another 20 cars come in overnight or come in that same day, and notification could go out that same day, so it is a moving target as to what the scenario is going to be.

So if I came in -- let's just go with this scenario. I came in with 18 cars before midnight. Here's his two days, but he takes three. Then another 18 cars comes in the following day. Another 18 cars comes in the next day. Your debits are accruing on all those cars as -- as they -- as they roll in waiting for the release or for them to say, hey, give me another switch.

Q And if a switch is requested and not provided, then --

A Yep.

Q And let's just make it easy. 24 hours after the switch is requested, it is provided. Then an allowance of one per car is going to apply to offset the debits?

A I think that's how it works. I think the allowances offset the debits. Again, I'm not a -- I think the allowances offset the debits, yeah.

Q Who figures this out at Springfield Terminal?

A We have got people on our billing department. At the time, I couldn't recall who would have generated that bill. Might have been -- I think Jeff Miller might have been the person.

Q And do they keep records that track days when switches are missed or requested or provided and all of that?

A Yeah.

Q Okay.

A That's how they calculate the allowances.

Q And do they base what they do on the tariff?

A What do you mean?

Q Well, in terms of calculating, you know, when demurrage starts being charged or accruing and when there are offsetting allowances and all of that, do the people in the billing department who deal with that, do they base those decisions on what the tariff provides?

A Yeah.

Q All right. So there's no -- there's no question in

this case that it is IP who ordered the cars, is that right?

A Ordered the cars?

Q I don't want to get hung up on using the wrong verb, but that when -- somebody made a decision to move railcars from IP to Fore River, that it's IP that made that decision?

A IP makes the decision to ship the cars and -- yeah, they make the decision to ship the cars. The decision to order the cars is Fore River's.

Q And by order, you mean let the railroad know we have heard from IP that there are some cars and we are ready to take some more?

A Well, they heard from us that the cars are coming in.

Q Okay.

A We will send over, hey, these cars have arrived.

Q And how do you do that, is that a --

A Sometimes it is, you know, experience tells me -- specific to this, I'm not 100 percent positive. It would be verbal, the clerk would say -- you deal with the same person over and over on a daily basis -- hey, I have got five cars, do you want the five cars, and the guy might say I don't need them today, or yeah, I do. It could be that. It could be a fax. Could be a multitude. Majority of it would have been a fax saying here's -- these cars have

arrived, these are the cars that are available, what do you want.
Q And is the person on the phone at Springfield Terminal, you know, taking notes and sending those down to the billing department, how is the information about what Fore River asked for being communicated so that it ultimately ends up on a bill?
A Again, I'm not an expert on the calculation of the demurrage charges. I believe they have -- I think at the time, they have some antiquated old spreadsheet that's been around forever and a day, because demurrage is a practice that's been forever part of the railroad, railroad history, so I think they have some type of spreadsheet that they use to keep tabs on it. And then that spreadsheet along with the movement records in our system are used to calculate the charges.
Q Just so that I'm completely clear, and I apologize if I have asked this already, if Fore River responds to a call from Springfield Terminal notifying Fore River that there are cars available by saying yes, come give us a switch, take away the ones we have on our track and bring us the ones that you have just called us about, if that happens, and Springfield Terminal doesn't actually come make the switch, no demurrage would be charged on that day and the way that that would be reflected would be as an allowance;

is that right?
A There's an allowance there based on -- I believe the allowance is limited to the capacity of their siding.
Q All right Tell me --
A So if they have 80 cars there and we don't give them a switch and all 18 are released, he could have taken 18. He's not going to get an allowance for everything that is sitting out there.
Q Meaning 80 minus 18 is 62?
A Right.
Q And that was going to be my next question. If there are -- if there are 62 cars that IP has said we want to send to Fore River and everybody knows -- well, even if everybody doesn't know, Fore River only has an 18-car capacity, is demurrage charged in that situation if there's backup?
A If there's backup, demurrage is accruing, yeah. Well, at least debits are accruing. I'm not sure if demurrage is accruing because it's a whole -- it's a whole throughput scenario. If you can unload 36 cars in a day and you have 62 cars sitting out there and you can do it for two days straight, you would be -- your debits would -- your credits would offset your debits and you would be -- there wouldn't be anything happening.
Q So credits are automatically issued?

A You get two credits no matter what.
Q Period?
A Period.
Q And if you can move faster than the -- I mean I'm not saying this well, but just in theory, six cars come in one day, two credits are issued as to each car, so there's 12 credits, the cars come in and go out on the same day?
A Yep.
Q And then two cars come in the next day
A Yep.
Q Two credits, four credits, two per car?
A You have got -- you are talking 24 credits right now, yep. And you have accrued no debits on the other ones because I spotted them, released them the same day.
Q And now --
A Yeah, you have earned yourself two credits.
Q And you can use those to offset against future debits that could give rise to demurrage, but may not because the credits could cancel them out?
A Yes, yeah, credits can be used on any side of the scenario.
Q Okay You used the word throughput a minute ago. I wanted to ask you what that means
A Throughput is the velocity with which you can move your product through the door, so if you have 18 cars and

you have got crews geared up to handle all 18 cars at one time, then, you know, I have unloaded railcars, you can unload a railcar in an hour and 15 minutes, so depending on how many crews and how many assets you put against it, you know, you can chew through that in a matter of a few hours depending on how many crews you have. So you do that and then you call up, hey, guys, they are released, come back and get them.
A scenario like this, we want to give as many switches as we could because we wanted to get -- we want to get this down because we know this is not a scenario that works for either party. It's not a scenario that we are happy with because those cars are ticking every minute of the day with charges against us that we have -- that is cash out the door for Springfield Terminal, that is every minute those cars sit there, I'm paying somebody who owns that car, so I don't want to be paying that. I would rather have those cars get in and get out as soon as possible.
Q Did Springfield Terminal ever provide more than one switch in a day?
A I would have to look at the records, but my guess is yes.
Q Okay. What records would you look at to figure that out?

A I would have to go back and talk with the -- the clerk who does all the -- did the billing, because it would have shown -- it would have gone out on this -- you know, this local job, PO1, and maybe PO2 later on in the day did another switch.
Q Okay. Does Springfield Terminal have any written agreement with Fore River?
A We have a sidetrack agreement that would be our ability to access their property.
Q Okay Do you know if it says anything about demurrage in it?
A I don't know.
Q You said a minute ago that you are guessing that Springfield Terminal may have provided more than one switch in a day Do you know -- do you remember specifically whether Springfield Terminal ever provided more than one switch in a day?
A I don't recall specifically because we do -- you know, I have got such a large customer base that, you know, we will do double switches for a lot of people to --
Q Do you remember whether there was any discussion of more than one switch a day?
A Yeah.
Q With Fore River?
A Yeah.

Q What do you remember about that?
A At the various meetings we had with Fore River when this scenario -- when these bills were really kind of -- it's like a -- you can see it coming. You can see it's going to happen. At least once -- once the cars pile up, that's when you see the thing is going happen, hey, guys, what can we do to get this done. We started having discussions, can we give you seven day a week switching, you know, can you take a double switch, do you want to work on Sundays, can we do full 18 car switches versus there was a scenario there where we started doing 11 on one -- one side and seven on the other versus doing 18 at one time.
Q And what do you remember about who said what about double switches?
A I think a double -- you know, if double switches happen, it was because it worked out that day that -- we came in and spotted 11 today because those 11 were unloaded the day before and his guys were on the seven switch and they got more throughput than they expected. Maybe seven are now empty. You can come back out and give us these seven.
Q And it sounds like you are giving an example of what might have happened, but what I'm asking you is whether you -- what you remember specifically about who said what about double switches.

A Specifically, who said what, I would have -- again, I don't recall specifically. We had a couple different meetings. We had like a meeting in May and another meeting in June to kind of talk about this to see, you know, what was the -- what was the scenario, how are we going to get through this, because, you know, IP is a customer of ours, big customer of ours, IP is a big customer of Fore River, big customer, and I don't think either one of us wanted to tell IP that, you know, we didn't want their business.
Q Okay. You said earlier today that you considered Fore River to be a customer of Springfield Terminal?
A Yes.
Q What do you base that on?
A Because of the business relationship we have. We do an awful lot of business with them.
Q Other than the demurrage charges, does Springfield Terminal have any relationship with Fore River in which one party pays the other?
A I would have to check on that.
Q Okay.
A I'm not sure if there is any real estate fees or anything like that that might be involved.
Q The cars -- the movement of the cars is paid for by IP, correct?
A In this scenario, yep.

(Exhibit No. 4, Invoice, Attachments, marked for identification.)
Q Okay. I'm going to hand you Exhibit 4 and ask you to take a look at it and tell me if you have seen that before.
A Yeah.
Q What is it?
A It is a demurrage bill, demurrage charges for unloading for May, 2006.
Q And if you turn to page three, on the top of the page, it says average agreement. Do you see that?
A Yes.
Q You referred earlier to demurrage being charged on an average. Do you recall that?
A Yes.
Q Is that what is being referenced by the term average agreement here?
A Yes.
Q Is there a written agreement called an average agreement that this is referring to?
A It would be the demurrage tariff.
Q Okay. And do you know, was there ever any discussion with Fore River about being charged on an average?
A We had a scenario with them back in 2002-2004 with regards to demurrage. I believe that would have been discussed then. Demurrage is a historical scenario within

railroads, so anyone that does business with railroads would know that demurrage happens, it occurs, and how it is calculated.
Q Do you know -- did Fore River ever agree to that, in other words, regardless of historical practice or what you do with anybody else, did Fore River ever say, okay, we agree to be charged demurrage?
A It's not a matter of agreeing. It's the tariff.
Q And I'm asking you again here, this uses the term average agreement, so I'm focusing on the word agreement and I'm asking you is that referencing anything that Fore River ever did or said to say we agree?
A Shipping on a bill of lading, a party to the bill of lading, you agree.
Q Just so I understand, I'm not trying to argue with you, your understanding is that Fore River, to the extent that it agreed to pay for demurrage, that agreement would come from the relationship that Fore River has with IP, correct?
A Right.
Q And that would be reflected --
A Or that and -- historically -- I couldn't tell historically if Fore River has ever agreed or not agreed per your question. It is historical that railroads charge demurrage and consignees pay demurrage.

Q Okay. And that assumes that a party actually is a consignee, correct?
A Correct.
Q So if you are not a consignee, you are not paying demurrage, is that fair to say?
A If you're a destination, where the product needs to go to, you are the consignee.
Q And what's your basis for that definition of the word consignee?
A Consignee is the receiver of the product.
Q And is that based on your understanding of the law?
A It's my experience as a railroad person that the consignee is the person that is the receiver of the product.
Q Okay. And is that as defined in the bill of lading?
A Yeah, it's on the bill of lading, the consignee says Fore River Warehouse, 217 whatever the street is there.
Q Well, we will look at that in a minute. Just to get back to the average agreement term, there isn't a piece of paper somewhere that says average agreement between Fore River and Springfield Terminal that this is referring to, correct?
A I don't believe so, no.
Q Okay. If you go down a little bit further on the page, there's a heading that says description of charges or

services. Do you see that?
A Yes.
Q And it lists 956 total debits minus 432 total credits equals 524 days. Now are the debits and the credits there what we have been talking about earlier today?
A Yes.
Q So it's a mathematical exercise that gets you to 524 days, the word day means a day that demurrage can be charged?
A A debit day.
Q A debit day?
A Total debit. Those are the days -- that number times the demurrage charge gets you to your 31,000.
Q So the rate is $60 per day?
A Yep.
Q The number of cars, 216 So it's not that there are 524 cars necessarily at one day each, it is just some combination of 216 cars and the number of days that those cars were accruing demurrage, and that's how we get to the 524?
A Yes.
Q If you would turn to page four. The pages aren't numbered, but it's the next page What I want to do is I just want to have you take me column by column through this bill. I'm not sure I completely understand what these

letters mean. So if we start on the left-hand column, car INIT, what does that mean?
A Car initial.
Q And that is an identifying -- the next column over is number, right?
A Yes.
Q So I take it that the first one, GMRC, number 025016, that's describing one specific car in the world and there isn't another one identified the same way, is that right?
A Correct.
Q So we could research and follow that car by those identifying pieces of information?
A Correct.
Q All right. The contents is blank Now the next column over, I would like to just have you explain to me what we are looking at here. And I can be more specific about it, but you may know it off the top of your head, so it may be less painful that way.
A OR stands for order, which is the top number. 4/28/06, that's when the car was ordered by Fore River. 5/01/06 is -- and the time is when it was placed. The day it was released, it was released three hours and 20 minutes later.
Q Now we are on the next column over under NO and RL?
A Yep.

Q So RL is released?
A **Released.**
Q Meaning that Fore River said --
A **You spotted these cars three-and-a-half hours ago at 15:40 and they were released three hours and 20 minutes later. That was a good day. 18 cars that day.**
Q You have used the word spotted a number of times.
A **Placed.**
Q Placed?
A **Placed.**
Q Okay. What's the NO mean in that column?
A **Notified. That would have been -- it's another term for when that communication happened between us and Fore River as to when those cars were available, when they arrived, so 18 cars arrived. Probably no notifications because I don't think that was a -- that was a -- that was a record that was kept. It was the placement, the constructive placement that was basically used as the notification. Because notification could happen before constructive placement. It just was never put into the record.**
Q And so what's the constructive placement?
A **That's when we physically say, okay, the car has arrived and we have done the paperwork to put it into the system. So the car could have arrived on -- you know, the**

car could have arrived on the 18th and notification didn't happen until the 19th, you know, constructive placement didn't happen until the 19th. Like this one, 7:35 in the morning, my guess is the clerk got in and he did the paperwork. The cars came in the night before and that's when the car got constructively placed.
Q Okay. So we are now in the column that says CP?
A **Yep.**
Q CP means constructive placement?
A **Yep.**
Q And what does BR mean?
A **Beats me.**
Q And so we then go over to time. That's the time it was constructively placed, right?
A **Yep.**
Q Now under DB, does that stand for debit?
A **Debit, yes.**
Q It says eight?
A **Yep.**
Q Does that mean eight days of debit on that car?
A **Yes.**
Q All right. How do we get there?
A **That would be the -- that would be the differential between 4/19 and 4/28.**
Q Eight days. And that's based on the difference

between the date it was constructively placed and the date that Fore River said -- ordered it, said okay, we are ready for it?
A **Right.**
Q Now if we don't know from this when Fore River was notified, then how do we -- how do you base the calculation of demurrage and constructive placement?
A **Because that's -- that's when the clock starts ticking, when it is CP, constructive placement or placement.**
Q And does constructive placement require some kind of notice to Fore River?
A **That's when -- lots of time, that's when the communication actually happens.**
Q At the time of constructive placement?
A **Right.**
Q So we've got a car there constructively placed at 7:35 in the morning. Is there a record somewhere that would show us that Fore River was notified at 7:35 that morning that the car was ready?
A **There would be some type of record. I'm not sure exactly if it's a fax notification or what the process is.**
Q Now keep moving over under the columns. There's a heading called excess. Do you know what that stands for, excess?

A **No.**
Q CR, I assume is credit?
A **Yeah, I think they used a total base calculation based on the amount of cars that were released on that month.**
Q Now you told me that each car gets two days of credit --
A **Yep.**
Q -- automatically?
A **Yep.**
Q So I would have expected based on that to see the number two under the term credit.
A **I couldn't explain to you the format of the bill. If you look at the last page of the bill, it sums up 432 at the bottom. If you counted the cars, total on the bill, you would -- I think it was a total of 216 cars would be on this bill, so that's the summation of the 432 at the bottom.**
Q Okay So it's not listed per car, but you are saying it is totaled?
A **Yep.**
Q And listed down at the bottom?
A **Yep.**
Q All right. If we go over -- do you know what L1 stands for?
A **No.**

Q Or L2?
A No.
Q Allow?
A Allowance is the differential between when the car was ordered and when it was placed, so there was an allowance provided on the 28th, 29th. 30th days in April, right?
Q Uh-huh.
A And May 1, so there was four allowance days.
Q Okay. So it now becomes a matter of going down to the bottom of the bill, and if I understand this correctly, we would then -- if you turn to the second to last page of the document, last page of the bill, you would then take all the debits, subtract out the credits, and then subtract out the allowances, wouldn't you?
A I'm not sure if that's the exact calculation because there's -- there's another piece to the puzzle here that I would rather have -- the person that does all the billing could more thoroughly explain the tariff itself. Because the allowance is not a summed up number. The allowance is based on the individual car. So for the GMRC, you had eight debits, which was the differential between the 19 and the 18, the 19th and the 28th, so those are debit days. The allowance was the differential between the 28th and the 1st. So on that specific car, there was eight debit days that were accrued. The allowance is showing that we didn't

hit you with what potentially could have been 13 days basically of debit days, we allowed for whatever reason there could have been.
Q I see.
A A nonswitch, so it's not as though you can just say, okay, you had this many -- this many allowances and offset it. That's not how it works. It is car specific for the allowance.
Q So the allowance is not a number -- if I understand what you're saying correctly, you're saying that the allowance isn't subtracted out from the debit, it is never included in the debit in the first place?
A Yeah. Again, I would rather have one of my -- the guy that does the bill can speak specifically to the whole calculation process.
Q Okay. Do these bills for -- and just to be specific about it, I'm going to put stickers on them
MR. ROSENTHAL: We can go off the record for a minute.
(Discussion off the record.)
(Exhibit No. 5, Invoice, Attachments, marked for identification.)
Q I'm going to hand you Exhibit 5 and just ask you to take a look at that.
A Exhibit 5 is a demurrage bill for June of '06 to Fore

River Warehouse.
Q And it actually is more than that, if you flip through it
MR. JACQUES: Thanks.
A Yeah, demurrage bill for July of '06, demurrage bill for August of '06. Is that what you want?
Q Yeah. And what I want to represent to you is that Exhibits 4 and 5 together are -- it's my understanding are all of the demurrage charges that are at issue in this case They are --
MR ROSENTHAL: Let's go off the record for a minute
(Discussion off the record.)
Q Back on So we have just confirmed off the record that Exhibit -- Exhibits 4 and 5 are copies of the bills for demurrage that were sent in this case and they represent the charges that Springfield Terminal is trying to recover in this case, is that right?
MR JACQUES. Correct.
A Yes.
Q Obviously I see that these bills were sent to Fore River, correct?
A Yes.
Q Were they -- were invoices in these amounts ever sent to IP?

A My opinion would be no.
Q Did Springfield Terminal make any effort to recover the demurrage charges from IP?
A No.
Q They were only sent to Fore River?
A Yes.
Q You talked earlier about how you don't want cars -- Springfield Terminal doesn't want cars sitting any longer than they need to because Springfield Terminal is paying on those cars while they sit, correct?
A Yes.
Q Is that because Springfield Terminal doesn't own the cars?
A Even if I own it, it could be a lost opportunity cost. There's a cost for every car that we haul, there's a charge, it's called a per diem charge.
Q And you mentioned earlier that the mill -- IP might own its own cars?
A Might lease their own cars.
Q So in those two scenarios where they own the cars or they lease the cars, the cost of those cars sitting is really on IP, isn't it?
A Not -- no, no, because railroading -- the guy who owns the mark, that's who I'm paying.
Q What's the mark?

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A Those initials, so GMRC is a -- actually a fictitious railroad. GMRC is a railroad that General Electric owns, the mark, and that car racks up a bill by the hour and that's who owns that mark, that's who gets paid.
Q And if -- if IP is paying that entity --
A To lease the cars, yep.
Q -- Springfield Terminal isn't also paying that entity, is it?
A I'm paying that entity as well, yep.
Q How is that -- help me understand how that works because I don't understand that.
A Well, someone has to get paid. That asset is being used, so someone has to get paid for that asset.
Q And if IP is leasing the car, isn't it IP that is making that payment?
A I have no idea what the arrangement is between them and the leasing company, but each car that is on that list has a per diem number that is charged against it.
Q Does Springfield Terminal make any effort to figure out before it pays that per diem whether someone else is also paying that per diem?
A They wouldn't be paying the per diem. They might have some type of other arrangement to have the cars stay, you know, with them.
Q Go ahead.

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A Railroads have cars and if I have got a car that has -- let's say it has an MEC, Maine Central. I can take that car and I can go to Verso with it, I can go to Newpage, I can go to Sappi, I can go kind of wherever I want. If IP had an arrangement with another party that said these are our cars and whatever arrangement they have, well, those cars then have to go back to that party. As a railroad, I can't say I want to take that car and send it to some other shipper.
Q Did IP have any cars that -- well, let's start here Are any of the cars that give rise to the demurrage in this case, were any of them owned by IP?
A No.
Q Were any of them leased by IP?
A Yes.
Q So you are able --
A That's my understanding. I didn't ever see the agreement, but my understanding is they have their own lease.
Q And was demurrage charged on those cars?
A Yeah.
Q Even though it is IP that is paying the lease on that car?
A I don't know if they are paying the lease. I'm paying for that car. That car is on my line. I have to pay for

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that car. I don't know what agreement that they have with another vendor, but I have to pay for that car.
Q Okay. And do you have to pay the same on every car regardless of who owns it?
A There's a whole broad spectrum of rates. It's a business deal, so it can be from very little to an awful lot.
Q And that is set by the owner of the car?
A That's a -- I'm not really sure how it is set. I just know that per diem rates, there's a broad spectrum of rates. Some cars are cheap and some cars are very expensive and it is -- I don't know the full reasoning behind that.
Q Is that what -- is that what the term car hire refers to?
A Correct.
Q We have talked a little bit about demurrage and charging Fore River for demurrage. Let me put it to you this way If it's IP that orders the cars, IP that decides how many cars are going to go to Fore River, IP decides when they are going to be picked up by Springfield Terminal and delivered to Fore River or brought to Rigby, why should Fore River have to pay for that?
A Because Fore River has a business relationship with IP and if IP -- if Fore River cannot handle the business

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because of the demurrage charges, they should be saying to IP, a big customer of theirs, I do not want your business. That's what they should be saying. And as the scenario moved along, Fore River wasn't doing the throughput and getting the cars through, IP wasn't stopping shipping, okay, because I see a relationship between them two. I have an obligation -- every time a bill of lading comes over, I have to put it in and move a car. We said, guys, this is crazy. We are going to stop. We are putting an embargo in.
We are telling our largest customer that I don't want your business. We had to do that. Not the person where the relationship is happening. Because Fore River could have said no mas, please, I have got enough business, my warehouse is full, you know. Every time you ship, I take a switch for seven, that's because 21 trucks left or 28 trucks left, now I built some space in my warehouse. I don't know -- I don't know -- as a railroad, I don't know what his capacity is from the warehouse side, I don't know what he has for available space, you know, so all I can do as a railroad is take the bill of lading.
You saw the scenario. We were offering seven day a week switching. We were offering double switching. We were offering whatever we could to try to get through this scenario. And the number wasn't coming down at a fast

enough pace that would have made this -- would have mitigated the situation.
Q Why not charge IP for that?
A The relationship is with the consignee.
Q But IP is your customer?
A The consignee on the bill of lading is Fore River. That's how the demurrage tariff is written. Because, you know, what incentive would Fore River have to unload those cars if this charge wasn't out there? We are acting as a warehouse on wheels sitting out there. And if he doesn't have to pay for it, IP, keep shipping, who the hell cares, these suckers are going to pay.
And I'm sitting out there with a hundred cars, hundred plus cars sitting in my rail yard and I'm paying money out every day. And IP is just like, great, I've just picked up -- cubic feet of a railcar is 50 by 100, so 500 times 100 railcars, I have just picked up 50,000 square feet of warehouse space on the railroad's back. Demurrage is a punitive scenario. It is to incent the consignee to get the product in and unload it.
Q Why not incent the person who is controlling the scenario by shipping the number of cars that they are choosing to ship?
A I cannot dictate to a shipper where they want to ship their product. We can only take a bill of lading in. We

take a bill of lading. As a common carrier, we have to move the car where it has to go. An embargo is something that we don't -- now we do -- when we can see a scenario like this happening, we will say, okay, we have put a lot of embargoes in because we see this as a way for us to kind of mitigate the circumstances because it is -- as can you see, demurrage is not something that is a -- it's not a charge that has a lot of value for a lot of folks. It's a punitive action to try to incent more expeditious unloading.
Q And we may have covered this earlier, but no one at Fore River has ever told you that they would agree to pay demurrage, is that fair to say?
A Not that I recall.
Q Okay.
A I don't recall.
Q Fore River has actually said to the contrary, we are not responsible for this, we are not going to pay this, correct?
A Yep.
Q And you understood before this complaint was filed that Fore River's position was that it was not legally responsible and was not going to pay demurrage?
A I don't know the legality of it, but --
Q And I'm not asking you to give any opinions about

that. I'm just saying as a factual matter.
A They didn't pay it, so yeah.
Q And so in other words, when you hear me saying to you it's Fore River's position that they are not required to pay demurrage and they are not going to pay it, that's not news to you, right?
A No, no, that's why it's been three years.
Q And it has actually been more than three years, right, because there were bills you referred to earlier going back into 2003, right?
A Yep.
Q And those were not paid either?
A Nope, no, those were canceled on Springfield Terminal's behalf because it wasn't worth our efforts and the political ill will we would generate with our customer to pursue those as aggressively as we are pursuing these.
Q By canceled, you mean they were written off?
A Right. Bad debt.
Q Sorry, go ahead
A Bad debt.
Q And no lawsuit was filed?
A I don't know.
Q As far as the political ill will you are talking about, are you referring to ill will with IP?
A Yes.

Q And what was the concern there?
A They are a big customer of ours, big customer of Fore River. Fore River is an integral part of their supply chain. And causing a disruption between our relationship with one of their -- big pieces of the supply chain, you know, they like things as they like, and we understand that, they are a big customer, we want to do what our customer wants, and having disagreements with a key piece of their supply chain, and we are a key piece, it doesn't mix for good business relationships.
Q And obviously that was not a significant enough consideration to prevent the lawsuit in this case?
A Correct.
Q Does that have anything to do with the changeover from IP to Verso?
A No, it happened about the same time, but I wouldn't say it does. This is a much larger bill.
(Exhibit No. 6, E-mail, 6/15/06, marked for identification.)
Q I'm just handing you Exhibit 6. I just want to ask you if you have ever seen that before.
A Yep, my guess is I have seen it before. I don't recall, you know, being three years ago.
Q But you don't have any reason to question that that's a legitimate copy of an e-mail from Mr. Cella to you?

A Question to my lawyer.
THE DEPONENT: Did the interrogatories --
MR. JACQUES: Is that okay?
Q Well, let me try to ask the question another way. Do you look at that and have any question about whether that's a real document that was sent to you?
A I don't know. I'm just trying to recall if it was part of the interrogatories, because when I did the interrogatories, I tried to include everything I could find in regards to any communications that I personally had with this deal, so if it was in the interrogatories, I would say yes, I have definitely seen it before, but if it wasn't in the interrogatories, then I don't know.
Q Okay. All right Does it match -- is it at all inconsistent with your recollection of communications with Mr. Cella in June of 2006 about these demurrage charges?
A Repeat that question, sir.
Q Sure.
MR. ROSENTHAL: Can we have it read back?
(Reporter Read Requested Testimony.)
A That Fore River wasn't going to pay the bill, that's what they kept stating.
Q Right.
A Yeah, keep saying it, yeah.
Q And I'm not trying to get into anything more

complicated than whether or not -- if you are not sure -- I understand what you're saying about whether -- you are not sure about that particular e-mail and whether it came from you or not, but nothing in there looks surprising to you, does it?
A No.
(Exhibit No. 7, Interrogatories, marked for identification.)
Q Let me hand you Exhibit 7 and just ask you to tell me whether you have seen that before and what it is, if so.
A Yeah, I have seen this. This is the interrogatories.
Q And you signed these, correct?
A Yes.
Q And did you prepare these answers?
A Yeah.
Q And you did that -- you did that in consultation with your counsel?
A Yeah, yeah. Well, I wrote the answers and sent it down to somebody and they typed them up and --
Q All right. If you turn to page two, number four, the answer refers to GTI exempt boxcar circular number one. And my question is what is that?
A That's a general circular that applies to our handling of our traffic. It covers a broad range of items, switching, just a whole spectrum of things. Did you get a

copy of that as part of the interrogatories?
Q I don't believe we did. Is that the tariff?
A No, the tariff is the -- ST 6004. The circular is another document above that, so if I can get you a copy of that, we will get you a copy of that.
Q Yeah, we would like to have a copy of that.
Is that something that Springfield Terminal provides to customers?
A Yeah.
Q Do you know if you provided it to Fore River?
A Probably a long, long time ago.
Q Probably?
A Yeah, again, demurrage is one of those things that exists in railroads. It happens. No one likes to pay it. And, you know, notifications of demurrage have been long standing, so my guess is this circular would have been sent to Fore River sometime in the past.
Q Okay. How about the tariff, would that have been sent to Fore River?
A Likewise.
Q You think it probably would have, but you're not sure?
A Again --
Q Would it makes a difference to you if it had not been sent to Fore River?
A No.

Q You say here Springfield Terminal asserts that Fore River implicitly agreed to be liable for demurrage charges based on Fore River's willingness to enter into arrangements with certain shippers to handle traffic consigned to Fore River. What do you -- first of all, you use the word implicit, implicitly agreed. Is it fair to say that you are not asserting that Fore River explicitly agreed to be liable for demurrage?
A I don't know if they explicitly agreed or not.
Q You don't have any reason to believe they did, do you?
A They're a consignee in railroading. You would be responsible for demurrage.
Q That really wasn't my question My question is do you have any reason to think they ever explicitly said yes, we agree to be liable for demurrage?
A I have no idea what their conversation would have been with IP.
Q You refer to Fore River's willingness to enter into arrangements with shippers. What do you know about Fore River's arrangements with shippers?
A That they are the consignee on the bill of lading.
Q And do you know anything about the arrangement between Fore River and the shippers with respect to who gets to decide who the consignee is on the bill of lading?
A No.

Q Have you ever seen a written contract between Fore River and any shipper?
A No.
Q Has anyone at Fore River ever told you anything about an arrangement or a contract with a shipper?
A No.
Q Has anyone at a shipper ever told you anything about a contract with Fore River?
A No.
Q And when you use the word consigned in this sentence, in answering Interrogatory No. 4, give me the definition of that word again, what you use here.
A Consignee is the receiver of the product, the destination receiver of the product.
Q Okay So would it be fair to say that the sentence that we have just been focusing on here, that Springfield Terminal asserts and so forth, that what you mean by that is that, look, Fore River is the one who ends up with the product, that makes them the consignee, and therefore, implicitly, they have agreed to pay for demurrage?
A Correct.
Q If -- if IP decides that they want to send 35 railcars to my house and they send you a bill of lading and I just let's say happen to have a railroad track in my back yard, is it -- is it Springfield Terminal's position that I can

be liable for demurrage in that situation?
MR. JACQUES: Object to the form of the question.
Q You can answer.
MR. JACQUES: Answer, if you can.
A If they are consigning a car to you and you have a business relationship with them, yeah.
Q Okay. So it is really all up to IP who they consign the car to?
A Well, they are not going to consign a car to a person's house, they are going to consign it to a warehouse, which they were doing.
Q And regardless of -- well, do you know who holds the title to the goods that are being shipped from IP to Fore River?
MR. JACQUES: Object. Foundation. You can answer, if you can.
A My experience tells me that a warehouse person does not own those goods. That's my experience because it is just -- you know, I have been in the railroad business enough that the warehouse does not -- maybe they technically do. Again, it all depends on the relationship, because a lot of things -- with bankruptcies and whatnot and people holding onto the product to pay debt, so potentially, they could be the owner, they could have some ownership position on the rolls.

Q Would it make a difference to your position with respect to demurrage?
A No.
Q Would you be at all surprised if you learned that Fore River did not hold title?
A Would I be surprised?
Q Yes.
A No.
Q Okay. And it wouldn't change your position in the case?
A No.
Q All right. I want to ask you to take a look at No. 7 here which is on page three of Exhibit 7. Actually, I want to show you something else first, I apologize
A Uh-huh.
(Exhibit No. 8, Documents Requested, marked for identification)
Q It's Exhibit 8. I would just ask you to take a look at that and tell me if you have seen it.
A Have I seen this?
Q Yes.
A Not a full recollection. There's been a lot of documents floating around with regards to this deal, so anything that looks like this, STB at the top, I kind of look at -- that's a legal thing, so I kind of either scan

over it briefly and look at it, so I couldn't tell you if I have specifically looked at this.
Q Okay. The heading on it says petitioner Springfield Terminal Railway Company's response to request for production of documents. Do you see that?
A Yes.
Q All right And if you read that partial sentence there that follows that beginning petitioner Springfield Terminal Railway, does that indicate to you that this is Springfield Terminal's response to a request by Fore River for documents?
MR JACQUES: I think what may be confusing him is that his version may have been attached to the documents themselves, so it wasn't a stand-alone document.
Q Okay Let's do this. Let's do this. Take a look down at number 10 --
A Okay.
Q -- which is on page three. And let me represent to you -- and I don't think we will have any disagreement -- that Fore River requested from Springfield Terminal all bills of lading relating to the shipments of railcars as to which STRC seeks to collect demurrage charges, okay, and let me also represent to you that the response we got from your counsel was documents responsive to this request are attached to Springfield Terminal's answers to

interrogatories.
A Okay.
Q All right. Now you then a minute ago we discussed with Exhibit 7 prepared the answers to interrogatories?
A Yep.
Q And you gathered documents to provide along with those, correct?
A Yep.
Q So what I want to have -- if I want to know what I have from you in terms of documents that would respond to any one of my requests, I'm going to look back to the answers to interrogatories and the documents that you provided along with those and that's where I'm going to look, is that -- does that make sense to you?
A I'm looking at number 10 saying you want a copy of all the bill of ladings, okay, that's -- it would be basically a bill of lading that is going to look like -- all that is going to change is the car initial.
Q So let's go now to Exhibit 7.
A Yep.
Q Number seven
A Yep.
Q Page three. And we have asked here for all the documents that show that Fore River was a consignee. And your answer is -- and I'm summarizing -- you refer back to

number four.
A Yep.
Q Which asks a pretty similar question, documents that show -- we ask you for the basis of asserting that you can charge demurrage.
A Yep.
Q You then go on in the answer to number seven to provide examples and you refer to electronic BOL, slash, 404?
A Yep.
Q And the same with respect to Riley's as you follow through the answer?
A Yeah, Riley's is a hard copy. They were the ones that were faxing it over and Bucksport was the one that would send the electronic one most times. Every once in awhile, they would have to send us a hard copy for whatever reason.
Q So would it be fair to say that what you -- what you -- just to summarize the request we made for documents, the answers to interrogatories, what you did is you gave us samples for Bucksport and Riley's?
A Right.
Q Of bills of lading, correct?
A Correct.
Q Rather than provide every single one, because as you say, the only thing that would be different would be the

date and the car number?
A Right.
Q Okay. So -- so what -- so if you gave me a sample for Bucksport -- I'm going to withdraw that We already talked about that.
All right What is the -- let's talk about Bucksport You refer to the electronic BOL, slash, 404?
A Yep.
Q What's that?
A That's an electronic message that comes over to us, so their computer speaks to our computer. It sends over a message called a 404. That basically says where the car needs to go and how it needs to move. It will say origin, Bucksport, destination, Portland, consigned to Fore River Warehouse. We take that and we create our waybill which tells our crews and our folks where the car is going to and from.
Q Okay. So the BOL, I take it, stands for bill of lading?
A Bill of lading, yep.
Q And is the BOL and the 404, is that the same thing?
A It's synonymous, yes, yep.
(Exhibit No. 9, Waybill, Bill of Lading, marked for identification.)
Q So is Exhibit 9 what you are referring to?

A Exhibit 9, page one, is the waybill that the railroad will generate based on page two.
Q So page two is the bill of lading?
A Yeah, electronic bill of lading. So that information came to us electronically and that's how it appeared in our system, so I went into the -- into our system and printed off the page that showed it coming across. Here is the information printed off as an example.
Q So page two, the bill of lading, was created by IP?
A Yes.
Q Bucksport, right?
A Yep.
Q And under consignee name, it says Fore River. That is placed there by IP, correct?
A Correct.
Q And do you have any idea whether Fore River agreed to be listed that way?
A No, that's not my relationship.
Q Okay. Do you have any idea whether Fore River participated at all in creating this bill of lading?
A Not to my knowledge.
Q Okay. The payee is listed on page two as International Paper?
A Yes.
Q If they are listed as a payee -- well, if Fore River

is responsible for demurrage, wouldn't Fore River be listed as a payee on here?
A Payee in this circumstance refers to the freight charges to move the car from Bucksport to Portland, the freight charges, the line haul freight charges.
Q So if we go back to page one, this now is created by the railroad, correct?
A Yes.
Q And it tracks essentially what is found on the bill of lading?
A Correct.
Q So it lists consignee and there's an abbreviation there for Fore River, looks like, correct?
A Yeah, yeah, yep. And further down, it gives the consignee.
Q Yep. And this, if I understand correctly, is the -- these two documents, the bill of lading and the waybill, are the basis for the assertion that Fore River is responsible for demurrage?
A Yes.
(Exhibit No 10, Waybill, Memo Bill, marked for identification.
Q Okay. All right. Take a look at Exhibit 10. Can you tell me what this is?
A This is a paper BOL for International Paper.

Q And is --
A Which is different than the 404. This is more -- this was faxed over to us.
Q And I'm guessing you are referring to page two, right?
A Yes, page two.
Q So page two is a bill of lading from a different IP mill in Jay, but the -- it is still a bill of lading?
A Yes.
Q It is just sent by paper, not electronically?
A Yep.
Q And this is created by IP?
A Yes.
Q Okay. If you look down -- okay, so the 404 -- this is not a 404 because a 404 is an electronic version?
A Correct.
Q But it's the same thing?
A Yeah.
Q The consignee on this one is listed as IPCO. Do you know what that stands for?
A My guess is it would stand for IP Company would be my --
Q Care of Fore River Warehouse?
A Yes.
Q So, in fact, Fore River is not listed as the consignee on this one, correct?

A Fore River is the consignee at the destination, yes.
Q Why is Fore River the consignee if IPCO care of Fore River is listed as consignee?
A At the sidetrack that we have at Fore River, IP is not the company that owns the warehouse or owns the sidetrack that we serve, it is Fore River.
Q All right. Flip over to page one, please.
A Yep.
Q This is the waybill created by the railroad, right?
A Yep.
Q In two places on this document, it lists consignee first as INT Paper?
A Yep.
Q I assume that's International Paper?
A Yes.
Q And below again is International Paper with an address of Fore River Distribution Center, correct?
A Yes.
Q So the railroad created the waybill listing International Paper as the consignee, right?
A Consignee, Fore River Distribution Center, yeah.
Q Help me understand why, if the consignee is listed as INT Paper, that doesn't mean that International Paper is the consignee.
A Because the consignee is the person that actually

takes the product in. Fore River is the consignee. IP does not have a sign up there. IP is not the one that orders the cars and IP is not the one we have the relationship with as the consignee.
Q Why then is Fore River not listed as the consignee?
A They are, Fore River Distribution Center. It says International Paper above it, yeah, but Fore River is the consignee.
Q If you go up on the portion about maybe a fifth of the way down the page, consignee, INT Paper?
A Yes.
Q On the other one we looked at a minute ago, it said consignee --
A The waybill for us is -- enables us to move the car. We know where we need to move it from and to. We know we need to move it from IP's mill at Riley's, Maine, to the consignee, Fore River at Portland, Maine.
Q So you are -- what you are telling me then is when we look at the difference between Exhibit 9 and Exhibit 10, and on one document, it says consignee -- Exhibit 9, it says consignee, FOR RIV DIS, then on the other document, Exhibit 10, it says consignee, INT Paper, that there's no difference between those two things?
A The consignee that we know -- we know we deliver to 217 Read Street, Portland, Maine, is Fore River Warehouse.

Q I thought IP decided who the consignee was though?
A The bill of lading tells us to send it to Fore River at Portland, Maine, so --
Q So in your mind, there's no difference between saying Fore River versus International Paper, care of Fore River?
A No.
Q Okay.
A And the consignee from our perspective is the same. It's Fore River at that location. There's no other Fore River that we have in Portland, Maine, other than the one at Read Street, so if someone directs me -- if someone sends a bill of lading to me that says I need to go to Fore River at Portland, Maine --
Q What if it just said International Paper, 217 Read Street, Portland, Maine?
A My guys would probably say it's a load for Fore River, they would probably make that assumption, but --
Q Fore River is still the consignee as far as you are concerned?
A We would still make Fore River the consignee.
Q And that is irrespective of what Fore River itself said on its bill of lading?
MR. JACQUES: Object to the form of the question.
Q I'm sorry, let me try that again.
MR JACQUES: Go ahead, I'm sorry.

Q I'm going to withdraw it, but I think there is probably still an objection coming. You guys are going to make Fore River the consignee regardless of the fact that on the bill of lading, IP has said that it is the consignee, care of Fore River?
MR JACQUES: Object to the form of the question. Go ahead.
A I wouldn't say regardless of that. If IP is sending cars to Portland to Fore River Warehouse, that's who the consignee is.
Q Even if IP itself says we are the consignee?
MR. JACQUES: Objection. Argumentative. You can answer.
A I don't have a consignee relationship with IP at Fore River Warehouse. IP is -- that's just not the relationship we have or have ever had. We are not calling IP to say IP, the warehouse that you own, which cars do you want spotted. All those communications happen between us and Fore River.
Q So is that what drives the definition of a consignee?
A The person you have the communication with?
Q Yeah
A Yeah, the person that takes the cars in, orders them, is in control of what's going to happen, yeah.
Q Even if the shipper has said otherwise?
A Again, not irregardless of it, but if someone ships a car to Fore River Warehouse -- if someone ships a car to Read Street to the warehouse, it is going to go to Fore River. That's the only warehouse that's at that location on our lines.
Q So it really isn't the bill of lading that defines who the consignee is, it is your understanding of what the function is that's performed by the warehouse?
A Well, the bill of lading, we translate it to show Fore River on the waybill, so my guys moved it to Fore River Warehouse Distribution, 217.
Q Well, somebody actually typed in -- and I'm not trying to argue with you, but somebody actually typed in INT Paper as consignee on the railroad's own document. Does that indicate that somebody at the railroad thought that the consignee was International Paper?
A No.
Q It is just --
A Just a --
Q They didn't know they could type in Fore River?
A I could show you a myriad of, you know, typing errors, you know.
Q So is it your testimony that the waybill is in error when it refers to the consignee as International Paper?
MR. JACQUES: I'm going to object to this whole line of questioning in part because you are -- you are

referencing one line on the bill of lading and you are not referring to the bottom line which has two references for the consignee.
Q That's a fair clarification. And I will confirm, I am referencing that one line, so as to that one line --
A As to that one line, it says International Paper, but as a standard practice, when someone bills a car to Fore River Warehouse, that's -- as a railroad, that's who the consignee is, it's Fore River.
Q And just to clarify and follow up on the objection and my response to it, I ask again as to the second line, if Fore River is the consignee, is it your testimony that the words International Paper spelled out that appear above Fore River because somebody made a mistake?
A From a demurrage standpoint, the consignee is Fore River.
Q Okay. So somebody shouldn't have typed in International Paper on the waybill, is that what you're saying?
A I bet you I could pull up every waybill and it is going to show IP because they have a repetitive waybill code, so if you make a mistake once, it is going to stay there forever and they bill it. From a railroad perspective, the consignee is Fore River, not IP.
Q All right Let's take a look -- if you -- let me ask

you this question off the top of your head, and if we need to look at paper, we can. The demurrage that's at issue in this case, the charges -- you have got four bills and we took a break and you and your counsel looked at them and you have I'm sure looked at them before. The four bills, they relate to charges from May, June, July and August of '06. The first two months of those are much larger charges than the last two months. And again, I'm not trying to put words, you know, in your mouth, you can look at the bills if you would like to, but does that sound right to you?

A Yeah, the bills are less amounts. And my impression is there was probably less shipments.

Q As the time period passed?

A Yes.

Q Can you tell me generally, just based on your memory, what was happening in that timeframe that was leading to these demurrage charges?

A What was happening?

Q Yeah.

A IP at that time was sending a lot of business to Fore River. Exactly why they were doing that, I don't know.

Q So a larger -- would it be fair to say that a larger number than usual of cars were being requested to be sent to Fore River?

A You know, it's one of those historical things you

would have to look at, you know. It could be based on markets. It could be based on orders. It could be based on strategy, you know.

Q Do you know whether the cars all were new cars -- let me try that again. I'll withdraw that

Do you know whether all of the cars that gave rise to the backlog were cars newly requested by IP to be shipped to Fore River?

A I'm not sure I'm understanding your question.

Q Let me try to clarify. You know what storage in transit is?

A Yes.

Q And just to make sure I know what it is, the shipper can choose to pay the railroad to have a car filled with product that will not be used for some other purpose for some period of time; is that right?

A Right.

Q And at some point, could the shipper say, okay, I'm ready to do something with what's in that car now, I want you to send it over to Fore River, let's say?

A Yep.

Q And at that point --

A They issue a bill of lading.

Q Okay. And the car would then go from a storage in transit car to an inbound car to Fore River?

A Yes.

Q Okay. Do you know whether that happened with respect to any of the cars that are at issue in this case?

A Yep.

Q You do know that?

A Yep.

Q Okay How do you figure out which cars went from storage in transit to inbound to Fore River?

A We have movement records that would tell us if it was in a storage in transit status beforehand.

Q Do you recall that we asked in our interrogatories about storage in transit? Let's take a look. That is probably the best way to do it Take a look at number 12 of the interrogatories which is on the last page.

A Okay. Yep.

Q Now --

A I read my answer.

Q And my question in the interrogatory was whether there were any cars that were accruing storage in transit and demurrage at the same time

A No.

Q And you answered that no, there weren't?

A Right.

Q If I asked you to identify for me --

A Do you want me to explain how that happens, why that

wouldn't be the case?

Q Sure.

A Because it's storage in transit. A bill of lading is issued to me. I put the car in storage in transit. Boom, timeframe. Another bill of lading comes over, says send the car to Fore River. At that time, the storage in transit clock stops and the new bill of lading starts.

Q Yep.

A So the ability to have storage in transit and demurrage happening at the same time isn't possible because it is based on the bill of lading. When the bill of lading comes across to us, that's when the clock stops for the storage in transit and that's when the new bill of lading starts, so you wouldn't -- you wouldn't be -- they wouldn't intermingle.

Q Sure. So if I asked you to identify -- if I had asked this question a little bit differently and said please identify all cars subject to demurrage charges in this case that previously were storage in transit cars and when the switch was made from storage in transit to inbound, I'm using as a term, you would be able to do that?

A I would need to consult with IP because the bill of lading that covered that move was previous to the other bill of lading, so that's something that IP would need to say, yeah, it's okay to share that information.

Q But you would at least be able to tell me -- are you saying -- let's say we have car -- I will make up car 10 on May 1st goes from storage in transit to inbound to Fore River. Are you saying that you would need to get IP's permission to even communicate that the car had previously been in storage in transit?
A Car by car specific, I would want to get their buy-in on that. During the discussions we have had, you know, we had a meeting that Fore River was at, we were at, IP was at, and the discussion of cars coming SIT was brought up. I don't know exactly, but I know SIT was discussed. Because it was frustrating because, you know, basically you are going from one form of storage to another. And IP knew that if they sent the car out of storage, they stopped the clock for SIT, so their clock stopped ticking, Fore River's clock started ticking, and the whole time, my clock was ticking. Because when it's in storage in transit, I'm paying or we are paying as a company, we are paying as a company.
Q And it is IP unilaterally that is making that decision?
A The bill of lading is -- needs to be generated from IP. It's their product, their car.
Q Are you able to say as we sit here today on any kind of basis, whether a percentage basis or a dollar basis or

any kind of basis, how much of the total demurrage charge arises from cars that were switched over from storage in transit to inbound?
A You want my opinion on that?
Q Yes.
A Zero.
Q And why is that?
A It's a matter of throughput. This goes back to the throughput that I've been talking about for three years, that we were offering all this additional service because we saw the problem. We wanted to get the cars through the system. And my belief, my belief, I don't know this for a fact, was that Fore River was probably at capacity fully filled up with paper and they weren't about to turn away the business, so we can take seven today -- because what was happening is they would go from this track taking seven to that track taking 11.
As trucks went out, they made capacity, each one of the warehouses, and they were trading off. They were at capacity, so even though we were offering all these additional services to mitigate it, they weren't going to have the chance. What they could have done, they could have taken the product onto another warehouse on their own. What IP did was they started taking cars that were -- that were going to go to Fore River, started shipping it to

other warehouses, and then we implemented the embargo to basically stop the bleeding.
Q Let me -- let me back up Do you know whether at any one time more than 18 cars went from storage in transit to inbound to Fore River?
A Not specifically.
Q But we could figure it out, correct?
A If IP was wanting to do that, yeah, you could figure that out.
Q Okay
A The other thing is you had two different mills doing two different things, so Riley's would do one thing, they could ship today, they could ship 10 cars, and Bucksport could ship 10 cars, and some could have theoretically come out of SIT.
Q Why -- I don't understand, I guess, why you need to talk to IP about storage in transit if -- let's just say we're not asking you for your storage in transit rates, for example. I mean I understand there is some discussion about what's confidential and we can get to that, but just assume for the moment that we are not asking you to show us your storage in transit contract. We are not asking you for the storage in transit rates. We are not asking you for anything confidential Why would you need to go to IP in order to tell me based on a particular invoice for

demurrage that this car is now being -- hang on -- is now being constructively placed because it was SIT, but it's not anymore?
A It is two separate bills of lading. That's what it comes down to. That bill of lading covered SIT and that was the relationship we had with IP. And to be able to relate that information that Fore River was not a party to, I don't believe that I would have that right or freedom to say, hey, all these cars -- we did the check, all these cars were in SIT beforehand. We don't have that freedom because that was a relationship we had with IP.
Q So the simple fact that a car was in storage in transit is itself confidential you are saying?
A Yeah, because it is its own bill of lading.
Q But what if we are not asking you for the bill of lading?
A Well, the shipment itself is governed by the bill of lading. Therefore, what happens with that shipment comes under the bill of lading, comes out of the arrangements we have with IP, therefore, I couldn't just do a moving check and say, hey, these cars were in SIT beforehand.
MR JACQUES: I recommend if you want that, we can make the request and we can talk to Springfield Terminal's legal department to determine whether they want to produce it and whether we need to have IP's consent, and

if we need IP's consent, we will get that
MR. ROSENTHAL: And, you know, if we need to enter into a protective order, that's another way at it too.
Q I just want to understand what the real issue is and I want to make sure you understand what I'm asking for
A No, I understand what you are asking for. And I go back to my answer before which is I don't believe that the SIT scenario had an impact directly on the demurrage.
Q And I understand the throughput piece, which I want to get to, but I guess what I still want to get at is -- and you made the point that one thing can happen from Bucksport and another thing can happen from Riley's, but what I want to know is whether there was at any time, as part of the backlog that happened here, any number of cars coming from either Bucksport or Riley's or wherever that are sitting at Rigby or anywhere else as storage in transit cars let's say more than 10 in one day being switched over to a bill of lading to Fore River?
A I don't know specifically.
(Exhibit No. 11, E-mail, 5/3/06, marked for identification.)
Q Okay. Let me show you Exhibit 11 and ask you if you have ever seen that before
A I probably would have seen this sometime back in '06

would be my guess. I don't recall.
Q It is addressing --
A These e-mails happen.
Q Go ahead, sir.
A E-mails like this can happen on a regular basis.
Q The e-mails are addressing a backlog at Rigby, correct?
A Yes.
Q In the top portion of this, it's an e-mail from Mr. Cella to Mr. Nelson?
A Yes.
Q Who is Bruce Nelson?
A Bruce Nelson at the time was our director of car management.
Q Is he still with Springfield Terminal?
A No.
Q When did he leave the company?
A Two months ago. He retired.
Q Okay. Mr. Cella here says the reason we couldn't finish the cars in American Can was due to the fact that you didn't switch us on Friday. Had you switched us on Friday, this would not have been an issue Do you know whether Mr. Cella is right about that, about a switch not having been made?
A Probably is. I'm not -- again, missed switches

happen. Allowances are provided for in the calculation and if it was a request for a switch on Friday and we sent an e-mail out on Wednesday morning, my guess is on Tuesday, we wanted to do a switch and -- I would have to look at the records to find out why this -- why there's 11 inbound cars that did not get unloaded in a timely manner based on Bruce Nelson's e-mail below.
Q And we talked earlier, you have those records somewhere?
A Somewhere, yeah.
Q At Springfield Terminal?
A Yeah, when cars were placed. And really, it's in the bills, because you look at the placement dates, those are the dates the cars were placed.
Q But is the bill going to tell us anything about a missed switch?
A It is not going to tell you the exact date, but it is going to provide for that allowance.
Q So if we looked at a bill and we saw let's say three days in between --
A Order and placement.
Q Right And the math only told us two -- well, three days, let's stick with that, three days, and then in the allowance column, it says four. That is going to tell us that there was a -- there was a missed switch?

A Some type of -- it gives you an indication that there was some type of missed switch.
Q Okay. So that is one way to figure it out?
A Yep, of some sort, but again, a missed switch doesn't -- it could be a multitude of reasons. It could have been a partial switch. It could have been a full switch, you know. There's 1,001 reasons why you would have an allowance given.
(Exhibit No. 12, E-mail, 5/3/06, marked for identification.)
Q Okay. Exhibit 12, I will give you a second to look at that
A Okay.
Q And by the way, Exhibits 12 and 11 both have a heading that says Bostwick, comma, Mike. Does that indicate to you that you printed these?
A Yep.
Q So they would have been in an e-mail inbox that you have?
A Yep.
Q In Exhibit 12, Mr. Cella is saying to Mr. Nelson here, copying you, he is saying that we have determined that Pan Am Railways missed a total of six switches in the month of April out of a possible 20. My first question is Pan Am Railways is --

A Springfield Terminal, it's another name.
Q Is it the parent company or is it the same company?
A It's a marketing name for the company, Pan Am Railways.
Q Okay. He says here that you missed six switches. Do you have any reason to think that's wrong?
A Again, what does the missed switch mean? Was it a missed switch of two cars, he released two cars and he still had 16 sitting on the siding? And I didn't get it that day, but it came up the next day when all 18 were released and I brought on 18 cars. Missing six switches in a statement like this, I --
Q It depends on what the switches were?
A What the switches were, what the circumstances were.
Q Let's say that they are all full switches.
A They are all going to be full switches?
Q Yep.
A I could probably figure that out based on the volume that was going to be shipped that month.
Q Okay. It would affect the backlog, correct?
A No.
Q It wouldn't affect the backlog?
A If he's saying he was going to have 20 -- he wanted 20 switches and 18 cars, I would have probably then come in and given him a switch on Saturday or Sunday or a double

switch.
Q Well, let's not -- let's not spend too much time, you know, on hypotheticals or trying to figure out what he means here, because your lawyer is going to have a chance to ask him that question. My question to you is if there's a backlog of cars and there are switches that have been requested and not made, that is going to affect the backlog, isn't it?
A Missed switches happen and the extent it affects the backlog or affects the merge is your question. There's an allowance provided to offset for those missed switches.
Q So let's break that down. It certainly can affect the backlog, right? I'm not asking you to tell me every single situation that's going to affect the backlog and result in no demurrage charges I'm not trying to trick you. I'm just asking you if I am Fore River and I have got 14 cars on my track that I'm ready to be rid of --
A Yep.
Q -- and there are 60 sitting at Rigby --
A Yep.
Q -- and I say come get the 14 and bring me 18 new ones to unload and you don't do it until the next day --
A Okay.
Q -- that is going to be one extra day, right?
A You have got an allowance for 60 cars there. You

would get an allowance on each one of those cars because I didn't provide a switch.
Q So are you confident as you sit here today that every time a switch was missed, that showed up in the allowance?
A Yeah, probably more. My opinion is probably more.
Q Why is that?
A We tend to err on the side -- again, they are a customer of ours, these guys, particularly the people that do the daily communications and work with these folks on a regular basis.
Q And who are the people again who make that decision to err on the side of the customer?
A Sheldon is a clerk that is over there that has a great relationship with those guys.
Q Is he the one that decides whether allowances are given?
A He is the one that keeps the record.
Q So is it your -- is it Springfield Terminal's position that missed switches don't have anything to do with the demurrage charges in this case?
A Missed switches are provided for on an allowance basis in the calculation of demurrage.
Q So if we have $134,000 in demurrage charges in this case let's say, is it Springfield Terminal's position that that $134,000 charge already reflects missed switches?

A Correct.
(Exhibit No 13, E-mail, Attachments, marked for identification.)
Q I'm going to hand you Exhibit 13. It is actually two things clipped together. I would just ask you to flip through both and let me know when you have had a chance to do that.
A I'm sorry, what was the question again?
Q I actually hadn't asked you a question yet about it, but now that you have had a chance to review those, have you seen these before?
A Yes.
Q All right The second thing in Exhibit 13 is a letter from you to Mr Cella, correct?
A Yes.
Q And the first part of Exhibit 13 is an e-mail -- couple of e-mails between you and Mr. Wright and Mr -- I'm not sure how to say his last name, Dave --
A Yeah, Dave would have been printing something off for me. I was probably out of the office. Clint is our corporate attorney.
Q So Clint drafted a letter for you to send to Fore River, is that what happened?
A Yeah.
Q And then you sent it to Dave to print out for you?

A I don't know exactly what it was. My guess would be it came in e-mail. I didn't have a blackberry at the time, so he probably printed it off, faxed it to me, let me take a look at it. That would be my guess, but I'm only speculating. I don't really know.
Q And who is Dave?
A Dave Bougie was my director of freight claims. He used to work in our department. He used to work with me.
Q So in the letter itself, the second part of the exhibit, it would be the fourth page of Exhibit 13, the first page of the actual letter.
A Okay.
Q One more. There's a reference in the second paragraph to 115 railcars that have accumulated at Fore River's Portland, Maine, facility. Do you see that?
A Yep.
Q Fore River had an 18-car siding, right?
A Yep.
Q So they couldn't -- they couldn't have 115 railcars on site, right?
A It says at Fore River's site, but the accumulated for. Probably should have said for Fore River's Portland facility.
Q So they are at Rigby?
A Yeah, they are at Rigby, yep.

Q And IP has ordered all those cars sent to Fore River, correct?
A Again, my belief is all those cars at the time were IP cars. I know that Fore River has a relationship with some of the other mills, so to say definitively all 115 were IP, I haven't looked at it in detail enough to say that, but --
Q They were all a shipper, correct?
A Yeah.
Q And you have now got a situation where demurrage is going to start accruing if they don't get unloaded and turned around quickly, right?
A Right.
Q All right. And there had been a meeting on May 19th?
A Yes.
Q All right. And it's clear from your letter that Fore River had made clear it's not going to pay demurrage charges, right?
A Yeah.
MR. JACQUES: Object to the form of the question.
Q Did Fore River say why it wasn't going to pay those demurrage charges, do you recall?
A Don't know.
Q You refer to -- on the bottom of the first page of the letter and spilling onto the second page, to providing switching three days per week Do you see that?

A Okay. Yep, yep. Basically, up to that point, I think we were probably providing kind of a standard three day a week switching and would do more if we could depending on what the volumes were like. This was in -- this was in May and the other e-mail talked about April. We had 20 switches and we would only leave 16, so standard procedure was basically three. We actually probably gave more than three starting in April, but kind of the average number, if I gave 16 switches -- if I gave how many switches in a month?
Q Just to correct you there, the e-mail said that out of 20, you missed six.
A Right.
Q So that would be 14.
A Right, so if I gave 14 switches and he was looking for 20 switches, but basically, the standard time was three a week, four divided by 14 is more than three.
Q And what I want to ask you was there was a time in which six days a week, there were switches being made. Are you aware of that?
A Oh, yeah, it's all depending on volume. We would give switches if the volume was there, if that's what the need was.
Q Now you refer in this letter to offering to provide switches seven days a week?

A Yep.
Q If switches were already being done six days a week, then the extra day is -- in a four-week month, that is four extra switches in the month, right?
A I referenced here three days a week. That was the standard at the time. That's what would have been written into this letter, the standard at the time was providing switches three days a week.
Q But what I'm saying is or I guess what I'm asking is -- let's break this down. You have acknowledged based on the e-mail about the April situation that switches were actually being provided more than three days a week?
A Yeah, because there was a need, we could. There were cars, you know. If I can get you on Monday and if there is some cars to bring out to you Tuesday and you want them, I will bring them out to you, if I can. If my plan was, as it states here, three days a week at the time, I probably -- you know, the standard would have been -- my guess is would have been like a Monday, Wednesday, Friday.
Q And we know, don't we, that in fact it was more than that that switches were being provided?
A Yep.
Q Are you -- did you become aware at any point that switches were actually being provided six days a week, Monday through Saturday?

A We started offering more switches to Fore River to try to get this cleared up.
Q And --
A Switches three days a week -- on a day I don't provide a switch, it's an allowance day, so --
Q And I'm not trying to -- I just want to focus on my question which is are you aware of a time when switches were being provided Monday through Saturday, specifically, do you recall that?
A During this timeframe?
Q Yes.
A We would have offered -- we were offering seven day a week switching.
Q Okay. You don't know whether you were providing six day a week switching already at the time you offered the seven days a week?
A That's why -- when I wrote the letter, I put in three days a week, that would have been what the service was.
Q Okay. Now here's my question for you. If Fore River had agreed to take switches seven days a week and let's just say it was already having switching six days a week, all right, I'm going to ask you to assume that, even if you don't know whether or not that's true, assume that Fore River was already being switched six days a week and was offered an extra day a week, the difference between six

days and seven days, that one extra switch per week, the effect of that would be to reduce the demurrage that is being accrued, correct?
A That one switch would help, but it is a whole process.
Q It wouldn't make it go away, right?
A Well, again, if you are getting six switches a week in an 18-car siding and you were doing 18 cars a day, more always helps.
Q It helps?
A More always helps.
Q But it wasn't -- it certainly isn't the case that taking the seventh day is going to -- is going to get rid of all the demurrage, right? I mean that's not what you are intending to say in this letter, is it?
A No, what I'm intending to say in the letter is we are trying to work with Fore River to get this cleaned up so that we don't have a bigger problem. Had we just stuck to the three day a week service, you would have gotten an allowance for four days a week and the number wouldn't have stopped. The situation wouldn't have backlogged. We rearranged our services to be able to get these cars into you, more available to you. Like we have done in the past with them, you know, when we have to switch them, they are a customer of ours, we will be able to switch them as we can because Fore River -- at least our expectation, Fore

River's clock for him to start collecting revenue starts ticking when he can get it in his door.
Q If Fore River is doing seven days a week, six days a week, whatever it is, and there are hundreds of cars that IP is shipping, Fore River -- it's your position -- should still be getting charged demurrage even if they just can't keep up?
A Again, if they can take 18 cars times seven, that's 125 cars in a week that they could theoretically chew through.
Q And if IP chooses to ship 400, that's Fore River's problem, correct?
A Fore River has the able to raise their hand and say please stop shipping, I am at capacity, I cannot handle your business today.
Q Okay.
A And forego the revenue that would be available to them. And that's what Pan Am did or Springfield Terminal did when we entered into the embargo. We said, we have to forego your revenue, IP, our largest customer, I can't haul your traffic because there is too much of a backlog. That's not a practice we were doing on a frequent basis up to that point. We looked at this and said we have to stop the bleeding.
Q And did you in considering the options consider asking

IP to pay the demurrage?
A No.
Q Instead, you went to the embargo?
A Well, the embargo -- the embargo was because we had various meetings with all the parties as to what the scenario was going to be to stop the bleeding and everyone was pointing -- Fore River was pointing the finger at IP and IP was pointing the finger at Fore River, pointing the finger at us, and we just said if no one else is going to stop the scenario, stop the madness, we will. We implemented the embargo, permit only, so only cars -- only cars at that point that IP could ship is they would have to come to us and say is there enough -- do you folks feel comfortable enough that we can ship more cars down to Fore River and not have a -- not create another backlog, not create another couple hundred car -- whatever, hundred plus cars sitting in Rigby. And we would look at the scenario and say, okay, here is today's backlog, it is X, we feel comfortable enough that, you know, we can handle these, and, you know, the throughput should be able to happen through Fore River.
Q Okay.
A And they would have -- and my expectation is Fore River and IP were having their own discussions to see if they could handle it, because, again, if Fore River

couldn't handle it, they should not be taking the business.
Q When you talk about throughput, if a car comes into Fore River and it is loaded, Fore River now unloads it If Fore River has also been asked by IP to reload that car and send it out, at that point, if Fore River declined to load the car and took you up on your offer, you know, let's just say that there were two switches a day, they could go through 36 a day instead of 18, right?
A Right.
Q Is it your -- I mean the flip side of that is if Fore River loads that car up again, it obviously takes longer than it would if they just had it leave empty, right?
A Uh-huh.
Q If it leaves empty, it is going to go back to the mill to be loaded up again, right?
A Potentially, or I could take it to another mill or it could be a car that is going to go off-line.
Q IP could be paying the -- once Fore River releases the car to the railroad --
A Yep, empty.
Q Let's say it's empty. It is now -- what happens to it then?
A The cars comes back to Springfield Terminal's railroad, then I figure out where the empty needs to go. It could be an empty -- it could be an empty that I took --

I had an inbound load up to someplace up in Northern Maine, got emptied there. Instead of taking the empty and moving it all the way back to one of my connecting railroads, I take it and I spot it over to Bucksport. Bucksport loads it. It goes down to Fore River, gets emptied. I then take that car and move it off-line because that's where it needs to go.
Q Now at that point, if it's empty, you are not charging a shipper for it, right?
A No one is getting any revenue on an empty load.
Q If it's full, you are getting revenue?
A Yes.
Q So actually, it benefits the railroad to have Fore River load it up again after it unloads it per IP's instructions, right?
A Whenever you get a load, it's a benefit.
Q So if there is only going to be one switch per day -- let's assume seven days per week, Fore River says great, we will do it seven days a week, one switch per day Fore River could have actually said we are not going to load it up again because that's going to slow us down, we could take two switches a day and everybody would have been worse off, right?
A Again, it's a matter of throughput. If he had the men to do it, you could have unloaded the railcar, reloaded the

railcar. We looked at one of the examples and --
Q I'm sorry to cut you off, but what I'm saying is isn't Springfield Terminal better off to have Fore River reload that car even if it takes longer?
A The car not being loaded, is that product going to get trucked out to the destination? I don't want to lose that load, but to me, it is not -- you are talking apples and oranges here.
Q Couldn't Fore River say, look, we are not going to reload this, because it takes more time, we are going to tell the railroad to come out and switch out the cars, do it twice in one day, because we don't want to pay for these demurrage charges?
MR JACQUES. Objection Foundation And I mean you didn't want him to talk about hypotheticals and we just keep creating hypothetical layers over layers over layers
Q Well, I'm certainly trying to be clear, and if I'm not, I'm guilty and I will fix it
A All right. There's an empty sitting on their siding. IP wants to ship a car out of Fore River Warehouse to Lancaster, Pennsylvania, and Fore River is under the gun to get the cars unloaded. It is going to take them an hour-and-a-half to reload a car. They theoretically can tell IP we cannot handle this today and, you know, then they deal with the circumstances with IP. I probably

wouldn't even know that was happening. That's not a discussion that I would be privy to if the discussion was, you know, Fore River could not load these today, it is going to go truck. It would just go truck. I wouldn't even have heard from IP.
Q Let me try to wrap this up because we don't -- I don't want to spend all day on it. I mean I guess the thing I just want to make sure I understand is that if Fore River reloads the car, it is slowing itself down and increasing the likelihood that it is going to be having the railroad ask for demurrage?
A I don't agree with that.
Q You don't?
A I don't. Again, it goes to a matter of throughput. It's all how much capacity do you have at your warehouse, how many people do you have working, you know, if you can take 18 cars in and unload 18 cars, like the example showed, in three-and-a-half hours, I can do three switches, I can do, you know, whatever the math is in a 24-hour period. Now theoretically, that's theoretical, okay, it is what does Fore River want to spend to do that. Do they have the manpower to do that? That's not my decision to make.
Q Fair enough.
A We operate 24/7 365.

Q And the limited question I guess then is that if Fore River decides to reload instead of just unloading, that benefits the railroad, does it not?
A It is going to benefit the railroad, yeah, I'm going to get a load.
Q That's all I wanted to get at. And I probably made it more complicated than I need to.
A When I can make revenue on something, it's good.
Q And just to put a cap on that, you make revenue on a reloaded car, but not on an empty car?
A Yep.
Q Okay. Take a look back, if you would, at Exhibit 10 -- I'm sorry, we will change that -- Exhibit 7 And I will ask you to turn to number 10 Do you have that in front of you?
A Yep.
Q You say here that in May, 2006, down toward the end, do you see that sentence beginning in May, 2006?
A Yep.
Q Pan Am performed 21 switches at Fore River?
A Yep.
Q So -- and then you say since Fore River has an inbound throughput capacity of 18 railcars per day --
A Yep.
Q -- it is evident that Fore River could have achieved a

total of 378 railcars thereby alleviating a large portion of the backlog. However, records show Fore River achieved a throughput of only 243 railcars during the month of May, 2006.
A Yep.
Q Do you know -- in the scenario that you lay out here in which Fore River could have achieved a total of 378, are you basing that on unloading 18 per day and then releasing those empty cars, is that where that math comes from?
A This is based just on kind of a hypothetical. Just trying to show that there was lack of throughput.
Q Would it make a difference in the math if the 243 cars that you referred to are reloaded cars?
A No.
Q So it wouldn't reduce the demurrage even though those cars were reloaded if they were reloaded?
A When we do demurrage, there's two different types, there's loading and unloading. This demurrage was from unloading demurrage.
Q Meaning?
A There would have been a separate bill if there was loading demurrage, so I --
Q But here's my question. If you have a car -- I'm trying to make this simple and I don't know how well I'm doing at it, but you have a car that sits long enough to

accrue demurrage and it finally comes in and is unloaded and then it is reloaded, and we established a minute ago that the fact that it is reloaded allows for the railroad to generate revenue on it, is there any credit toward the demurrage for the fact that the car is now a revenue generating asset, where if it was just unloaded and not reloaded, it wouldn't be?
A Back to the bill of lading. It is bill of lading specific. The bill of lading stops and ends when the car is released from the shipper and released from the consignee. When it is released, it goes from released -- it is loaded, it is released as an empty. Okay?
Q Yep
A Then I have to go in and I have to spot that car within our system again, spot it as an empty. Even though physically, it is not moving, it is spotted in the system as an empty. Then a new bill of lading starts where it goes from a load back out. So it is bill of lading specific as to how our demurrage gets --
Q So if Fore River reloads the car, does a new -- does IP issue a new bill of lading at that point?
A Yeah.
Q So the demurrage clock has stopped ticking because the railroad -- I'm sorry, Fore River has released the car, IP has issued a new bill of lading. Is there any reflection

in the demurrage charge of the fact that that car is now full and capable of generating revenue from IP?
A Not in these bills. What I was about to say before is we have a -- we have inbound demurrage and outbound demurrage, so let's say theoretically, there's no cars in the yard to go to Fore River, but IP has one load that needs to get loaded to go to Lancaster, PA. The order comes in from Fore River to us, please spot a railcar so we can load it out. We run out there, spot the one car today. It's on their siding. I think the credit for loading is one -- one day.
Q Yeah.
A So today is probably not a demurrage day. The following day is the first debit day. All right. The car goes out and gets spotted. For whatever reason, something happens. IP decides that they are going to change something or there's a roll missing. If that car doesn't get released until three days later, there would be three days of debit days against that car, one credit, so you would have two days of demurrage. That's a separate bill. This is -- this is inbound demurrage and that would be outbound demurrage.
Q I understand. All I'm trying to get at is if the 200 -- if the 243 railcars that you referred to or 243 --
A And that was -- that was a number I think I just

generated from -- I did my own kind of analysis. It doesn't completely jibe with the May bill. The May bill only shows a throughput of 216 because of how the bills get calculated. Cars will shift from May to June.
Q Okay. Let's assume it's 243 just for a minute
A Yep.
Q If those 243 are reloaded cars, isn't that -- that is better for the railroad than 378 empty cars, isn't it?
A If I could have every railcar that goes into a customer, goes in and gets emptied and gets reloaded, yeah, that would be phenomenal, less empty miles, that would be a great thing in railroading.
Q So is there any credit against the demurrage charge for the fact that it was reloaded?
A No.
Q And I guess -- I think this is obviously basic I'm not trying to beat a dead horse, but I'm not sure if I specifically asked you this question. If the cars were not reloaded, they could move out faster, correct?
A My answer to that is no.
Q Okay.
A It's a matter of throughput. If you have the men to -- if you unload a car and then have people right there to reload it, it's going to take me all of a few hours to get from where I am in the yard out there to switch you, so

it is a matter of throughput. If it takes an hour and 15 minutes to unload a railcar, it takes about an hour-and-a-half to probably load a railcar, it takes a little bit longer because you have to do the dunnage which protects the product, it takes a little bit longer to load a railcar than it does to unload a railcar, it is just a matter of throughput.
Q But at that point now, I mean if Fore River -- it would be on Fore River to devote the resources to reload the cars?
A Right, or gear up for the resources.
Q So Fore River could say I have got 18 cars unloaded, come get them. If Fore River then wants to reload those cars, it is going to have to use its own expense and money to do that, right?
A Right, and --
Q So they --
A -- they would be compensated by IP for that and that's a decision that they would make with IP. They would be telling IP, hey, guys, I'm not man for this, I can't handle this, I'm just going to release these empties, even though I know that you want these loads -- these cars to go out loaded. As a railroad, I want things to go out loaded, but I don't control -- it's not something that I would be privy to and have knowledge of.

Q Okay. Got it
THE REPORTER: Do you want to take a break now, Dan?
MR ROSENTHAL Let's go off the record.
(A short break was taken.)
Q All right. We can go back on. Mr. Bostwick, you had Exhibit 7 in front of you a moment ago before we took a break. It was the answers to interrogatories.
A Yep.
Q If you would turn to number 11, page five. Do you have that in front of you?
A Yep.
Q Okay. I have a couple of questions about your answer to number 11. In the first sentence, you say any car would do for a switch, but some cars were ordered car specific by Fore River.
A What number again?
Q Number 11
A Number 11. Okay.
Q My question is just what does that mean, any car would do for a switch, but some cars were ordered car specific by Fore River?
A I'm not seeing my answer here.
Q It's the first sentence in your answer and I picked it up halfway through the sentence, so that may be why you are

not finding it. It starts as this was long-term storage.
A Okay. All right. Yep.
Q What does that mean, any car would do for a switch?
A If you had 60 cars out there and they wanted 18 cars, he would probably just go grab any 18, hey, guys, give us 18. Now during this time, there were even specific cars that needed to go in, hey, guys, GMRC 25053 has to go to Lancaster, you know, its needs to be at the press in three days, pull this car, get it placed, so we can cross-dock it and get it out the door.
Q So does this relate back to the conversation we had earlier about -- I drew you a map or a little drawing of railcars along a track.
A Yep.
Q And you told me that it didn't matter whether it was first in or first out because there's an average on the demurrage?
A Right.
Q So this is -- what you're saying here in this first sentence of your answer to number 11 is essentially what you told me before about --
A You grab whatever -- you know, grab what's easiest usually and then take that, but if there were cars on top of that that were ordered, you would grab those. Because, again, Fore River is ordering them, but IP is -- IP is

everyone's customer in this scenario, you know, so Fore River is asking for a car. We know it's IP asking for the car, so we are going to do it because we know IP needs this product out the door.
Q In the next sentence, you say Springfield Terminal wanted to bring 18 cars per switch which is the siding capacity, but Fore River would only take particle switches.
A Partial, not particle.
Q That should be partial?
A Yep.
Q Partial switches as Fore River needed to clear out space before bringing new product into the warehouse.
A Yep.
Q What do you mean by that?
A What I recall from that time was that Fore River -- their warehouse was at capacity and they could only take into their warehouse what went out the door, so if IP had 45 trucks going out that day, they could probably take in 11 more cars, because it is basically a four to one ratio, four trucks per railcar. Those 45 cars would leave, they would create space in the warehouse. They would backfill it.
Q Okay. What's your understanding based on -- you said a minute ago that your recollection or your understanding was that Fore River was at capacity. What's that based on?

A I just -- either by feel at the time or whatever was stated at the time. Because there was a point there where they said, okay, we can take a switch five or six days a week, but we can only take switches at one warehouse versus the next where one -- there was two warehouses there. One has an 11-car siding, one has a seven-car siding. And they would say, okay, today, give us a switch here with 11. And the next day, we would go back and give them a switch on the other one because they were trading back between warehouses as the -- as capacity was created.
Q Okay. So just on this specific question of where your understanding came from, do you recall a specific conversation with anybody?
A I would want to go back again and see if there was an e-mail out there. I just -- that was my -- that was my recollection.
Q Okay. So -- and if I understand you correctly, I think what you are saying is that Fore River -- when you talk about partial switches, Fore River wasn't taking 18 at a time?
A They were actually just requesting seven, 11, whatever the number was. They weren't requesting a full switch.
Q And would that be something that would be in records somewhere?
A Yeah.

(Exhibit No. 14, May 2006 Switching Review, marked for identification.)
Q All right. Let me ask you to take a look at Exhibit 14.
A Yep.
Q Tell me if you have seen this before.
A Yeah, I put this together.
Q So you created this?
A Yes.
Q Okay So this is -- just tell me what this document is.
A This was just to try to -- as you can realize, demurrage is kind of a complicated scenario and -- even for a person within the railroad industry. I like to try to simplify it down, so I basically just tried to compile what the volumes were to show, you know, hey, we have a problem here.
Q Okay. So there are 21 switches provided by the railroad?
A Yep.
Q And you are saying that number of full switches ordered is 10, so you are saying of the 21, only 10 were requested as full; is that right?
A Yes, and I would have at the time gone through the records to determine what the order -- what the switch was

ordered for those 21 switches.
Q When was this created?
A My guess is it would have been created probably in June of '06.
Q And average number of carloads available, 71 What does that refer to?
A I think I developed a spreadsheet, again, because I want to simplify kind of the framework of it. I was able to look at what cars came in, the flows, when they were ordered, when they were notified, and that gave a total of what was at Rigby. And it is an Excel spreadsheet. It averages the columns, boom, you are done. So on average, there were 71 cars.
Q On average?
A There were 71 cars available in the yard to be switched in.
Q During May?
A During May.
Q And the monthly inbound volumes you have got broken down by coming from IP Bucksport, coming from IP Riley's?
A Yep.
Q There is quite a jump from March to April, right?
A Yep.
Q And do you know what that jump was attributable to?
A Huh-uh. No, I didn't answer, no.

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Q You don't know. Do you know whether IP was all of the sudden increasing its production?
A My guess is something happened on their side where it made more sense for them to go to a warehouse than it did to go long haul to the customers.
Q Do you know if there was a shortage of cars during that time period?
A No.
Q Do you know whether there was a decision made to go from storage in transit to inbound to address any issue with car availability?
A Not that I'm -- you know, from time to time, we run into capacity constraints, but there are plenty of ways for us to alleviate that, take cars that traditionally aren't in paper service, put them in paper service.
Q Do you know if that was happening in March or April of 2006?
A My guess is no. Particularly when you have this type of volume going into a warehouse situation, no, you are not in a scenario where you are going to be short boxcars, because those cars are moving a short distance and they would be turning back to the rest of Maine pretty quickly.
Q Did IP ship product other than to Fore River?
A Oh, most definitely.
Q And they shipped product outside of Maine, right?

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A Yes.
Q So did they have any issue with cars available to do that?
A Not that I recall.
Q Is there any record that you could check to figure that out?
A You know, historically, I could look at the number or volume of cars shipped out of there, if it was below normal, which my guess is it's not going to be below normal. It only goes below normal when you tend to have like a down market, when they are shutting machines down.
Q Do you know if IP would be capable of increasing its product so much in the span of a month to go let's say at Bucksport from 52 to 100 cars? That's almost double.
A Again, when I look at that, I say to myself something happened on their side of the world that made more sense for them to go short haul to the warehouse than long haul with me. For all I know, there's a trucking company out there that knew they were going to have capacity in April and May and said I have got a nice rig for you to go out the door, so, you know, they go in a truck and they go long haul.
Q The narrative at the bottom that says 21 switches if all switches were full, et cetera, do you see that?
A Yep.

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Q That's almost identical to your answer to an interrogatory that we discussed before the break Do you recall that?
A Yep.
Q Is there anything about these two sentences at the bottom of Exhibit 14 that is intended to mean anything different than the answer to interrogatory that we discussed?
A No, this is -- this was done basically to try to frame the situation to everybody so they could understand that we had a problem that we needed to get resolved.
Q Okay. The questions I asked you about capacity and availability of cars, I don't remember frankly whether I put a timeframe on that. I guess I just want to ask you the question again with respect to March, April, May, whether at any time in that timeframe, you're aware of there being any availability issue with respect to IP's ability to get cars to ship?
A Again, if I missed a switch, if I have an engine failure and I don't get empties down to them, I'm short empties, so --
Q Was that happening in the March, April, May of 2006 timeframe?
A It happened overnight. Railroading, if you have a hiccup and IP is expecting to load 10 cars overnight and my

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train doesn't make it up there, so the switch last night didn't happen, they didn't get their empties, but I have the empties, they are just not where they need to be.
Q And I guess what I'm trying to get at is during this April, May -- March, April, May, June of 2006 timeframe, was there an issue regarding availability of cars that would have affected the numbers of inbound cars to Fore River in any way?
A Not that I recall.
Q Is there a document -- let me try this again.
Do you have -- do you have or did you create a document in the format of Exhibit 14 for April, 2006?
A No.
Q How about June, 2006?
A No.
Q Why only May?
A Well, again, I'm saying no. My experience tells me no because April, I think we didn't really see a problem happening. The volumes had picked up, but you really had not gotten to a critical mass. May started happening, you could see this problem. I think May closed out. We had a meeting May 19th. We had another meeting June 1st. So, you know, May was kind of the -- the pinnacle of the scenario and I think it is probably -- I think it's reflected -- might be reflected in the whole charge.

I think it goes from 76 to 33 to three to whatever, so May was the pinnacle. We saw the problem. We took the information for my own knowledge as well as to be able to communicate to Fore River as well as IP, kind of frame it, here's where we go, we did provide 21 switches. When people say you didn't provide switches, well, 21 of 31 days, switches were provided.

Q Okay.

A We were offering additional switches. There is e-mails out there where we said we want to give them a switch and we were told no, we don't have the people. I understand that. We sometimes don't provide switches because we don't have the people as well, but that expense is -- you know, we bear that expense.

Q If you miss a switch and Fore River can't complete an order for IP along the lines of what IP has requested, do you reimburse Fore River for that?

A For what?

Q For lost revenue to Fore River if they can't do what IP wanted them to do.

A You'll have to give me a scenario.

Q Let's say that -- well, let's think of it this way. If Fore River has empty cars and wants a switch to bring in cars that are sitting at Rigby to be able to get what's in those cars into the warehouse to start charging IP and the

switch is missed and another day goes by, Fore River is going to be out that day's revenue, right?

A Within the bill of lading, part of the bill of lading is railroads are not liable for special damages. That would be considered special damages.

Q The missed switch?

A Well, what you are contending, lost revenue for Fore River would be considered special damages. As railroads, we are not liable for special damages, because I can't tell you that it's going to be the case. And if on the bill of lading, it is stated that if I don't make the switch in a timely manner, I would have to pay $350 to Fore River for that, that would have to be stated on the bill of lading. It is not stated on the bill of lading, therefore, we are -- we would not be liable for that.

Q And if I want to learn the ins and outs of that, those are legal issues, is that fair to say?

A I used to do freight claims and people would like to say -- they would send us just a blank bill. Yeah, you are responsible for all this. And I can't control what other people do.

Q If you did this type of document for April, 2006, this Exhibit 14, but related to April and it showed switches and all of that, that would show us another piece of the puzzle about how the backlog in May happened, wouldn't it?

A It might. I'm not sure. I would have to look at what April's flows look like and what happened. For all I know, April was -- the first half of April was a big flow, and all -- you know, of the 223 cars, 80 percent of those went in the first two weeks and the last two weeks was fine. I would have to look to see what the flows look like.

Q And you haven't done that?

A No, no.

Q Okay.

A I don't know if you want to look at the demurrage bill for April as part of this. I mean I don't know.

MR. JACQUES: I don't get to answer questions

A In my mind, I'm thinking we don't have a demurrage bill for April, so April demurrage must not have been an issue.

(Exhibit No. 15, Cars Available, marked for identification.)

Q All right Take a look at Exhibit 15

A Yep.

Q Tell me what this is

A That was another try to encapsulate the demurrage exposure here in a much more simplified manner than the bills that we send out. Because I know bills take us a few weeks to get out because we have a lot of customers and it takes time to get bills out. I pulled this together to be

able to say, okay, here's what May looked like. This does give you an example. You had 44 cars basically on May 1, so some of those probably came in from April over to May and then you probably had cars arriving on that day.

Q Well, let's take May 1 here. It says ordered, 18.

A Yep.

Q So does that mean Fore River said bring us 18 cars?

A Yes.

Q What does set mean?

A We set 18 cars that day.

Q So you fulfilled the order that Fore River placed?

A Yep.

Q Available means -- it says 44 Does that mean there are still 44 left after the 18?

A I'm not sure. When I put this together, it wasn't -- this wasn't meant to be as a bill, it was meant to be kind of a here's the potential exposure you have from a revenue standpoint.

Q And 1560 is?

A 1560 would be -- well,1560 divided by 60 is --

Q So that's a demurrage charge?

A Four days, is that the -- yeah, it wasn't a demurrage charge. It was an example.

Q Okay

A Just trying to say, hey, this is what the potential

exposure was. This wasn't the bill. The bill was the -- what's included there.
Q And switched, it says one, so that shows one switch that day, is that what that means?
A Yep, yep.
Q What does the column that has -- in a couple of places, it says ordered with a question mark?
A I don't find anyplace where cars were ordered, so theoretically, if cars weren't ordered on those days -- and my guess is those were probably Saturdays and Sundays, if we pulled out a calendar. It kind of looks like that's how it is set up.
Q Let's take May 6. There is 48 cars available. Ordered, question mark. I'm trying to figure out what the question mark tells me.
A The question mark tells me that I don't know if anything was ordered or not, so I basically left the demurrage piece that -- that calculation piece blank, because if no cars were ordered, then you would have been racking up more demurrage. If cars were ordered, then there would have been an offset, so I basically just left that blank because I didn't know.
Q And what was the purpose of creating this document?
A To basically frame that we had a bill that was going to be out there, so that, you know, there wasn't a surprise

that there was going to be a bill and what the potential level of that bill would be.
Q And was this document created for use in a conversation with somebody?
A I don't recall. I can't remember how it was used and where it was used.
Q Did you create a document like this for April of 2006?
A Probably wouldn't have.
(Exhibit No. 16, E-mail Chain, marked for identification.)
Q Exhibit 16, take a look through that
Have you seen this before?
A Yep.
Q Okay. Let me -- this is an e-mail string between you and Mike Cella; is that right?
A Yep.
Q And if you go down to the bottom of the page, page one, it's an e-mail from you to Mr Cella on May 30th. And as you flip over onto page two, I want to focus your attention on the last sentence in this e-mail. It begins with the word given.
A Okay.
Q Okay. Given Fore River has chosen not to actively slow the volumes from your customers, let's just stop right there.

A Yep.
Q Do you know if Fore River could slow the volumes from its customers?
A Yeah, stop shipping.
Q But IP issues the bill of lading?
A They can tell their customer to stop shipping, tell your largest client here to stop sending you business.
Q And if, in fact, Fore River did tell IP to stop shipping, IP could still keep shipping, right, could say, sorry, Fore River, too bad, we are going to keep shipping, the railroad is going to get those bills of lading and start charging you?
A There's the remedy that he did which is go to the STB and talk to Mel Clemens and say, Mel, I've got a problem here.
Q Okay. So what would that -- tell me more about what he would do there
A I'm saying that would have been a suggestion. If I'm in a scenario where somebody is shipping product to me that I don't want and they still continue to ship, go to the STB.
Q And leaving aside for the moment whether the STB could do anything about it, the way that you have described to me how demurrage works, Fore River would still be on the hook if IP continued to issue bills of lading listing -- listing

Fore River as the consignee?
MR JACQUES: Objection. Foundation.
A I don't know enough about the law to say exactly what it would be.
Q The second half of the sentence is -- I will just read the whole thing again. It says given Fore River has chosen not to actively slow the volumes from your customers or increase your throughput capacity. What are you referring to in terms of the suggestion that Fore River has chosen not to increase its throughput capacity?
A Well, I can go back to this where you see seven cars and 11 cars, seven, 11, seven, 11, and not 18, and then go to the e-mail where we offered seven day a week switching and we were told pointblank, no, my people have worked enough. I don't disagree. Those people probably had worked enough. Could have hired more people. There is other ways that the situation could have been mitigated other than what happened. And we -- I think we took the initial step to mitigate it which is we referenced the embargo permit only. That was the real first mitigation of trying to stop the problem.
Q You go further up the page on page one to an e-mail from you to Mr. Cella that says Pan Am Railways needs to address this item as soon as possible directly with Fore River with or without Kathy's or Dave's participation?

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A **Yep.**
Q Kathy is a representative of IP?
A **Yes.**
Q And so is Dave?
A **Yes.**
Q If I have it right, they are -- one of them is from Riley's and one is from Bucksport; is that right?
A **Yes.**
Q And then you say Pan Am Railways wants to push ahead with a meeting on June 1?
A **Yep.**
Q Why would you want to address this with or without IP?
A **Because its relationship again goes back to the consignee. Fore River is the consignee. Fore River is the one that can put an end to this scenario or not. So having IP, they're a customer of both of ours and someone that can contribute to the scenario.**
Q Well, they can put an end to it too, right, wouldn't you want to have them in the room?
A **But I wasn't going to wait for this person and that person when I have an immediate problem that needed immediate action, immediate discussion.**
Q And you understood at the time that Fore River was taking the position that this is not our fault, right?
A **That's always -- yeah, you can say whatever you want,**

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yeah.
Q You obviously disagree with that position, but you understood that that was their position?
A **I understand they weren't going to pay it, that they thought -- they think or thought they were not going to pay it, yes.**
Q Not required to pay it?
A **I don't know about not required.**
Q Thought they weren't required? I'm not asking you to agree with me that they are not required I'm just saying --
MR. JACQUES: I'm going to object to foundation. He doesn't know what they were thinking unless they told him.
Q Well, did they tell you whether they thought they were obligated to pay it?
A **Not that I recall. I think they basically said we are not going to pay it, screw you, we have got you before, we will get you again.**
Q Do you think that Fore River was intentionally setting out to not pay a bill that Fore River thought it was obligated to pay?
A **50,000 square feet of free space sitting in Rigby yard when he had very limited space at his warehouse and he knew that cars kept coming.**

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Q Has anyone at Fore River ever said to you, we know we are supposed to pay this, we are not going to?
A **No.**
Q Okay Has anyone at Fore River ever said that to anyone at Springfield Terminal in your knowledge?
A **I don't know.**
Q Have you ever seen in writing anything from anyone at Fore River that has said we know that we are supposed to pay this, but we are not going to?
A **I don't know.**
Q So the scenario you were playing out a moment ago about free space at Rigby compared to tight space at the warehouse, that's a -- that's something that you have come up with as a possibility on your own, correct?
A **If I'm in the warehouse business and I have got warehouse space --**
Q That's how you would do it?
A **Right.**
Q But you don't have any reason to think that's how Mr. Cella did it?
A **He had done it in the past.**
Q He has done it in the past in what way?
A **Well, the other bills we had to get rid of.**
Q Again, I'm not asking you about whether they have paid the bills. I'm asking you whether you have any basis other

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than the fact that you would do it this way to think that they are intentionally not paying a bill
A **I'm not saying I would do it this way. I'm just saying if you are -- if you are looking at it from a detached level and you would agree that -- and this is where we disagree -- that demurrage is a -- is a charge that railroads have the right to collect and it's a punitive charge to force them, because if they didn't have any charge out there to force them to unload, he doesn't have to do overtime, he doesn't have to hire additional people.**
Q I'm just going to stop you because I would like to try to be mindful of the time and not sit and go -- argue with you about things that we have gone through already. What I just want to know is other than imagining that someone in the shoes of Fore River might say I know I have to pay this bill, but I'm just not going to, do you have any actual fact that leads you to believe that that's what happened here?
A **Not that I know of.**
Q Now there was actually a meeting on June 1st, correct?
A **Yes.**
Q What happened at that meeting?
A **The IP folks were there. Our folks were there. Mike and his folks were there. A discussion about the scenario,**

discussion about like SIT, you know, discussion about just the whole backlog and what was going to happen. IP was pissed off at us because we put the embargo in. That caused them some heartache. They were mad at us, why did you do that, no need to do that. We put the embargo in because we had to. We knew it was going to stop the scenario. We knew it was going to make IP mad, but no one else was doing anything. We had to do something.

Q Was there anything resolved in this meeting?

A Specifically, was anything resolved?

Q Yeah, was there a plan going forward that would stop the demurrage or otherwise address the issues that led to the meeting?

A Just I think an understanding of all the parties that we have a problem, we need to get it resolved.

Q Okay. Did you get it resolved in that meeting?

A Resolved at that meeting, no, no, it was just the fact that we had a problem that we need to get resolved.

(Exhibit No. 17, Memo, 6/29/06, marked for identification.)

Q Let me show you Exhibit 17. Have you seen that before?

A I probably have seen it before, my guess is back then, because it was such a high profile situation. Between now and then, I don't recall seeing this. I don't even think I

have seen it in the files.

Q Do you know who created it?

A I'm looking at the format. My guess, it would have been IP.

Q Paragraph two refers to Fore River, slash, Portland?

A Yep.

Q It says A, Pan Am realigning power to get traffic moving.

Let me -- let me just back up for a second. The date on top of this, it says June 29, 2006. Do you see that?

A Yep.

Q The subject is Pan Am, slash, Bucksport, slash, Andro weekly conference call?

A Yes.

Q Are you aware of weekly conference calls involving those parties?

A Yeah, we have a weekly -- still have a weekly conference call with IP or Verso.

Q Okay. And it looks like you were not in attendance at this particular call, but there were five others from Pan Am who were, correct?

A Yes.

Q All right. Do you -- did you get reports from people who attended from Pan Am who would come to you and say we

had the call and here's what was discussed?

A I might have gotten the report. I don't know. Lots of times, you know, like within the list, Joe Crawford, Bruce Nelson report to me, so --

Q Would you get a written report like this?

A At the time, Joe didn't report to me. No, I'm sorry, at the time, Joe didn't report to me. Joe didn't report to me at that time because I was only VP of sales.

Q Okay. Did you get -- did you get these written reports like this?

A My guess is at the time, I probably would have seen this, because it was such a high profile thing, but this is not one of those -- these items I vividly recall.

Q Paragraph 2A, Pan Am realigning power to get traffic moving, do you know what that means?

A In regards -- this would be my guess. It's a guess. I know I'm not supposed to be guessing, but my guess on this realigning of power, it means getting cars out of Portland moving. So if I have cars that are in Portland that need to go east or west, realigning power from either the west end of my railroad or the east end of my railroad to Portland to get some additional power resources in that corridor to help Portland out, not per se Fore River out.

Q B, staffing impacting switching for Fore River, do you know what that means?

MR. JACQUES: I'm just going to object on foundation grounds to the extent you are asking him about a summary of a conference call that he didn't attend, but certainly he can speak to the extent he has an understanding.

Q So you can answer. Do you know what staffing impacting switching for Fore River means?

A Don't know.

Q Were there any issues with staffing at Springfield Terminal in the timeframe May and June, 2006?

A I have issues with staffing every day of -- all the time, because people call in sick, people don't work. It's --

Q When you referred earlier to providing switches twice per day if you were asked to, would you have actually been able to do that?

A Yeah.

Q Okay. What about three times a day?

A I bet you at the time, I probably had on the board -- I probably had three switchers just for local switching in Portland, PO1, PO2 and PO3. We have scenarios like this. We take resources from wherever else we have to in the company to get these issues resolved. That's why we offer these things, because, one, we know we can do it, and, you know, two, it is going to solve the problem that we need to

do.
Q And if that were an important way to solve the problem, you would -- would you have put that in writing to Fore River to say, listen, we will offer you three switches a day?
A If I didn't put it in any of these notes, then shame on me, but -- you know --
Q And would staffing concerns have impacted the ability to provide more than one switch per day?
A No.
Q Okay
A Again, we are a large network and I can grab resources from other parts of my network to go in to supplement.
Q In some way, staffing -- somebody wrote down here staffing impacting switching for Fore River, so I guess my question is --
A I don't know if that means my staffing or Fore River's staffing.
Q Is it --
A I would have to look at someone's notes, if anyone has notes.
Q And here today, speaking on behalf of Springfield Terminal, you are not able to say?
A No.
Q Letter C here says IP concerned about Pan Am's ability

to supply empty railcars, not reloads, to Fore River. Do you know what that means?
A They have -- let's say I went in today and I had 18 cars, just about 18 cars, but they were all what's called plate C cars or smaller cars, but they want an outbound load, big rolls, 3-meter rolls that require F plates. It's a higher railcar, the height of the car, the top of the roof to the top of the rail is much -- it is higher than -- railcars have different heights, so -- and those specific rolls need those specific cars because they actually won't fit in a regular boxcar, so there could have been scenarios where they needed specific cars for those orders, and for whatever reason it was, we weren't able to supply it.
Q So when I asked you earlier about whether there were any issues at the timeframe April, May, June, 2006, about availability of cars, does paragraph 2C here ring any bells or change your answer on that at all?
A Like I said, you could pull this note from every weekly conference call. It's an availability of empty supply when something goes wrong, so --
Q And if I understand you correctly, there's nothing in particular about this timeframe that would be different than any other?
A No.
Q Okay.

A Well, the thing that is different is the amount of volume going to Fore River. That's different. That shows in the stats. That's a different scenario.
Q Down in number five, it says SIT, then A, cars at NMJ are not moving after release. Do you know what that means?
A They want cars released, they want them moving as soon as possible, and for whatever reason, up in Northern Maine, they are on different tracks, they need to be switched out, and maybe today, I didn't switch out those tracks and those cars didn't get pulled out.
Q Somebody has storage in transit -- IP has storage in transit cars at the Northern Maine Junction that it wants released and sent --
A To wherever.
Q And they are complaining that it's not happening?
A Quick enough for them.
Q Do you know if those cars would be cars going from storage in transit to inbound to Fore River?
A Could very well be.
Q Okay.
A Which, if anything, is to the detriment of my company and to the benefit of Fore River. Because if I move those out, they get released today, I move them today, I get them to Fore River tomorrow, they'll be on the clock tomorrow. If I don't pull them off for three more days, we don't get

them down there for three more days after that, I have lost potentially four days of demurrage.
Q 3D, it says Bucksport not getting empties due to missed switches My question is does that refresh any recollection or provide you with any information on my questions that I have asked a couple of times about whether there was an issue in this time period about availability of cars that would have affected the backlog here in this case?
A The availability of cars is something that happens. Like it says on missed switches, availability of cars happens on a regular basis for a multitude of reasons. Again, I'm not a shipper, but what we tell our shippers when they have concerns about car supply, go out, get your own, so you always make sure you have some, have enough for yourself. Because if, you know, I can't supply them -- we would love to supply them, but if I can't, you are more than welcome to do it yourself, so they can go out, lease their own cars to make sure they have cars always flowing back to them.
(Exhibit No. 18, E-mail, 7/5/06, marked for identification.)
Q Okay.
A And this would be -- the contradiction would be on E where it says Fore River said they had plenty of cars to

cover the loads for Thursday and Friday by using reloads, so --
Q Tell me what you mean by the contradiction.
A Well, if we are having a concern about empty supply, up here, IP is concerned about Pan Am's ability to supply empty railcars, not reloads, at Fore River, 2C and 3E are a contradiction to one another.
Q Couldn't the answer be that Fore River can basically supply itself with cars by reloading instead of sending them out empty?
A Right.
Q I mean so they are unloading, so now, they have got cars because they can reload?
A Right.
Q So it's not necessarily a contradiction, is it?
A But one part of the statement says there is plenty of empties to reload and the other one says we don't have it, so it is about the mix. It is not about a specific -- being short a car. It is about the mix. I want an F plate. Everybody wants F plates. They're a beautiful new car. All I have for you are 75-ton boxcars that are not as nice. That's what's available. If you want to reload it, you reload it. If you don't want to reload it, you won't. If you want to wait for an F plate to arrive, that could take some time. They're a much more high demand boxcar

than just the run of the mill boxcar.
Q Let me show you 18 and ask you if you have seen this before. Have you seen that before?
A Probably at the time, but again, this would have been one of many e-mails, not even kind of relating to this deal.
Q And you are copied there, correct?
A Yep, yep.
Q Mr. Lindemann in the e-mail on the lower half of the page says here -- this is addressed to you and Bruce Nelson -- that Pan Am is quite far behind in providing cars for shipments. Do you -- do you dispute his statement there?
A I would have to -- again, I would really want to look at the detail, but in the general case, he's asking for F plates. He wants those high demand cars. And as it says, he can -- I will give you the example of what happens in this business. It comes in in a F plate boxcar. There's a perfect load. He gets the right height and everything. It is a beatiful load. He fully maximizes the capacity of the car. It comes out of the railcar, goes into the warehouse. When he comes back out of the warehouse, he wants it to go, those same rolls, all together in the same type of railcar. It was an F plate going in. He wants an F plate going out. I have a very limited supply of F plates,

so when that happens, we have a crunch for F plates. Discussions we have with our customers is only load rolls that require an F plate, so if you have got an order before that was 80 rolls to go in an F plate, but you could break that down into 60 rolls into a smaller railcar, do that, because I don't have the F plates for you.
And the other thing that we do -- and we have had this discussion with IP -- is if it's a matter of supplying the mill an F plate or the warehouse an F plate, which one do you want us to do, and they say always send it to the mill. That's where the F plate will go. If the demand for the F plate is stronger at the mill, it will go to the mill versus the warehouse. We always try to fill those orders, but -- and again, the other scenario that impacts this as well is you have got -- let's say, for example, in July -- you had 200 cars going in April, 200 cars going in May, and whatever else came in June, so now, in July, IP wants to ship out 200 railcars out of Fore River. Well, if you looked at the volumes outbound for Fore River for the preceding months, it might -- my inclination, my experience tells me it wasn't anywhere close to 200, it was probably closer to 30 or 40 cars, but because now they want to pump -- all the tonnage they push in there, they want to pump it out. It is all going to push out at probably almost the same pace that it went in, so I have a dual

demand at both the warehouse as well as the mill and I'm trying to serve two masters.
(Exhibit No. 19, E-mail, 6/28/06, marked for identification.)
(Exhibit No. 20, E-mail, 6/28/06, marked for identification.)
Q I'm going to give you two exhibits at one time, 19 and 20, and ask you to just look at both of them.
A Okay. Yep.
Q These are e-mails between you and Mr. Cella?
A Yes.
Q And just to summarize them, would it be fair to say that Mr. Cella is asking you for some SIT information, storage in transit, that you are responding to him and saying I can't get you that information, it is confidential, is that fair to say?
A Fair to say.
Q Okay. Did you make any effort to contact IP to find out if they would agree to allow you to share that information?
A I don't recall.
MR ROSENTHAL: All right. Let's go off the record. Take a quick break and we will see if we are done.
(Discussion off the record.)
MR. ROSENTHAL: I'm all set

MR. JACQUES: I'm all set.
(Time Noted: 2:20 P.M.)

CERTIFICATE

I, Lisa S. Bishop, RPR, RMR, a Notary Public in and for the State of Maine, hereby certify that the within-named deponent was sworn to testify the truth, the whole truth, and nothing but the truth, in the aforementioned cause of action.

I further certify that this deposition was stenographically reported by me and later reduced to print through Computer-Aided Transcription, and the foregoing is a full and true record of the testimony given by the deponent.

I further certify that I am a disinterested person in the event or outcome of the above-named cause of action.

IN WITNESS WHEREOF, I subscribe my hand this 9th day of Sept., 2009.

Lisa S. Bishop, RPR, RMR, Notary Public

My Commission Expires: January 27, 2016

DEPONENT SIGNATURE PAGE

CAPTION: In Re: Springfield Terminal Railway Company
DEPONENT Michael Bostwick

I _____, acknowledge that I have read pages ____ through ____ inclusive of the transcript of my deposition taken on September 1, 2009

I further acknowledge that:
(check appropriate language)
_____ the same is a true, correct, and complete transcription of the answers given by me to the questions recorded therein. OR
_____except for the changes noted on the attached errata sheet, the same is a true, correct, and complete transcription of the answers given by me to the questions recorded therein

_____
Deponent
Subscribed and sworn to before me
this ____ day of _____, 2009.

Notary Public_____

THE ORIGINAL DEPOSITION OF MICHAEL BOSTWICK SHOULD INCLUDE THE FOLLOWING CORRECTIONS:

_____
NAME

Duvernay Reporting, Inc.
Two Merrill Road
Westbrook, Maine 04092
(207) 854-2721

September 9, 2009

IN RE: Springfield Terminal Railway Company

Dear Mr Jacques:

Enclosed is a copy of the transcript of the deposition of Michael Bostwick, taken in the above-mentioned action on September 1, 2009, along with a separate signature page and errata sheet

Please provide these items with appropriate instructions to Mr Bostwick for his review and signature. Upon my receipt of the executed signature page and errata sheet (if one is necessary), I will insert them into the original transcript which is currently being held at Duvernay Reporting, Inc., and provide them to counsel of record

Thank you for your prompt attention to this matter.

Sincerely,

Lisa Bishop, RPR, RMR

P.S. If the signature page and errata sheet are returned directly to you by the deponent, be sure to retain a copy for your file before forwarding them to Duvernay Reporting, Inc.

cc: Daniel L. Rosenthal, Esq

RICHARD P. MCCALLUM, III

Subscribed and sworn to before me

this 22 day of October, 2009.

Notary Public

RUTH CHRETIEN
Notary Public, Maine
My Commission Expires 11-13-2011

Case Name: Springfield Terminal v. Fore River Warehousing

Deposition Date: September 17, 2009

ERRATA S.

PAGE	LINE	CURRENT TEXT (specify words you wish to change)	REVISED TEXT (specify the new text)	REASON FOR CHANGE (misspelling, wrong word, etc.)

Signature

Page_____ of _____

Q. You heard his testimony about allowances?
A. Yes.
Q. Do you know, as you sit here today, whether to the extent that Springfield Terminal asserts that it did not charge Fore River for times when there was a missed switch, whether, in fact, that's accurate?
A. I -- I don't know.
Q. Okay.

MR. ROSENTHAL: That's all I have.

MR. JACQUES: I have no other questions. Thank you.

(The deposition was concluded at 12:37 p.m.)

- - - - - -

MICHAEL CELLA

Subscribed and sworn to before me
This 22 day of OCT, 2009.

Ruth Chretien
Notary Public

RUTH CHRETIEN
Notary Public, Maine
My Commission Expires 11-19-2011

Case Name: Springfield Terminal v. Fore River Warehousing
Deposition Date: September 17, 2009

ERRA[illegible]T

PAGE	LINE	CURRENT TEXT (specify words you wish to change)	REVISED TEXT (specify the new text)	REASON FOR CHANGE (misspelling, wrong word, etc.)

_____
Signature

Page_____ of_____

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. NOR 42108

THE SPRINGFIELD TERMINAL RAILWAY COMPANY --
PETITION FOR DECLARATORY ORDER

NOTICE TO TAKE DEPOSITION

TO: Keith R. Jacques, Esq.
Smith, Elliott Smith & Garmey, P.A.
199 Main Street
P.O. Box 1179
Saco, ME 04072

PLEASE TAKE NOTICE that on Tuesday, September 1, 2009, at the law offices of Verrill Dana, LLP, located at One Portland Square, Portland, Maine beginning at 10:00 a.m., Defendant will take the deposition upon oral examination of Michael Bostwick, continuing until completed. The deposition of Mr. Bostwick will be taken upon oral examination before an officer authorized to administer oaths in the State of Maine and will be recorded by a stenographer. You are invited to attend and cross-examine.

Dated: August 18, 2009

Daniel L. Rosenthal
Attorney for Defendant,
Fore River Warehousing &
Storage Co., Inc.

VERRILL DANA, LLP
One Portland Square
P.O. Box 586
Portland, ME 04112-0586
(207) 774-4000
drosenthal@verrilldana.com

Δ π EXHIBIT 1
Deponent Bostwick
Date 9/1/09 Rptr. CB
WWW.DEPOBOOK.COM

Verrill Dana LLP

Attorneys at Law

DANIEL L. ROSENTHAL
drosenthal@verrilldana.com
Direct: 207-253-4622

ONE PORTLAND SQUARE
PORTLAND, MAINE 04112-0586
207-774-4000 • FAX 207-774-7499
www.verrilldana.com

August 18, 2009

Keith R. Jacques, Esq.
Smith, Elliott Smith & Garmey, P.A.
199 Main Street
P.O. Box 1179
Saco, ME 04072

Re: Springfield Terminal Railway Company v. Fore River Warehousing and Storage Co., Inc.
Docket No.: NOR 42108

Dear Keith:

Enclosed, per our previous discussions, please find a notice of deposition of Michael Bostwick. You have indicated that Mr. Bostwick is knowledgeable about, and familiar with, the facts and issues in this case. Beyond Mr. Bostwick's individual knowledge, I would like to have a deponent who can speak for the plaintiff itself as in a 30(b)(6) deposition. I would like to have testimony from STRC on, at a minimum, the following topics:

(1) The basis upon which STRC claims that Fore River is required to pay demurrage charges;

(2) The basis upon which STRC claims that Fore River was a consignee with respect to the shipments at issue in this case;

(3) The manner in which STRC calculated the demurrage charges at issue in this case;

(4) The timing of the tender, notification, placement (actual or constructive) or delivery by STRC to Fore River, and release by Fore River back to STRC, of the shipments or railcars as to which STRC seeks to collect the demurrage charges at issue in this case;

(5) The manner in which STRC provided switching services at Fore River's facility (*i.e.*, delivered and removed railcars to and from Fore River's facility) during the time period(s) in which STRC alleges that the Demurrage Charges accrued, including without limitation any policy or practice on the part of STRC relating to removing cars on a first-in/first-out basis; and

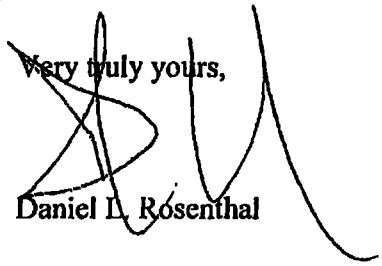
(6) The facts and circumstances surrounding International Paper's use of storage-in-transit cars during the time period(s) in which STRC alleges that the Demurrage Charges accrued

ΔπEXHIBIT 2
Deponent Bostwick
Date 9-1-09 Rptr LB
WWW.DEPOBOOK.COM

My understanding is that Mr. Bostwick will be able to speak for STRC on these issues. If not, please let me know so that I can arrange to take the deposition(s) of the appropriate person(s) at STRC.

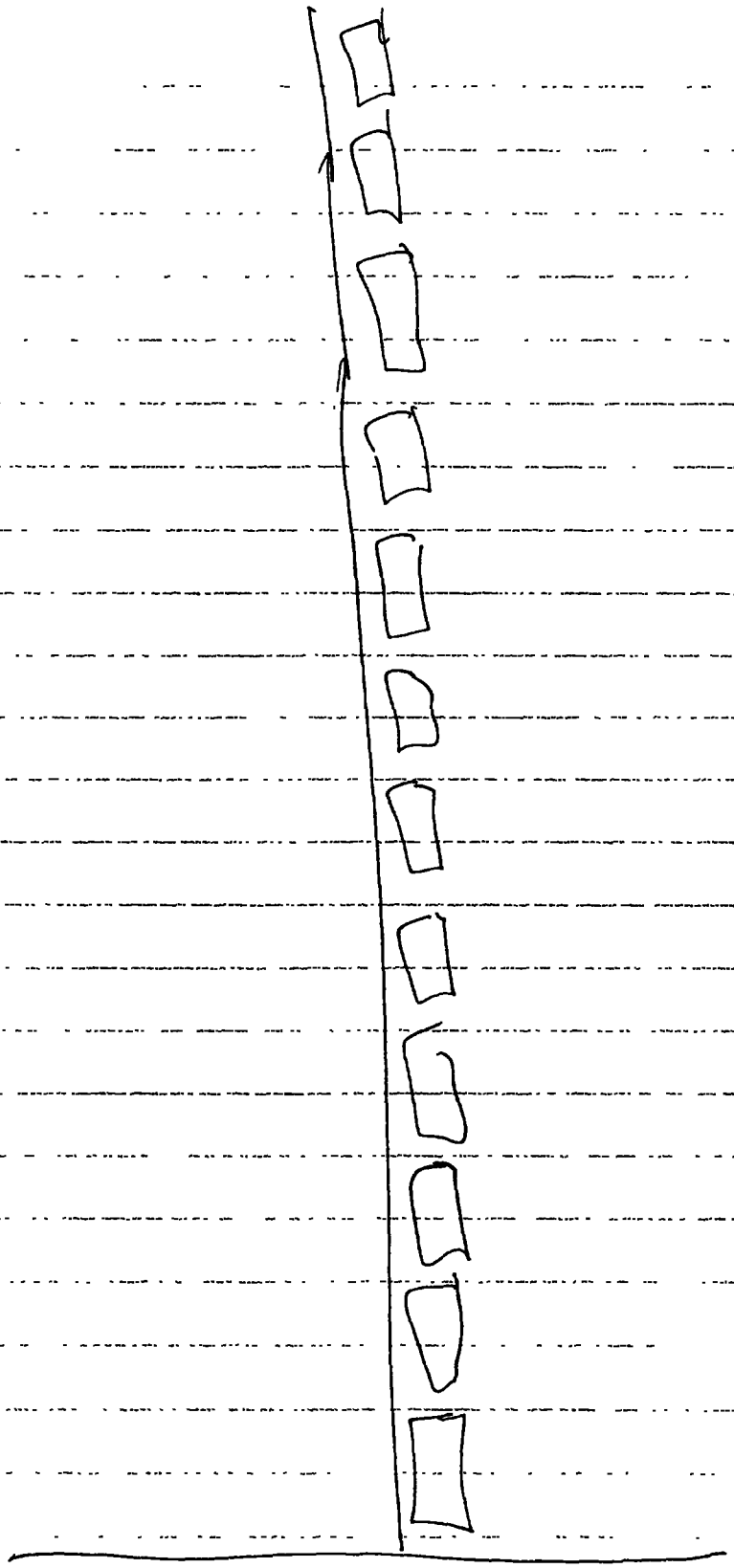
I will inquire with Fore River and get back to you regarding the dates and deponents referenced in your email. In the meantime, please do not hesitate to let me know if you have any questions.

Very truly yours,



Daniel L. Rosenthal

DLR:sms
Enclosure
cc: Michael Cella



Δ π EXHIBIT 13
Deponent Boshwick
Date 9-1-09 Rptr LB
WWW.DEPOBOOK.COM

Pan Am Railways

M

INVOICE NUMBER	S060600152

SPRINGFIELD TERMINAL RAILWAY
INVOICE

CUSTOMER NUMBER	SPORMEFRW51	INVOICE DATE	06/30/2006
PROJECT NUMBER	X4000	PO NUMBER	
TERMS	NET 30 DAYS		

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

CUSTOMER INFORMATION

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR MAY, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $31,440.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 07/30/2006

TOTAL AMOUNT DUE		$ 31,440.00
QUESTIONS?	PLEASE DIRECT ALL QUESTIONS TO: BILLING DEPARTMENT	(978) 663-1061

PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT

PLEASE SEND PAYMENT TO:

SPRINGFIELD TERMINAL RAILWAY
P.O. BOX 11328
BOSTON, MA 02211-1328

Δ π EXHIBIT 4
Deponent Boshnick
Date 9-1-09 Rptr. LB
WWW.DEPOBOOK.COM

BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

June 8 2006
Date

Name
Fore River Dist. Center
Customer
217 Read Street
Address
Portland, Maine 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of May 2006. Based upon this information your company's demurrage charges for that period total $3,440.00.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By Sheldon Merrill
20 Rigby Road West
Address
South Portland,
Maine 04106
Tel # (207) 828-6403

Enclosure

MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

DESCRIPTION OF CHARGES OR SERVICES	RATE	CHARGES
956 TOTAL DEBITS		
- 432 TOTAL CREDITS		
= 524 DAYS # CARS 216	60.00	31,440.00
	DUE DATE	AMOUNT DUE
	7/06/06	31,440.00

PLEASE DIRECT ANY QUESTIONS TO:
MANAGER, CUSTOMER ACCOUNTING
IRON HORSE PARK
NORTH BILLERICA MA 01862
(508) 663-1062

TO RECEIVE PROPER CREDIT MAIL
THIS COPY WITH YOUR CHECK TO:
SPRINGFIELD TERMINAL RAILWAY

REMITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED WITH SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

DUE DATE	AMOUNT DUE
7/06/06	31,440.00

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
GMRC	025016		4/28/06 5/01/06	1540	5/01/06	1900	4/19/06	735	8				4
MEC	020022		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
CRLE	006264		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
CRLE	006295		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
FBOX	502124		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
YKR	020271		4/28/06 5/01/06	1540	5/01/06	1900	4/21/06	855	7				3
GMRC	024049		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FP[illegible]	502103		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FBOX	502241		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FBOX	502745		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FBOX	502129		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FBOX	502714		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
GMRC	007141		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FBOX	502578		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FBOX	502259		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
AOK	731605		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
GMRC	077294		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
FBOX	502149		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
CRLE	006202		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3

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FORE RIVER DIST CENTER
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PORTLAND ME
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CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
GMRC	100108		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
FBOX	504364		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
FBOX	502694		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
GMRC	023002		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
FBOX	504263		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502316		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
MEC	020098		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
EF[illegible]	000462		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
G[illegible]	023092		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
YKR	020000		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
MEC	020077		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
SLR	000155		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502485		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502491		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
YKR	020002		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
CRLE	006246		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
SLR	000138		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502587		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502581		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4

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CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
RBOX	030084		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
SOU	531288		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502471		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
FBOX	502336		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
GMRC	100058		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
FBOX	502657		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
GMRC	010354		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
RP	033995		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
YK	020028		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
GMRC	021088		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
GMRC	024128		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
FBOX	502454		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
FBOX	502116		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
YKR	020231		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
YKR	020249		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
BOX	502413		5/04/06	1530	5/04/06	1900	4/28/06	740	2				4
KR	020025		5/02/06	1230	5/02/06	1800	5/01/06	840	1				
MRC	078213		5/05/06	1530	5/05/06	1900	5/01/06	840	3				1
NA	405718		5/05/06	1530	5/05/06	1900	5/01/06	840	3				1

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CNA	405747		5/05/06	1530	5/05/06	1900	5/01/06	840	3				1
RBOX	034776		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
AOK	375646		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
GMRC	077234		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
CRLE	006262		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
SLGG	086149		5/08/06	1515	5/08/06	1900	5/03/06	740	2				3
MEC	031911		5/05/06	1530	5/05/06	1900	5/04/06	822	1				
G?	077201		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
GMRC	024104		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
YKR	020143		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
YKR	020253		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
FBOX	504155		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
FBOX	502265		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
YKR	020036		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
GMRC	078241		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
?BOX	502385		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
YKR	020150		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
?BOX	502166		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
?BOX	502738		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2

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FBOX	502695		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
FBOX	502164		5/10/06	1325	5/10/06	1900	5/04/06	822	4				2
FBOX	502335		5/10/06	1325	5/10/06	1900	5/04/06	822	4				2
FBOX	502004		5/10/06	1325	5/10/06	1900	5/04/06	822	4				2
FBOX	502753		5/10/06	1325	5/10/06	1900	5/04/06	822	4				2
FBOX	502372		5/10/06	1325	5/10/06	1900	5/04/06	822	4				2
FBOX	502036		5/10/06	1325	5/10/06	1900	5/04/06	822	4				2
F	502488		5/10/06	1325	5/10/06	1900	5/04/06	822	4				2
GMRC	024123		5/11/06	1300	5/11/06	1311	5/04/06	822	5				2
		DIVERTED TO MCV NS											
FBOX	502128		5/11/06	1650	5/12/06	1200	5/04/06	822	6				2
YKR	020189		5/11/06	1650	5/12/06	1200	5/04/06	822	6				2
FBOX	502367		5/11/06	1650	5/12/06	1200	5/04/06	822	6				2
FBOX	502126		5/12/06 5/16/06	1630	5/17/06	1200	5/04/06	822	7				6
GMRC	024113		5/12/06 5/16/06	1630	5/17/06	1200	5/04/06	822	7				6
GMRC	100119		5/12/06 5/16/06	1630	5/17/06	1200	5/04/06	822	7				6
FBOX	502381		5/23/06	2030	5/25/06	1000	5/04/06	822	15				6
FBOX	502146		5/09/06	1500	5/09/06	1900	5/05/06	805	2				2
GMRC	022029		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	050054		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2

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CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
GMRC	024065		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
MEC	031973		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	024089		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
SLGG	010070		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	021023		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
RBOX	031343		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	076075		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
C	006225		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	025043		5/11/06	1650	5/12/06	1200	5/05/06	805	5				2
GMRC	100014		5/11/06	1650	5/12/06	1200	5/05/06	805	5				2
GMRC	078561		5/11/06	1650	5/12/06	1200	5/05/06	805	5				2
GMRC	024191		5/12/06 5/16/06	1630	5/17/06	1200	5/08/06	825	5				4
FBOX	502085		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502477		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502472		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502169		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
GMRC	021082		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
YKR	020190		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502643		5/11/06	1650	5/12/06	1200	5/09/06	745	3				

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CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
YKR	020084		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
GMRC	023024		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
YKR	020029		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502459		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502100		5/12/06 5/16/06	1630	5/17/06	1200	5/09/06	745	4				4
FBOX	502743		5/12/06 5/16/06	1630	5/17/06	1200	5/09/06	745	4				4
FBOX	502143		5/12/06 5/16/06	1630	5/17/06	1200	5/09/06	745	4				4
F	502142		5/11/06	1650	5/12/06	1200	5/10/06	735	2				
CRLE	006283		5/15/06	2300	5/16/06	1000	5/11/06	825	2				3
SOU	527449		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
RBOX	038186		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
EEC	001245		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
YKR	020272		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
MEC	032125		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
FBOX	502633		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
GMRC	021008		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
FBOX	502460		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
FBOX	502507		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
FBOX	502712		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4

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SOU	523167		5/12/06				5/11/06	825					
			5/16/06	1630	5/17/06	1200			2				4
GMRC	024131		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
RBOX	039554		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502589		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
YKR	020043		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
CRLE	006208		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
GMRC	007157		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
[illegible]	036056		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
CSXT	138188		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
GMRC	025026		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
GMRC	077145		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
CSXT	128430		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502778		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502498		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
YKR	020048		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
YKR	020014		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
SLR	000137		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502283		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502008		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4

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YKR	020000		5/19/06	1930	5/22/06	1100	5/11/06	825	7				4
FBOX	502491		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
YKR	020002		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
FBOX	502587		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
FBOX	502581		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
FBOX	502413		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
GMRC	076038		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
[illegible]X	502387		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
[illegible]OX	502243		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
FBOX	502214		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
CSXT	126331		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
RBOX	041192		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
RBOX	039122		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
CRLE	006311		5/15/06	2300	5/16/06	1000	5/15/06	815	1				
CRLE	006323		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
GMRC	077207		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
FBOX	502386		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
FBOX	502047		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
FBOX	502537		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
CRLE	006238		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
YKR	020169		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
CRLE	006257		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
GMRC	078198		5/25/06	2000	5/26/06	1430	5/15/06	815	10				1
FBOX	502273		5/25/06	2000	5/26/06	1430	5/15/06	815	10				1
MEC	031834		5/25/06	2000	5/26/06	1430	5/17/06	820	8				1
MEC	032059		5/25/06	2000	5/26/06	1430	5/17/06	820	8				1
C	024181		5/22/06	1355	5/23/06	1100	5/21/06	855	2				
CRLE	006312		5/22/06	1355	5/23/06	1100	5/21/06	855	2				
GMRC	023085		5/22/06	1355	5/23/06	1100	5/21/06	855	2				
FBOX	502742		5/22/06	1355	5/23/06	1100	5/21/06	855	2				
FBOX	502171		5/22/06	1355	5/23/06	1100	5/21/06	855	2				
CSXT	137733		5/23/06	2030	5/25/06	1000	5/21/06	855	4				
FBOX	502241		5/23/06	2030	5/25/06	1000	5/21/06	855	4				
RBOX	036751		5/23/06	2030	5/25/06	1000	5/21/06	855	4				
RBOX	030285		5/23/06	2030	5/25/06	1000	5/21/06	855	4				
FBOX	502748		5/23/06	2030	5/25/06	1000	5/21/06	855	4				
RBOX	036196		5/23/06	2030	5/25/06	1000	5/21/06	855	4				
YKR	020253		5/23/06	2030	5/25/06	1010	5/21/06	855	4				

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
CRLE	006292		5/24/06	1700	5/25/06	1123	5/21/06	855	4				
YKR	020161		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
MEC	020064		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
RBOX	041055		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
LVRC	006221		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
CRLE	006253		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
CRLE	006285		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
C	006217		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
GMRC	021009		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
FBOX	502655		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
FBOX	502317		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
SLGG	086149		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
FBOX	502182		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
CRLE	006262		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
CRLE	006302		5/29/06	300	5/31/06	1200	5/21/06	855	9				
FBOX	502231		5/29/06	300	5/31/06	1200	5/21/06	855	9				
YKR	020040		5/29/06	300	5/31/06	1200	5/21/06	855	9				
ATW	008043		5/29/06	300	5/31/06	1200	5/21/06	855	9				
CRLE	006259		5/29/06	300	5/31/06	1200	5/21/06	855	9				

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
MEC	020142		5/29/06	300	5/31/06	1200	5/21/06	855	9				
RBOX	001045		5/29/06	300	5/31/06	1200	5/21/06	855	9				
GMRC	023097		5/29/06	300	5/31/06	1200	5/21/06	855	9				
GMRC	078382		5/29/06	300	5/31/06	1200	5/21/06	855	9				
RBOX	040402		5/29/06	300	5/31/06	1200	5/21/06	855	9				
GMRC	078287		5/29/06	300	5/31/06	1200	5/21/06	855	9				
FBOX	502595		5/25/06	1100	5/25/06	1105	5/22/06	920	3				
		DIVERTED TO SLR											
							TOTALS:		956	432			571

#16

Linda Breen

From: Phil Kingman [pkingman@guilfordrail com]
Sent Monday, October 20, 2003 8 14 AM
To: 'lbreen@guilfordrail com'
Subject. FW Springfield Terminal Railroad Demurrage - July 03

Phil

I'm going to rewind the clock to a meeting we had back on April 30th of 2002 the subject being how many railcars Fore River could accommodate in one day. We discussed that we could take 10 to 12 railcars daily You said that the ST would release/notify us of no more than 12 railcars in one day

Now to the present, I have just received a demurrage bill for the month of July for a total of $6550 00 If you look at your records you released 44 railcars to us on Monday July 7th, as far as I'm concerned that is bunching railcars from the weekend You did the same thing to us on Monday July 14th when you released 22 railcars to us, another case of bunching Those two bunching days impacted our ability to off load those railcars in a timely manner resulting in your demurrage charges With that said, we will not be paying this demurrage bill

When you get the opportunity, please email me stating that this bill has been credited

Thanks,

Mike

Pan Am Railways

INVOICE NUMBER	S060700252

SPRINGFIELD TERMINAL RAILWAY
INVOICE

CUSTOMER NUMER	SPORMEFRW51	INVOICE DATE	08/07/2006
PROJECT NUMBER	X4000	PO NUMBER	
TERMS	NET 30 DAYS		

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

CUSTOMER INFORMATION

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR JUNE, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $76,020.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 09/06/2006

TOTAL AMOUNT DUE		$ 76,020.00
QUESTIONS	PLEASE DIRECT ALL QUESTIONS TO: BILLING DEPARTMENT	(978) 663-1061
	PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT	
PLEASE SEND REMITTANCE TO:	**SPRINGFIELD TERMINAL RAILWAY** **P.O. BOX 11328** **BOSTON, MA 02211-1328**	

Δ π EXHIBIT 5
Deponent Bastwick
Date 9-1-09 Rptr. LB
www.deposbook.com

BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

July 14 2006
Date

Name
FORE RIVER WEST. CENTER
Customer
217 READ STREET
Address
PORTLAND, MAINE 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of June 2006. Based upon this information your company's demurrage charges for that period total $76,020.00 _____.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By SHELDON MERRILL
20 RIGBY ROAD WEST
Address SOUTH PORTLAND,
MAINE 04106
Tel # (207) 828-6403

Enclosure

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
[illegible] 1	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1 L2 ALLOW
CSXT	503099		6/18/06	245	6/19/06	1200			1		
GMRC	024023		6/18/06	245	6/19/06	1200			1		
IS	407220		6/18/06	245	6/19/06	1200			1		
'BOX	502541		6/18/06	245	6/19/06	1200			1		
'BOX	504364		6/18/06	245	6/21/06	1200			3		
'BOX	502552		6/18/06	245	6/21/06	1200			3		
KR	020099		6/18/06	245	6/21/06	1200			3		
KR	020256		6/18/06	245	6/21/06	1200			3		
BOX	037799		6/26/06	1050	6/27/06	1200			1		
BOX	039014		6/26/06	1050	6/27/06	1200			1		
EC	031914		6/26/06	1050	6/27/06	1200			1		
EC	031915		6/26/06	1050	6/27/06	1200			1		
EC	031939		[illegible]		[illegible]						

MEC 032013	6/26/06 1050	6/27/06 1200	1
GMRC 023046	6/26/06 1050	6/27/06 1200	1
GMRC 100076	6/26/06 1050	6/28/06 1200	2
MEC 032111	6/26/06 1050	6/28/06 1200	2
RBOX 020628	6/28/06 25	6/28/06 1200	

)ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
T	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

:USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

AR NIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2 ALLOW									
BOX 030636	6/28/06	25	6/28/06	1200					
KR 020049	6/28/06	25	6/28/06	1200					
B 502167	6/28/06	25	6/28/06	1200					
MRC 024041	6/28/06	25	6/29/06	1200			1		
RLE 006249	6/28/06	25	6/29/06	1200			1		
MRC 007149	6/28/06	25	6/29/06	1200			1		
BOX 031990	6/28/06	25	6/29/06	1200			1		
MRC 078424	6/28/06	25	6/29/06	1200			1		
BOX 035514	6/28/06	25	6/29/06	1200			1		
MRC 076023	6/28/06	25	6/29/06	1200			1		
BO" 502299	6/28/06	25	6/29/06	1200			1		
5 406846	6/28/06	25	6/29/06	1200			1		
NA 406418									

DIVERTED TO DANVJ CN

FBOX 502662	5/30/06			5/15/06	815	
	5/30/06	2340	6/01/06 1200			15
1						
FBOX 502723	5/30/06			5/15/06	815	
	5/30/06	2340	6/01/06 1200			15
1						
FBOX 502579	5/30/06			5/15/06	815	
	5/30/06	2340	6/01/06 1200			15
1						
FBOX 502599	5/30/06			5/15/06	815	
	5/30/06	2340	6/01/06 1200			15
1						
FBOX 502739	5/30/06			5/15/06	815	
	5/30/06	2340	6/01/06 1200			15
1						

'ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
T 1	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

:USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

'AR NIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
.2 ALLOW									
BOX 502658	5/30/06				5/15/06	815			
	5/30/06	2340	6/01/06	1200			15		
1									
MRC 078424	5/30/06				5/15/06	815			
	5/30/06	2340	6/01/06	1200			15		
1									
MRC 077164	5/31/06				5/15/06	815			
	5/31/06	2355	6/02/06	1200			16		
1									
BOX 502515					5/15/06	815			
	6/08/06	1100	6/08/06	845			22		
1 DIVERTED TO ROTTJ CSXT									
BOX 502242					5/15/06	815			
	6/08/06	1100	6/08/06	900			22		
1 DIVERTED TO ROTTJ CSXT									
EC 031999					5/15/06	815			
	6/08/06	1100	6/08/06	900			22		
1 DIVERTED TO ROTTJ CSXT									
BOX 502682					5/15/06	815			
	6/08/06	1100	6/08/06	1105			22		
1 DIVERTED TO ROTTJ CSXT									
EC J31913					5/16/06	810			
	6/01/06	1125	6/01/06	1130			14		
1 DIVERTED TO MCV NS									

CSXT 137704 5/16/06 810

6/07/06 1100 6/07/06 1105 20

1

DIVERTED TO ROTT CSXT

R 043023 6/08/06 5/16/06 810

6/08/06 2330 6/09/06 1400 22

1

BOX 502103 6/08/06 5/16/06 810

6/08/06 2330 6/09/06 1400 22

1

BOX 034702 6/08/06 5/16/06 810

6/08/06 2330 6/09/06 1400 22

1

BOX 502145 6/08/06 5/16/06 810

6/08/06 2330 6/09/06 1400 22

1

OU 523352 6/08/06 5/16/06 810

6/08/06 2330 6/09/06 1400 22

1

EC 020029 6/12/06 5/16/06 810

6/13/06 1255 6/13/06 1300 25

2

DIVERTED TO ROTT CSXT

F 031814 6/12/06 5/16/06 810

6/13/06 1330 6/14/06 1200 26

2

YKR	020213	5/31/06 2355	6/07/06 1100	5/22/06 920	15
WC	021287	6/01/06 2140	6/02/06 1200	5/22/06 1515	10
GrmC	025015	6/02/06 1100	6/02/06 1200	5/22/06 1515	10
YKR	020119	6/02/06 1100	6/03/06 655	5/22/06 1515	11
SLGG	086185	6/02/06 1100	6/03/06 655	5/22/06 1515	11
MEC	031921	6/06/06 1100	6/06/06 1105	5/22/06 1515	14

DIVERTED TO ROTT CSXT

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F 11	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
FBOX	502504		5/31/06				5/18/06	755					
			5/31/06	2355	6/01/06	1200			13				
SLR	002052		5/31/06				5/18/06	755					
			5/31/06	2355	6/01/06	1200			13				
F	502029		5/31/06				5/18/06	755					
			5/31/06	2355	6/01/06	1200			13				
FBOX	502684		5/31/06				5/18/06	755					
			5/31/06	2355	6/02/06	1200			14				
BM	003249						5/18/06	755					
			6/05/06	2050	6/06/06	1200			18				
GMRC	022010		5/31/06				5/19/06	755					
			5/31/06	2355	6/02/06	1200			13				
GMRC	007104		5/31/06				5/19/06	755					
			5/31/06	2355	6/02/06	1200			13				
MEC	032009		5/31/06				5/19/06	755					
			5/31/06	2355	6/02/06	1200			13				
MEC	032101		5/31/06				5/19/06	755					
			5/31/06	2355	6/07/06	1100			18				
MEC	032045		5/31/06				5/19/06	755					
			5/31/06	2355	6/07/06	1100			18				
CKP	020030		5/31/06				5/19/06	755					
			5/31/06	2355	6/07/06	1100			18				
GMRC	100025		5/29/06				5/21/06	855					
			6/13/06	1255	6/13/06	1300			8				

14
DIVERTED TO MCV NS

DEM015R9 Springfield Terminal Railway SHEET NO.
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F 11	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	CR	EXCESS L1 L2 ALLOW
RBOX	033098						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
VC	021089						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
'KR	020031						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
'KR	020290						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
'BOX	502276						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
'BOX	504200						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
'MRC	023026		6/06/06				5/22/06	1515			
			6/07/06	30	6/07/06	1100			14		
1											
BOX	502219		6/06/06				5/22/06	1515			
			6/07/06	30	6/07/06	1100			14		
1											
BC	502298		6/06/06				5/22/06	1515			
			6/07/06	30	6/07/06	1100			14		
1											
N	407656		6/06/06				5/22/06	1515			
			6/07/06	30	6/07/06	1100			14		

		6/07/06	30	6/10/06 1200		17
	1					
4EC	020056	6/06/06			5/22/06 1515	
		6/07/06	30	6/10/06 1200		17
	1					
3LGG	086123	6/06/06			5/22/06 1515	
		6/07/06	30	6/10/06 1200		17
	1					
FBOX	502239	6/09/06			5/22/06 1515	
		6/09/06	2105	6/13/06 1200		21
JVRC	006242	6/12/06			5/22/06 1515	
		6/13/06	930	6/15/06 1200		22
	1					
?KR	020179	6/12/06			5/22/06 1515	
		6/13/06	930	6/15/06 1200		22
	1					
?KR	020294	6/12/06			5/22/06 1515	
		6/13/06	930	6/16/06 1200		23
	1					

DEM015R1 Springfield Terminal Railway SHEET NO. 4
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FF 11	007775	7/12/06	AVEPAGE ACPEEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2 ALLOW									
'R 018211	6/05/06	2050	6/06/06	1200	5/24/06	820	12		
BOX 035628	6/01/06	2140	6/02/06	1200	5/30/06	850	3		
B 502463	6/01/06	2140	6/03/06	655	5/30/06	850	4		
BOX 502654	6/01/06	2140	6/03/06	655	5/30/06	850	4		
BOX 502279	6/01/06	2140	6/03/06	655	5/30/06	850	4		
BOX 502244	6/01/06	2140	6/03/06	655	5/30/06	850	4		
BOX 038142	6/04/06	405	6/05/06	1300	5/30/06	850	6		
BOX 502482	6/04/06	405	6/05/06	1300	5/30/06	850	6		
MRC 007089	6/04/06	405	6/05/06	1300	5/30/06	850	6		
RLE 006322	6/04/06	405	6/05/06	1300	5/30/06	850	6		
BOX 502095	6/04/06	405	6/06/06	1200	5/30/06	850	7		
IRC 024188	6/05/06	2050	6/06/06	1200	5/30/06	850	7		
OX 039741	6/05/06	2050	6/06/06	1200	5/30/06	850	-		

/EMO REPORT — Springfield Terminal Railway — SHEET NO.
DATE: 07/12/06 TIME: 1201 — MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2	ALLOW										
LR	002903		6/05/06	2050	6/07/06	1100	5/30/06	850	8		
RLE	006265		6/06/06				5/30/06	850			
	1		6/07/06	30	6/10/06	1200			10		
3C	020658		6/06/06				5/30/06	850			
	1		6/07/06	30	6/10/06	1200			10		
KR	020121		6/06/06				5/30/06	850			
	1		6/07/06	30	6/10/06	1200			10		
3OX	502225		6/07/06	2105	6/08/06	1400	5/30/06	850	9		
3OX	502455		6/07/06	2105	6/08/06	1400	5/30/06	850	9		
3OX	038234		6/07/06	2105	6/08/06	1400	5/30/06	850	9		
1	003380		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
IRC	023037		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
IRC	023098		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
RC	007167		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
RC	077135		6/09/06				5/30/06	850			
			6/09/06	2105	6/12/06	1200					

LW	009084	6/09/06			5/30/06	850
		6/09/06	2105	6/13/06 1200		14
FBOX	502733	6/09/06			5/30/06	850
		6/09/06	2105	6/13/06 1200		14
GI	024152	6/09/06			5/30/06	850
		6/12/06	730	6/12/06 735		10
	3					
	DIVERTED TO MCV NS					
FBOX	502144	6/09/06			5/31/06	740
		6/09/06	2105	6/13/06 1200		13
MEC	031995	6/12/06			5/31/06	740
		6/13/06	930	6/15/06 1200		14
	1					
FBOX	502189	6/12/06			5/31/06	745
		6/13/06	930	6/15/06 1200		14
	1					

FBOX	502740	6/05/06 2050	6/06/06 1200	5/30/06 850	7
FBOX	502303	6/05/06 2050	6/06/06 1200	5/30/06 850	7
B.	079040	6/05/06 2050	6/06/06 1200	5/30/06 850	7
CRLE	006276	6/05/06 2050	6/07/06 1100	5/30/06 850	8
BM	003291	6/05/06 2050	6/07/06 1100	5/30/06 850	8

DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
TRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
MEC	020136		6/06/06				6/01/06	700					
			6/07/06	30	6/10/06	1200			8				
	1												
FBOX	502382						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
RP	034871						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
TBOX	502760						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
SMRC	100029						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
TRLE	006206						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
MRC	078581						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
BOX	039851						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
EC	031809						6/02/06	745					
			6/07/06	2105	6/08/06	1400			6				
BOX	502394		6/08/06				6/02/06	745					
			6/08/06	2330	6/09/06	1400			7				
MRC	025042		6/08/06				6/02/06	745					
			6/08/06	2330	6/09/06	1400			7				
KR	020208		6/08/06				6/02/06	745					
			6/08/06	2330	6/09/06	1400			7				
BOX	502544		6/08/06										

		6/08/06 2330	6/09/06 1400		7
GMRC	078019	6/08/06		6/02/06 745	
		6/08/06 2330	6/09/06 1400		7
YKR	020136	6/12/06		6/02/06 745	
		6/13/06 1330	6/14/06 1200		11
	1				
YKR	020010	6/12/06		6/02/06 745	
		6/13/06 1330	6/14/06 1200		11
	1				
YKR	020034	6/12/06		6/02/06 745	
		6/13/06 1330	6/14/06 1200		11
	1				
YKR	020033	6/12/06		6/02/06 745	
		6/13/06 1330	6/14/06 1200		11
	1				

DEMC15R1 Springfield Terminal Railway SHEET NO.
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR NIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1 .2 ALLOW
M	003266		6/15/06	2350	6/17/06	1200	6/05/06	900	12		
KR	020168		6/15/06	2350	6/17/06	1200	6/05/06	1105	12		
BC	034459		6/13/06	2210	6/14/06	1200	6/07/06	805	7		
KR	020028		6/15/06	1030	6/15/06	1200	6/07/06	805	8		
RLE	006244		6/15/06	1030	6/15/06	1200	6/07/06	805	8		
MRC	076078		6/13/06	2210	6/14/06	1200	6/08/06	745	6		
RLE	006203		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
BOX	502205		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
BOX	502750		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
RLE	006309		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
MRC	007137		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
BOX	502487		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
BOX	502664						6/08/06	745			

FBOX	502510			6/13/06 740	
		6/15/06 2350	6/17/06 1200		4
ATW	040190	6/20/06		6/20/06 750	
		6/20/06 1340	6/21/06 1200		1
CF	006237	6/20/06		6/20/06 750	
		6/20/06 1340	6/21/06 1200		1
CBOX	043023	6/20/06		6/20/06 750	
		6/20/06 1340	6/21/06 1200		1
CM	003224	6/20/06		6/20/06 750	
		6/20/06 1340	6/21/06 1200		1

DEMO1SRT Springfield Terminal Railway SHEET NO. 1
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
NS	406376		6/20/06				6/20/06	750					
			6/20/06	1340	6/21/06	1200			1				
BM	003309		6/20/06				6/20/06	750					
			6/20/06	1340	6/21/06	1200			1				
YF	020182		6/20/06				6/20/06	750					
			6/20/06	1340	6/21/06	1200			1				
ISDR	192304		6/20/06				6/20/06	750					
			6/20/06	1340	6/21/06	1200			1				
RBOX	041259		6/20/06				6/20/06	750					
			6/20/06	1340	6/22/06	1200			2				
RLE	006219		6/20/06				6/20/06	750					
			6/20/06	1340	6/22/06	1200			2				
RLE	006267		6/20/06				6/20/06	750					
			6/20/06	1340	6/22/06	1200			2				
LR	003031		6/20/06				6/20/06	750					
			6/20/06	1340	6/22/06	1200			2				
BOX	039741		6/20/06				6/20/06	750					
			6/20/06	1340	6/22/06	1200			2				
BOX	502592		6/20/06				6/20/06	750					
			6/20/06	1340	6/22/06	1200			2				
BOX	502740		6/21/06				6/20/06	750					
			6/21/06	2315	6/22/06	1200			2				
SX	151359		6/21/06				6/20/06	750					
			6/21/06	2315	6/23/06	1200			3				
BOX	502291		6/21/06				6/20/06	750					

KR	020211	6/21/06		6/20/06	750	
		6/21/06 2315	6/28/06 1200			8
KR	020032	6/21/06		6/21/06	735	
		6/21/06 2315	6/22/06 1200			1
I	006284	6/21/06		6/21/06	735	
		6/21/06 2315	6/22/06 1200			1
IEC	020141	6/21/06		6/21/06	735	
		6/21/06 2315	6/23/06 1200			2
EC	032081	6/21/06		6/21/06	735	
		6/21/06 2315	6/23/06 1200			2

DEMURRAGE Springfield Terminal Railway SHEET NO.
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PROD1	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	CR	L1	L2	EXCESS ALLOW
GMRC	007157		6/21/06				6/21/06	735					
			6/21/06	2315	6/23/06	1200			2				
GMRC	025026		6/21/06				6/21/06	735					
			6/21/06	2315	6/23/06	1200			2				
GN	021068		6/21/06				6/21/06	735					
			6/21/06	2315	6/23/06	1500			2				
IEC	031811		6/22/06				6/21/06	735					
			6/23/06	40	6/23/06	1200			1				
1													
BOX	502477		6/22/06				6/21/06	735					
			6/23/06	40	6/23/06	1200			1				
1													
BOX	035361		6/22/06				6/21/06	735					
			6/23/06	40	6/23/06	1200			1				
1													
R	405387		6/22/06				6/21/06	1005					
			6/23/06	40	6/23/06	1200			1				
1													
R	405392		6/22/06				6/21/06	1005					
			6/23/06	40	6/23/06	1200			1				
1													
RY	080574		6/22/06				6/21/06	1005					
			6/23/06	40	6/26/06	843			4				
1													
RY	085187		6/22/06				6/21/06	1005					
			6/23/06	40	6/26/06	848			4				
1													

	6/29/06 1300	6/30/06 1200			3
1					
BOX 502422	6/28/06		6/26/06	730	
	6/29/06 1300	6/30/06 1200			3
1					
C 021188	6/28/06		6/26/06	730	
	6/29/06 1300	6/30/06 1200			3
1					
KR 020078	6/28/06		6/26/06	730	
	6/29/06 1300	6/30/06 1200			3
1					
BOX 502185	6/28/06		6/26/06	730	
	6/29/06 1300	6/30/06 1200			3
1					
BOX 502564	6/29/06		6/29/06	735	
	6/29/06 1300	6/30/06 1200			1

DEMC15R1 Springfield Terminal Railway SHEET NO. 1
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

TOTALS: 1673 406

74

DEMC15RJ Springfield Terminal Railway
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRE01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

DESCRIPTION OF CHARGES OR SERVICES	RATE	CHARGES
1673 TOTAL DEBITS		
- 406 TOTAL CREDITS		
=1267 DAYS # CARS 203	60.00	76,020.00

DUE DATE	AMOUNT DUE
8/11/06	76,020.00

PLEASE DIRECT ANY QUESTIONS TO:
MANAGER, CUSTOMER ACCOUNTING
IRON HORSE PARK
NORTH BILLERICA MA 01862
(508) 663-1062

TO RECEIVE PROPER CREDIT MAIL
THIS COPY WITH YOUR CHECK TO:
SPRINGFIELD TERMINAL RAILWAY

REMITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED
WITH SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

DUE DATE	AMOUNT DUE
DUE DATE	AMOUNT
8/11/06	76,020.00
8/11/06	76,020.00

Pan Am Railways

INVOICE NUMBER	S060900397

SPRINGFIELD TERMINAL RAILWAY
INVOICE

CUSTOMER NUMER	SPORMEFRW51	INVOICE DATE	09/20/2006
PROJECT NUMBER	X4000	PO NUMBER	
TERMS	NET 15 DAYS		

CUSTOMER INFORMATION

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR JULY, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $3,000.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 10/05/2006

TOTAL AMOUNT DUE		$ 3,000.00
QUESTIONS	PLEASE DIRECT ALL QUESTIONS TO: BILLING DEPARTMENT	(978) 663-1061
	PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT	
PLEASE SEND REMITTANCE TO:	**SPRINGFIELD TERMINAL RAILWAY** **P.O. BOX 11328**	

MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

August 4, 2006
Date

Name
FORE RIVER WEST CENTER
Customer
217 READ STREET
Address
PORTLAND, MAINE 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of July 2006. Based upon this information your company's demurrage charges for that period total $3000.66.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By SHELDON MERRILL
20 RIGBY ROAD WEST
Address
SOUTH PORTLAND,
MAINE 04106
Tel # (207) 828-6403

Enclosure

DEM015R1 Springfield Terminal Railway SHEET NO. 1
DATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON C	E	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F	1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	EXCESS DB	CR	L1
2	ALLOW										
MRC	010304		6/28/06	25	7/03/06	1200			5		
BOX	035745		7/03/06	15	7/03/06	1200					
SA	136939		7/03/06	15	7/03/06	1200					
BOX	502795		7/03/06	15	7/03/06	1200					
BOX	502020		7/03/06	15	7/05/06	1000			1		
MRC	100045		7/03/06	15	7/05/06	1000			1		
NWR	523232		7/03/06	15	7/05/06	1000			1		
EC	032148		7/03/06	15	7/05/06	1000			1		
BOX	502268		7/03/06	15	7/05/06	1000			1		
BOX	502151		7/03/06	15	7/06/06	1200			2		
A	706220		7/03/06	15	7/06/06	1200			2		
IRC	077262		7/03/06	15	7/06/06	1200			2		

RBOX 038063	7/03/06	15	7/06/06 1200	2
FBOX 502357	7/03/06	2120	7/06/06 1200	2
GMRC 200038	7/03/06	2120	7/06/06 1200	2
GMRC 024099	7/10/06	1030	7/10/06 1200	
FBOX 502370	7/10/06	1030	7/10/06 1200	

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PF	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
12 ALLOW									
BOX 502436	7/11/06	2340	7/12/06	1200			1		
MRC 010316	7/11/06	2340	7/12/06	1200			1		
B 502159	7/11/06	2340	7/12/06	1200			1		
S 407120	7/11/06	2340	7/12/06	1200			1		
MRC 077165	7/20/06 7/21/06	1610	7/24/06	1200			3		
MRC 024176	7/20/06 7/21/06	1610	7/24/06	1200			3		
LR 000238	7/25/06	40	7/27/06	1200			2		
VRC 006228	7/25/06	40	7/27/06	1200			2		
EC 031988	7/25/06	40	7/27/06	1200			2		
KR 020034	7/25/06	40	7/31/06	1300			6		
1 003324	7/28/06	2340	7/31/06	1300			3		
BOX 502462	7/28/06	2340	7/31/06	1300			3		

GMRC	100067						
		7/28/06	2340	7/31/06	1300		3
SOU	527611						
		7/28/06	2340	7/31/06	1300		3
RBOX	039371						
		7/28/06	2340	7/31/06	1300		3
FBOX	502332	6/28/06				6/26/06 730	
		6/29/06	1300	7/03/06	1200		6
	1						
RBOX	035170	7/05/06				7/05/06 835	
		7/06/06	5	7/07/06	1200		1
	1						

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FF 1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME		*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	CR	EXCESS L1 L2 ALLOW
GMRC	024085		7/05/06					7/05/06	835			
			7/06/06	5		7/07/06	1200			1		
	1											
CSXT	138588		7/05/06					7/05/06	835			
			7/06/06	5		7/07/06	1200			1		
	1											
BOX	034058		7/05/06					7/05/06	835			
			7/06/06	5		7/07/06	1200			1		
	1											
BOX	020236		7/05/06					7/05/06	835			
			7/06/06	5		7/07/06	1200			1		
	1											
BOX	036048		7/05/06					7/05/06	835			
			7/06/06	5		7/07/06	1200			1		
	1											
LR	002072		7/05/06					7/05/06	835			
			7/06/06	5		7/07/06	1200			1		
	1											
EC	020007		7/12/06					7/12/06	735			
			7/14/06	5		7/14/06	1200					
	2											
KR	020019		7/12/06					7/12/06	735			
			7/14/06	5		7/14/06	1200					
	2											
EC	029229		7/12/06					7/12/06	735			
			7/14/06	5		7/14/06	1200					
	2											

MEC	032117	7/19/06 2000	7/20/06 1313	7/17/06	730	3
GMRC	025000	7/19/06 2000	7/20/06 1313	7/17/06	730	3
MEC	031903	7/19/06 2000	7/20/06 1313	7/17/06	730	3
MEC	031968	7/19/06 2000	7/20/06 1313	7/17/06	730	3
MEC	032015	7/19/06 2000	7/21/06 1234	7/17/06	730	4
MEC	032107	7/19/06 7/19/06 2000	7/21/06 1234	7/17/06	730	4
RBOX	033674	7/19/06 7/19/06 2000	7/21/06 1234	7/17/06	730	4
RBOX	034376	7/19/06 7/19/06 2000	7/21/06 1234	7/17/06	730	4

)ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
'F 1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

:USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

AR NIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2 ALLOW									
BOX 034133	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
BOX 042914	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
B(033348	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
RN 005415	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
BOX 040574	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
MRC 024132					7/17/06	730			
	7/19/06	2000	7/25/06	1200			8		
RLE 006307					7/17/06	730			
	7/19/06	2000	7/25/06	1200			8		
RLE 006234	7/18/06				7/17/06	730			
	7/21/06	1610	7/24/06	1200			4		
3									
BOX 032185	7/18/06				7/17/06	730			
	7/21/06	1610	7/24/06	1200			4		
3									
MRC 024034	7/18/06				7/17/06	730			
	7/21/06	1610	7/24/06	1200			4		
3									
RLE 006228					7/17/06	730			
	7/24/06	405	7/25/06	1200			8		
------	-	- - -							

		7/24/06	405	7/25/06	1200			2
	6							
GMRC	024024	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
RBOX	041203	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
RBOX	041013	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
GMRC	021070	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
GMRC	077159					7/17/06	745	
		7/18/06	105	7/19/06	1500			2
RBOX	041269					7/17/06	745	
		7/18/06	105	7/19/06	1500			2

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F' 1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	CR	EXCESS L1 L2 ALLOW
GMRC	024048		7/18/06	105	7/19/06	1500	7/17/06	745	2		
MEC	031963		7/18/06	105	7/19/06	1500	7/17/06	745	2		
/C	764908		7/18/06	105	7/19/06	1500	7/17/06	745	2		
CSXT	507749		7/18/06	105	7/19/06	1500	7/17/06	745	2		
IOKL	560825		7/18/06	105	7/19/06	1500	7/17/06	745	2		
GMRC	078643		7/18/06	105	7/19/06	1500	7/17/06	745	2		
IEC	020018		7/18/06	105	7/19/06	1500	7/17/06	745	2		
KR	020170		7/19/06	2020	7/20/06	1313	7/17/06	745	3		
SXT	150126		7/21/06 7/24/06	405	7/25/06	1200	7/18/06	705	4		
	3										
MRC	078700		7/20/06 7/21/06	1610	7/24/06	1200	7/20/06	705	3		
	1										
M	003250		7/20/06 7/21/06	1610	7/24/06	1200	7/20/06	705	3		
	1										

	7/26/06 1015	7/27/06 1200			1
1					
FBOX 502244	7/25/06		7/25/06	730	
	7/26/06 1015	7/27/06 1200			1
1					
FBOX 502266	7/25/06		7/25/06	730	
	7/26/06 1015	7/28/06 1200			2
1					
FBOX 504238	7/25/06		7/25/06	730	
	7/26/06 1015	7/28/06 1200			2
1					
RBOX 033764	7/25/06		7/25/06	730	
	7/26/06 1015	7/28/06 1300			2
1					
RBOX 037241	7/25/06		7/25/06	730	
	7/26/06 1015	7/28/06 1300			2
1					
SOU 528194	7/25/06		7/25/06	730	
	7/26/06 1015	7/28/06 1300			2
1					

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F '1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT NUMBER CONTENTS .2 ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	EXCESS DB	CR	L1
ISDR 192300	7/26/06				7/25/06	730			
	7/28/06	30	7/28/06	1200			1		
2									
CBOX 001515	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06.	1300			4		
2									
CBOX 042869	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
CBOX 502679	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
CMRC 077041	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
CMRC 077201	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
CEC 031942	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
					TOTALS:		254	204	
85									

DEM015R1 Springfield Terminal Railway
DATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
01	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

DESCRIPTION OF CHARGES OR SERVICES		RATE	CHARGES
254 TOTAL DEBITS			
- 204 TOTAL CREDITS			
= 50 DAYS	# CARS 102	60.00	3,000.00

DUE	DUE DATE	AMOUNT
	9/01/06	3,000

PLEASE DIRECT ANY QUESTIONS TO:
MANAGER, CUSTOMER ACCOUNTING
IRON HORSE PARK
NORTH BILLERICA MA 01862
(508) 663-1062

TO RECEIVE PROPER CREDIT MAIL
THIS COPY WITH YOUR CHECK TO:
SPRINGFIELD TERMINAL RAILWAY

REMITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED
WITH SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

DUE	DUE DATE	AMOUNT
DUE	DUE DATE	AMOUNT
	9/01/06	3,000
00	9/01/06	3,000
00		

INVOICE NUMBER	S061000448

SPRINGFIELD TERMINAL RAILWAY

INVOICE

CUSTOMER NUMER	SPORMEFRW51	INVOICE DATE	10/05/2006
PROJECT NUMBER	X4000	PO NUMBER	
TERMS	NET 15 DAYS		

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

CUSTOMER INFORMATION

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR AUGUST, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $4,500.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 10/20/2006

OTAL AMOUNT DUE		$ 4,500.00
JES TIONS	PLEASE DIRECT ALL QUESTIONS TO: BILLING DEPARTMENT	(978) 663-1061
	PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT.	
EASE SEND MITTANCE TO:	**SPRINGFIELD TERMINAL RAILWAY** **P.O. BOX 11328**	

BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

SEPTEMBER 15, 2006
Date

Name
FORE RIVER WEST CENTER
Customer
217 READ STREET
Address
PORTLAND, MAINE 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of AUGUST, 2006. Based upon this information your company's demurrage charges for that period total $4500.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By SHELDON MERRILL
20 RIGBY ROAD WEST
Address SOUTH PORTLAND,
MAINE 04106
Tel # (207) 828-6403

DK Design

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 09/07/06 TIME: 1259 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FT 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

AR NIT NUMBER CONTENTS 2 ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
BOX 502596	7/31/06	2345	8/01/06	1300			1		
BOX 502103	7/31/06	2345	8/01/06	1300			1		
BC 502225	7/31/06	2345	8/01/06	1300			1		
CR 020058	7/31/06	2345	8/01/06	1300			1		
OX 502273	7/31/06	2345	8/01/06	1300			1		
RC 100024	7/31/06	2345	8/01/06	1300			1		
XT 130398	7/31/06	2345	8/01/06	1300			1		
J 531978	7/31/06	2345	8/01/06	1300			1		
OX 502100	7/31/06	2345	8/01/06	1300			1		
OX 031318	7/31/06	2345	8/02/06	1200			2		
31828	7/31/06	2345	8/02/06	1200			2		
X 030455	7/31/06	2345	8/02/06	1200			2		

GMRC 025045	8/03/06	110	8/03/06 1300
GMRC 024029	8/03/06	110	8/03/06 1300
CSXT 158711	8/03/06	110	8/03/06 1300
CSXT 141624	8/03/06	110	8/03/06 1300
CRLE 006227	8/03/06	110	8/03/06 1300

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 09/07/06 TIME: 1258 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PJ 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT NUMBER CONTENTS 2 ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	EXCESS DB	CR	L1
BOX 502594	8/03/06	110	8/03/06	1300					
BOX 502696	8/03/06	110	8/03/06	1300					
BR J85093	8/03/06	110	8/03/06	1300					
BC 020066	8/03/06	110	8/03/06	1300					
RC 024071	8/03/06	110	8/03/06	1300					
003259	8/03/06	110	8/03/06	1300					
W 406488	8/04/06	1000	8/04/06	1500					
A 404475	8/04/06	1000	8/04/06	1500					
DX 504392	8/25/06	2200	8/26/06	1100			1		
J 532437	7/28/06				7/28/06	810			
3	7/31/06	2345	8/01/06	1300			1		
BC 24111	8/03/06				8/03/06	735			
1	8/04/06	1000	8/04/06	1500					
T 151257	8/03/06				8/03/06	735			

	1				
CRLE	006265	8/03/06		8/03/06	735
		8/04/06 1000	8/04/06 1500		
	1				
RBOX	030147	8/03/06		8/03/06	735
		8/04/06 1000	8/04/06 1500		
	1				
RBOX	035727	8/03/06		8/03/06	735
		8/04/06 1000	8/04/06 1500		
	1				
RBOX	502794	8/03/06		8/03/06	735
		8/04/06 1000	8/04/06 1500		
	1				
KR	020046	8/03/06		8/03/06	735
		8/08/06 40	8/08/06 1200		
	5				
MRC	024125	8/04/06		8/04/06	750
		8/08/06 40	8/08/06 1200		
	4				

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
R	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R / IT NUMBER CONTENTS	*-----OR----* / *-----PL----* DATE	TIME	*-----NO----* / *-----RL----* DATE	TIME	*-----CP----* / *-----BR----* DATE	TIME	DB	CR	EXCESS L1 ALLOW
RC 100109	8/04/06				8/04/06	750			
	8/08/06	40	8/08/06	1200					
4									
XT 139456	8/04/06				8/04/06	750			
	8/08/06	40	8/08/06	1200					
4									
OX 504366	8/04/06				8/04/06	750			
	8/08/06	40	8/09/06	1200			1		
4									
OX 502579	8/04/06				8/04/06	750			
	8/08/06	40	8/09/06	1200			1		
4									
OX 502658	8/04/06				8/04/06	750			
	8/08/06	40	8/09/06	1200			1		
4									
RC 021089	8/04/06				8/04/06	750			
	8/08/06	40	8/09/06	1200			1		
4									
RC 100084	8/04/06				8/04/06	750			
	8/08/06	40	8/09/06	1200			1		
4									
E 006252	8/04/06				8/04/06	750			
	8/08/06	40	8/09/06	1200			1		
4									
031771	8/04/06				8/04/06	750			
	8/08/06	40	8/09/06	1200			1		
4									

		8/08/06	40	8/10/06	1200			2
	4							
GMRC	007141	8/04/06				8/04/06	750	
		8/08/06	40	8/10/06	1200			2
	4							
NKCR	009059	8/04/06				8/04/06	750	
		8/08/06	40	8/10/06	1200			2
	4							
SOU	528003					8/08/06	745	
		8/11/06	700	8/11/06	705			3
	DIVERTED TO M							
RLE	006312					8/08/06	745	
		8/11/06	700	8/11/06	705			3
	DIVERTED TO M							
BOX	502119					8/08/06	745	
		8/11/06	700	8/11/06	705			3
	DIVERTED TO M							
KR	020036					8/08/06	745	
		8/11/06	700	8/11/06	705			3
	DIVERTED TO M							
BOX	502153					8/08/06	745	
		8/11/06	700	8/11/06	705			3
	DIVERTED TO M							

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 09/07/06 TIME: 1258 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PF 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT NUMBER CONTENTS 2 ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
RLE 006247					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
RLF 006304					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
BOX 502593					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
LE 006212					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
LE 006214					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
DX 502736					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
LE 006276					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
032020					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		
020129					8/08/06	745			
DIVERTED TO M	8/11/06	700	8/11/06	705			3		

DIVERTED TO M	8/11/06	700	8/11/06	705		3
SLR 000113						
DIVERTED TO M	8/11/06	700	8/11/06	705	8/08/06 745	3
CRLE 006311						
DIVERTED TO M	8/11/06	700	8/11/06	705	8/08/06 745	3
GLK 026058						
DIVERTED TO M	8/16/06	1000	8/16/06	1005	8/08/06 745	8
BOX 040033						
DIVERTED TO M	8/16/06	1000	8/16/06	1005	8/08/06 745	8

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRDUT	098010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

VAR NIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2 ALLOW									
MRC 024165					8/08/06	745			
	8/16/06	1000	8/16/06	1005			8		
DIVERTED TO M									
CS 749221					8/08/06	745			
	8/16/06	1000	8/16/06	1005			8		
DIVERTED TO M									
BOX 033519					8/08/06	745			
	8/16/06	1000	8/16/06	1005			8		
DIVERTED TO M									
BOX 038421					8/08/06	745			
	8/16/06	1000	8/16/06	1005			8		
DIVERTED TO M									
BOX 033735					8/08/06	745			
	8/16/06	1000	8/16/06	1005			8		
DIVERTED TO M									
BOX 041013					8/08/06	745			
	8/18/06	1355	8/18/06	1400			10		
DIVERTED TO M									
C 020049					8/08/06	745			
	8/18/06	1355	8/18/06	1400			10		
DIVERTED TO M									
LE 006310					8/08/06	745			
	8/18/06	1355	8/18/06	1400			10		
DIVERTED TO M									
OX 033012					8/08/06	745			
	8/18/06	1355	8/18/06	1400			10		
DIVERTED TO M									
J 530564					8/08/06	745			
	8/18/06	1355	8/18/06	1400			10		
DIVERTED TO M									

	8/18/06 1355	8/18/06 1400			10
DIVERTED TO M					
MRC 024177			8/08/06	745	
	8/18/06 1355	8/18/06 1400			10
DIVERTED TO M					
SXT 507140			8/08/06	745	
	8/18/06 1355	8/18/06 1400			10
DIVERTED TO M					
GLK 026240			8/08/06	745	
	8/18/06 1355	8/18/06 1400			10
DIVERTED TO M					
BOX 030555			8/08/06	745	
	8/18/06 1355	8/18/06 1400			10
DIVERTED TO M					

DEM015R1 Springfield Terminal Railway SHEET NO.
DATE: 09/07/06 TIME: 1259 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR NIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE TIME	*-----NO----* *-----RL----* DATE TIME	*-----CP----* *-----BR----* DATE TIME	DB	EXCESS CR	L1 .2 ALLOW
BOX 037547			8/08/06 745			
	8/18/06 1355	8/18/06 1400		10		
DIVERTED TO M						
BOX 020658			8/14/06 835			
	8/16/06 1000	8/16/06 1005		2		
DIVERTED TO M						
MRC 024074			8/14/06 835			
	8/16/06 1000	8/16/06 1005		2		
DIVERTED TO M						
BOX 038247			8/14/06 835			
	8/16/06 1000	8/16/06 1005		2		
DIVERTED TO M						
MRC 025003			8/14/06 835			
	8/18/06 1355	8/18/06 1400		4		
DIVERTED TO M						
BOX 034286			8/18/06 740			
	8/18/06 1355	8/18/06 1400				
DIVERTED TO M						
TRC 006231			8/18/06 740			
	8/18/06 1355	8/18/06 1400				
DIVERTED TO M						
RC 100017	8/24/06		8/24/06 800			
	8/25/06 2200	8/26/06 1100		1		
1						
			TOTALS:	263	188	
72						

DEM015R1 Springfield Terminal Railway
DATE: 09/07/06 TIME: 1258 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FR 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

ESCRIPTION OF CHARGES OR SERVICES	RATE	CHARG
S		
263 TOTAL DEBITS		
- 188 TOTAL CREDITS		
= 75 DAYS # CARS 94	60.00	4,500
)0		
	DUE DATE	AMOUNT
JE		
	10/07/06	4,500

)0
.E : DIRECT ANY QUESTIONS TO:
1AN.GER, CUSTOMER ACCOUNTING
RON HORSE PARK
IORTH BILLERICA MA 01862
508) 663-1062

RECEIVE PROPER CREDIT MAIL
IS COPY WITH YOUR CHECK TO:
PRINGFIELD TERMINAL RAILWAY

MITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED
TH SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

	DUE DATE	AMOUNT
:	DUE DATE	AMOUNT
:		
	10/07/06	4,500
)	10/07/06	4,500
)		

Michael Cella

From: "Michael Cella" <mcella@foreriver.com>
To: "Mike Bostwick" <mbostwick@panamrailways.com>
Cc: "Kathy Dalrymple" <kathy.dalrymple@ipaper.com>; "David Lindemann" <dave.lindemann@ipaper.com>; "Dick McCallum" <rmccallum@foreriver.com>; "Kevin Mitchell" <kevin_mitchell@foreriver.com>
Sent: Thursday, June 15, 2006 9:43 AM
Subject: May Demurrage

FYI:

Fore River has notified Sheldon Merrill @ Ribgy Yard disputing the May 06, demurrage bill. The bill was dated June 8, 06, of which, we have complied as stated in your letter within the 10 day time period against any discrepancies.

Mike

Michael Cella
President
Fore River Distribution Center
184 Read Street
Portland, ME 04103
Phone: 207-772-4653 Ext. 13
Fax: 207-772-3127
Email: mcella@foreriver com

4/12/2007

Bostwick Ex 6

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. NOR 42108

THE SPRINGFIELD TERMINAL RAILWAY COMPANY
PETITION FOR DECLARATORY ORDER

PETITIONER SPRINGFIELD TERMINAL RAILWAY COMPANY'S ANSWERS TO INTERROGATORIES

Petitioner Springfield Terminal Railway Company ("Springfield Terminal") answers Respondent Fore River Warehousing and Storage Co., Inc.'s ("Fore River") Interrogatories as follows:

INTERROGATORIES

1. Identify each person answering, or assisting with answering these Interrogatories.

ANS. Michael Bostwick, Senior Vice President, Marketing & Sales, Pan Am Railways/Springfield Terminal Railway Company.

2. Identify each person having knowledge relating to any allegation in your Petition and Complaint, and for each person, state the substance of that person's knowledge.

ANS. See attached documents which list the various individuals from the Shipper, Consignee (Fore River) and the Railroad (Springfield Terminal Railway). These documents include numerous e-mail correspondence and letters exchanged between the parties.

3. Identify all persons you believe are or may be witnesses or who may have knowledge of the facts and circumstances or who may have knowledge pertinent to any allegation in your

Δ π EXHIBIT 7
Deponent Bostwick
Date 9-1-09 Rptr LB
WWW.DEPOBOOK.COM

Petition and Complaint. As to each, please summarize the information you believe each person possesses.

ANS. See Response to Interrogatory #2.

4. Identify, state and describe the basis for your assertion that the Demurrage Charges can be assessed, imposed or collected against Fore River. Include in your answer any basis upon which you assert that Fore River ever agreed, expressly or implicitly, to be liable for the Demurrage Charges.

ANS. Springfield Terminal contends that the Demurrage Charges assessed against Fore River can be imposed based on the fact that the rate quotes which govern the traffic handled by Fore River are subject to the provisions of GTI Exempt Boxcar Circular No. 1. Item 6 of the Circular provides for the adoption of Rates and Charges including Demurrage provisions. Springfield Terminal asserts that Fore River implicitly agreed to be liable for Demurrage Charges based on Fore River's willingness to enter into arrangements with certain shippers to handle traffic consigned to Fore River. As consignee for the traffic, Fore River is the party responsible for the payment of any demurrage charges which accrue. A copy of ST 6004-A is attached.

5. State whether you have made any effort to collect the Demurrage Charges from any other party. If your answer is affirmative, identify state and describe:

a. The identity of the party from whom you attempted to collect the Demurrage Charges;

b. The details of your effort to collect the Demurrage Charges, including dates and descriptions of communications; and

c. The results of your effort to collect the Demurrage Charges;

ANS. Springfield Terminal has not attempted to collect demurrage for the shipments in question from any other party.

6. Identify, state and describe all communications between STRC and Fore River relating to the Demurrage Charges.

ANS. See documents produced in Response to Interrogatories #2 and 3. See also attached documents which include the unpaid demurrage from 2003, 2004 and 2006 plus the corresponding demurrage bills with car by car detail.

7. Identify, state and describe the basis for your contention, including without limitation the contention in paragraph 12 of your Complaint, that Fore River was a consignee with respect to the shipments or railcars as to which STRC seeks to collect the Demurrage Charges.

ANS. See Response to Interrogatory #4. Attached are examples which demonstrate that Fore River Warehouse was the consignee. For shipments from International Paper, Bucksport, ME the electronic BOL/404 shows Fore River as the "Consignee Name". In addition, a copy of Springfield Terminals' waybill shows Fore River as the consignee. For shipments from International Paper, Rileys, ME, a hard copy BOL (IP Rileys was not transmitting electronic BOL/404's like their sister mill Bucksport) also shows Fore River on the "Consignee Name". Springfield Terminal's waybill also shows Fore River as the consignee.

8. Identify all parties that decided when each shipment or railcar, as to which STRC seeks to collect the Demurrage Charges, would be tendered, notified, placed (actually or constructively) or delivered to Fore River.

ANS. International Paper (Origins: Bucksport, ME and Rileys, ME) decided when each shipment would be tendered to Springfield Terminal. Springfield Terminal was responsible for

notifying Fore River of availability of railcars. Springfield Terminal also was responsible for actually and/or constructively placing or delivering railcars to Fore River.

9. Identify any party that decided how many of the shipments or railcars, as to which STRC seeks to collect the Demurrage Charges, would be tendered, notified, placed (actually or constructively) or delivered to Fore River at any given time.

ANS. International Paper at Bucksport, ME or International Paper at Rileys, ME was the party that determined how many shipments would be tendered to Fore River.

10. Identify the frequency with which STRC provided switching services at Fore River's facility (i.e., delivered and removed railcars to and from Fore River's facility) during the time period(s) in which STRC alleges that the Demurrage Charges accrued.

ANS. See May 26, 2006 letter from Mike Bostwick to Mike Cella indicating that as of May 2006, Pan Am was providing switching and rail movement services approximately three days per week. During this period, Springfield Terminal offered Fore River seven day a week switching. By e-mail dated June 1, 2006 from Mike Cella, Fore River rejected this request (see attached e-mail). Normal switching was three days per week. With an 18 car siding at Fore River, there was plenty of capacity on the rail side if Fore River had the capacity at their warehouse to throughput all the volume International Paper was providing Fore River. Railcars were processed through the Fore River facility. In May 2006, Pan Am performed 21 switches at Fore River. Since Fore River has an inbound throughput capacity of 18 railcars per day, it is evident that Fore River could have achieved a total of 378 railcars, thereby alleviating a large portion of the backlog. However, records show Fore River achieved a throughput of only 243 railcars during the month of May, 2006.

11. Identify, state and describe any policy or practice on the part of STRC relating to the manner of removing railcars from Fore River's facility, whether on a first in/first-out or any other basis, during the time period(s) in which STRC alleges that the Demurrage Charges accrued.

ANS. As this was long term storage of paper rolls, any car would do for a switch but some cars were ordered car specific by Fore River. Springfield Terminal wanted to bring 18 cars per switch which is the siding capacity but Fore River would only take particle switches as Fore River needed to clear out space before bringing new product into the warehouse. This limited the ability to work-off the backlog of cars and thus diminish the demurrage that was accruing.

12. State whether any railcar, as to which STRC seeks to collect the Demurrage Charges, was subject to a storage-in-transit arrangement at the same time that STRC contends that demurrage was accruing. If your answer is affirmative, identify the railcar(s), the amount of the storage-in-transit charges, and the other party to the storage-in-transit arrangement.

ANS. No cars were on SIT (Storage in Transit) at the same time accruing demurrage.

DATED at N. Billerica, Massachusetts this 21st day of May, 2009.

M. P. Bostwick

Michael Bostwick, Sr. Vice President
Marketing & Sales
Pan Am Railways/Springfield Terminal
Railway Company

Dated June 1, 2009

M. P. Bostwick

Michael Bostwick
SR Vice President
Marketing & Sales

COMMONWEALTH OF MASSACHUSETTS

Middlesex, ss. June 1, 2009

Then personally appeared Michael Bostwick and made oath that he has read the above and knows the contents thereof, and that the same is true of his own knowledge, except the matters stated to be on information and belief, and that as to those matters, he believes them to be true.

Before me,

Pamela J. Primeau

Notary Public/Attorney-at-Law

PAMELA J. PRIMEAU
Notary Public
Commonwealth of Massachusetts
My Commission Expires Mar 12, 2010

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. NOR 42108

THE SPRINGFIELD TERMINAL RAILWAY COMPANY
PETITION FOR DECLARATORY ORDER

PETITIONER SPRINGFIELD TERMINAL RAILWAY COMPANY'S RESPONSE TO REQUEST FOR PRODUCTION OF DOCUMENTS

Petitioner Springfield Terminal Railway Company ("Springfield Terminal") responds to Respondent Fore River Warehousing and Storage Co., Inc.'s Request for Production as follows:

DOCUMENTS REQUESTED

1. All documents identified, reviewed, consulted, or used in any way in the preparation of your Petition and Complaint.

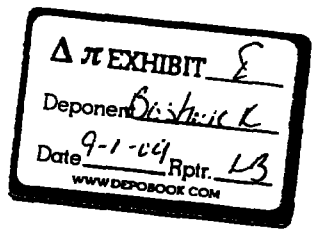
RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

2. All documents referred to in your Petition and Complaint.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

3. All documents supporting, referenced in, identified, reviewed, consulted, relied on or used in any way in preparing your answers to Fore River's First Set of Interrogatories.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.



4. All correspondence, memoranda and notes relating to the claims for payment set forth in your Petition and Complaint.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

5. All documents evidencing any statements, whether oral or written, related to the allegations set forth in your Petition and Complaint.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

6. All documents consisting of, constituting, evidencing, reflecting or otherwise relating to communications between any two people employed by or on behalf of STRC, relating to the claims for payment set forth in your Petition and Complaint, including without limitation the Demurrage Charges and the shipments or railcars as to which STRC seeks to collect the Demurrage Charges.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

7. All documents consisting of, constituting, evidencing, reflecting or otherwise relating to communications between you and Fore River, relating to the claims for payment set forth in your Petition and Complaint, including without limitation the Demurrage Charges and the shipments or railcars as to which STRC seeks to collect the Demurrage Charges.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

8. All documents consisting of, constituting, evidencing, reflecting or otherwise relating to any contract for transportation or agreement by which STRC alleges that it had or has the right

to assess, impose or collect the Demurrage Charges against Fore River, including without limitation any document consisting of, evidencing, reflecting or otherwise relating to any agreement or acceptance by Fore River of such a right of STRC.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

9. All documents consisting of, constituting, evidencing, reflecting or otherwise relating to the allegation by STRC that Fore River was a consignee with respect to the shipments or railcars as to which STRC seeks to collect the Demurrage Charges.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

10. All bills of lading relating to the shipments or railcars as to which STRC seeks to collect the Demurrage Charges.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

11. All documents reflecting the timing of the tender, notification, placement (actual or constructive) or delivery by STRC to Fore River, and release by Fore River back to STRC, of the shipments or railcars as to which STRC seeks to collect the Demurrage Charges.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

12. All documents reflecting the identity of any party that decided when each shipment or railcar, as to which STRC seeks to collect the Demurrage Charges, would be tendered, notified, placed (actually or constructively) or delivered to Fore River.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories

13. All documents reflecting the identity of any party that decided how many of the shipments or railcars, as to which STRC seeks to collect the Demurrage Charges, would be tendered, notified, placed (actually or constructively) or delivered to Fore River at any given time.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

14. All documents reflecting the frequency with which STRC provided switching services at Fore River's facility (i.e., delivered, and removed railcars to and from Fore River's facility) during the time period(s) in which STRC alleges that the Demurrage Charges accrued.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

15 All documents reflecting the manner in which STRC provided switching services at Fore River's facility (i.e., delivered and removed railcars to and from Fore River's facility) during the time period in which STRC alleges that the Demurrage Charges accrued, including without limitation any policy or practice on the part of STRC relating to removing cars on a first-in/first-out basis.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

16. All documents relating to any effort by STRC to receive payment of the Demurrage Charges from any party other than Fore River.

RESPONSE: None.

17. All reports, spreadsheets, and records relating to shipments or railcars subject to storage-in-transit charges by STRC, for all time periods in which the Demurrage Charges allegedly accrued, identifying the subject shipments or railcars, the rates charged by STRC for storage-in-transit, and the party charged.

RESPONSE: See Response to Interrogatory #12 indicating that no cars were on SIT at the same time accruing demurrage charges.

18. All documents upon which you intend to rely or to which you intend to make reference at the trial of this case.

RESPONSE: Documents responsive to this request are attached to Springfield Terminal's Answers to Interrogatories.

DATED at Saco, Maine this 22nd day of May, 2009.

SMITH ELLIOTT SMITH & GARMEY,

BY: _____
Keith R. Jacques, Esq.
Attorney for Petitioner
Springfield Terminal Railway Company

199 Main Street
P.O. Box 1179
Saco, ME 04072
(207) 282-1527

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 039554** Kind: B314 L/E: **Load**

HISTORY Location **Train:** CONPLA

MOVE date & Time	**Type of MOVE (CP)**	
5/11/2006 8:25	**Constructive Placement**	to **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ..... ME .. (00536)**

R RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 185949** **Date:** 5/03/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 185949 **Date:** 5/03/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code: AGREEMENT WEIGHTS
Gross: 151823 **Tare:** **Allow:** **Net:** 151823
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**21 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***



BOL001D1 **Bill of Lading Inquiry** RESULTS

RBOX 036056 BOL#: **5842051630**

BOL Date: **1060502** PP/Col: **P** Sec7: **N** Seals: **277031-32**
Release Date **0000000**
Origin City: **BUCKSPORT** Origin State: **ME**

Dest City: **PORTLAND** Dest State: **ME**

Shipper:	**INTERNATIONAL PAPER**	Consignee Name:	**FORE RIVER DISTR. CE**
Shipper:		Consignee Name:	**217 READ ST.**
Shipper:		Consignee Name:	
Shipper:	**BUCKSPORT ME**	Consignee Name:	**PORTLAND ME**
Shipper:		Consignee Name:	**04103**
Payee:	**INTERNATIONAL PAPER**	Payee:	**P.O.BOX 590**
Payee:		Payee	**MEMPHIS TN**
Payee:	**38118**		
Care Of			

F2 = Next Record **F3** = EXIT **Enter** = Next Page

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **AOK 731605** Kind: A402 L/E: **Load**

HISTORY Location **Train:** P04-01

MOVE date & Time	**Type of MOVE (PL)**		
5/01/2006 15:40	**Placement**	to	**FORE RIVER DIST CENTER (FRD01)**
		at	**PORTLAND ME (00536)**

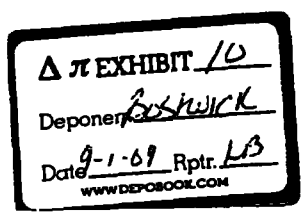
CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 185602** **Date:** 4/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 185602 **Date:** 4/21/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code: AGREEMENT WEIGHTS
Gross: **Tare:** **Allow:** **Net:** 149378
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***



INTERNATIONAL PAPER
MEMO BILL

185602 0377
NO. 0377

CARRIER: ST

DATE/TIME: 042006 11:13

RECEIVED FROM: INTERNATIONAL PAPER COMPANY
RILEY ROAD
(RILEY ME STATION)
JAY ME 04239

VEHICLE ID : AOK731605
GROUP CODE : 200604140065
SEAL NUMBERS: 86803-804
REQ SHIP DTE: 042406 EST
IP SHIP NO : 200604140065
BOOKING NO :
UNLOAD CODE : L

ROUTE: ST -
85541

CONSIGNEE :
1 P C O
C/O FORE RIVER WHSE
DEERING JUNCTION, ME 04103

CUST ORDER #: 041306

NO PKGS	COMMODITY	WEIGHT
46.00 ROLLS (46 PKGS)	PRINTING PAPER O/T NEWSPRINT 26 213 45	149378.00
	TOTAL	149378.00

ORDER	UNITS T	WEIGHT T	GRADE DSWT
ZF5676	46 R	149378 #	02287 03800

NOTES: ZF5676 CALL 24HRS B4 DELY (207)8971452
1944537 , 038.00# GIFTWRAP 050.00" WIDTH:040.00000"
DELIVER 04/25 - 06/30
CUSTOMER PO#: 041306
...SHOW ON B/L (DRIVER TO CALL PRODUCTION CONTROL, 24 HOURS...
PRIOR TO
...DELIVERY, PHONE (207)897/1452)

ORDERS ZF5676

185602.

ORIGINAL

Shippers imprint in Lieu of stamp not Part of Bill of Lading approved by Interstate Commerce Commission

The property, described above, in apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned, and destined as indicated below which said agree. (No word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or email address of consignee for purposes of notification only)

Subject to SECTION 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(SIGNATURE OF CONSIGNOR)

Received $ _____ to apply in prepayment of the charges on the property described hereon.

AGENT OR CASHIER

Per _____ (The signature here acknowledges only the amount prepaid.)

Charges Advanced: $ _____

The Agent's determination as to the commodities described herein, their weight, quantity, condition, and their value, is subject to verification by _____

CHARGES ADVANCED

BE PREPAID

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

SHIPPER PER

AGENT PER

Weighing & Inspection Bureau Accuracy To Agreement.

Bostwick, Mike

From: Michael Cella [mcella@foreriver com]

Sent: Wednesday, May 03, 2006 9:49 AM

To: Nelson, Bruce

Cc: asocea@PIVOT.NET; Oudens, Dan; Crawford, Joe; Berg, Ken; Delegge, Kyle, Bostwick, Mike; Clements, Mike; Willey, Richard; Culliford, Syd; dmohn@panamrailways com; Grimm, David; Dick McCallum; Kevin Mitchell

Subject: Re: AMERICAN CAN BUILDING NOT READY FOR A SWITCH

Bruce:

I'll be frank & to the point. The reason we couldn't finish the cars in American Can was due to the fact that you didn't switch us on Friday, had you switched us on Friday, this would
not have been an issue. I also called Mike Bostwick on Friday (left him a message on his cellphone) about switching us on Saturday, we never heard back from him and we didn't
get switched.

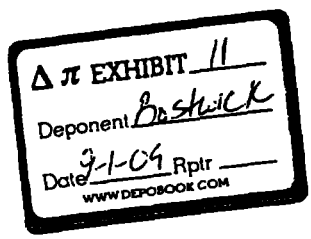
Moving forward, if you switch us on a daily basis, we'll have no problem off loading & reloading cars.

Mike

----- Original Message -----

From: Nelson, Bruce
To: mcella@foreriver.com
Cc: asocea@PIVOT.NET ; doudens@panamrailways.com ; jcrawford@panamrailways.com ; kberg@panamrailways.com ; Kyle Delegge (kdelegge@panmarailways.com) ; mbostwick@panamrailways.com ; Mike Clements (mclements@panamrailways.com) ; rwilley@panamrailways.com ; sculliford@panamrailways.com ; dmohn@panamrailways.com ; dgrimm@panamrailways.com ; rwilley@panamrailways.com
Sent: Wednesday, May 03, 2006 9:24 AM
Subject: AMERICAN CAN BUILDING NOT READY FOR A SWITCH

Mike,
As you are aware, Pan AM Railways is working closely with Fore River Distribution to clear up the back log of inbound shipments on hand at Rigby Yard. The on hand count has dropped recently and today is at 33 inbound loads. Yesterday, we lost an opportunity to reduce this on hand count due to your American Can building not being ready for a switch of 11 inbound loads Please look into this event and determine what action is necessary to accommodate timely unloading and release of cars. With the upcoming heavy shipping schedule for IP Bucksport business, both Pan Am Railways and Fore River Distribution need to perform at a high level.
Bruce Nelson
Tel no 978-663-1032



Bostwick, Mike

From: Michael Cella [mcella@foreriver.com]

Sent: Wednesday, May 03, 2006 2:04 PM

To: Nelson, Bruce

Cc: asocea@PIVOT.NET; Oudens, Dan; Crawford, Joe; Berg, Ken; Delegge, Kyle; Bostwick, Mike; Clements, Mike; Willey, Richard; Culliford, Syd; dmohn@panamrailways.com; Grimm, David; Dick McCallum; Kevin Mitchell

Subject: Re: AMERICAN CAN BUILDING NOT READY FOR A SWITCH

Bruce:

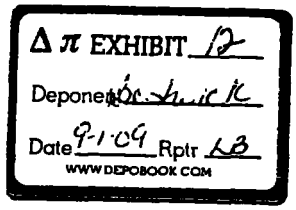
A quick follow up to your earlier email to me, while doing some further research into the cause to this "event", we have determined that Pan AM Railways missed a total of 6 switches in the month of April out of a possible 20. Had you not missed those switches, we wouldn't be in this situation.

FYI, as I type this email, Pan AM Railways has switched out the reloaded cars and are headed back to Rigby Yard. We were told, that we'll be getting 18 inbound cars later this afternoon. The same situation happened on Friday and you did not return with that switch. I'll follow up with your results tomorrow morning.

Mike

---- Original Message ----
From: Nelson, Bruce
To: mcella@foreriver.com
Cc: asocea@PIVOT.NET ; doudens@panamrailways.com ; jcrawford@panamrailways.com ; kberg@panamrailways.com ; Kyle Delegge (kdelegge@panmarailways.com) ; mbostwick@panamrailways.com ; Mike Clements (mclements@panamrailways.com) ; rwilley@panamrailways.com ; sculliford@panamrailways.com ; dmohn@panamrailways.com ; dgrimm@panamrailways.com ; rwilley@panamrailways.com
Sent: Wednesday, May 03, 2006 9:24 AM
Subject: AMERICAN CAN BUILDING NOT READY FOR A SWITCH

Mike,
As you are aware, Pan AM Railways is working closely with Fore River Distribution to clear up the back log of inbound shipments on hand at Rigby Yard. The on hand count has dropped recently and today is at 33 inbound loads. Yesterday, we lost an opportunity to reduce this on hand count due to your American Can building not being ready for a switch of 11 inbound loads. Please look into this event and determine what action is necessary to accommodate timely unloading and release of cars. With the upcoming heavy shipping schedule for IP Bucksport business, both Pan Am Railways and Fore River Distribution need to perform at a high level.
Bruce Nelson
Tel no 978-663-1032



Bostwick, Mike

From: Bostwick, Mike
Sent: Friday, May 26, 2006 11:03 AM
To: Bougie, Dave
Subject: FW: Fore River Letter

Attachments: Fore River Demurrage doc

From: Wright,Clinton
Sent: Monday, May 22, 2006 5:07 PM
To: Bostwick, Mike
Subject: Fore River Letter



Fore River
emurrage.doc (54 K

Mike,

Attached with this message is a copy of the Fore River Demurrage letter. Please copy me with any changes you may see fit to make so that I may update my file. As always, I thank you for your time and cooperation.

Clint

Δ π EXHIBIT 13
Deponent Bostwick
Date 9-1-06 Rptr. LB
WWW.DEPOBOOK.COM

May 22, 2006

Fore River Warehouse
Attn: Michael Cella
217 Road St.
Portland, ME 04103

Dear Mr. Cella:

I would like to take this opportunity to write you in response to our meeting, held on May 19, 2006, regarding the current backlog of railcars, the demurrage charges accruing against the Fore River Warehouse (Fore River), and Fore River's subsequent refusal to pay said charges.

During the aforementioned meeting, Pan Am Railways (Pan Am) communicated to Fore River a number of concerns regarding the approximately one hundred and fifteen (115) railcars that have accumulated at Fore River's Portland Maine facility. Specifically, Pan Am's concern is that, should this backlog of railcars continue unabated, Fore River will incur substantial demurrage charges. Moreover, Pan Am also expressed its anticipation that the current backlog cannot be resolved quickly where Fore River's daily throughput capacity is limited to eighteen (18) railcars of either inbound or outbound traffic. Hence, Pan Am advised that these conditions, even if addressed immediately, would likely result in a two (2) week backlog of railcars and the accrual of significant demurrage charges. Furthermore, this backlog would be in addition to any railcars being shipped to Fore River as this past weekend thirty-five (35) additional railcars were shipped to Fore River. It was at this point in the meeting that Fore River informed Pan Am, quite unequivocally, that it was "not going to pay demurrage charges" in relation to the foregoing circumstances.

In response to this refusal, Pan Am would like to remind Fore River that it has long been Pan Am's practice to assess demurrage, as a penalty for the detention of a railcar by a receiver beyond the time for loading or unloading, in accordance with the rates established in Freight Tariff ST 6004-A. Moreover, Pan Am would like to emphasize that the practice of assessing demurrage is not unique or unknown to Fore River as demurrage has been assessed against, and disputed by, Fore River in the past. Specifically, Fore River disputed demurrage charges assessed in November of 2003 and subsequently refused payment. Consequently, by letter dated April 19, 2004, Pan Am required Fore River to pay a demurrage deposit due to its recalcitrant stance regarding demurrage payments. Hence, it is Pan Am's position that these past demurrage assessments, and corresponding disputes, prove that the application of demurrage to the current set of circumstances was not unanticipated by Fore River. Please note, Pan Am Railways estimated demurrage calculations for May 2006 based on Fore River's throughput capacity is tally out at $75,000.

In addition, Pan Am would like to reiterate its willingness to assist Fore River in mitigating or limiting the actual amount of demurrage incurred. To date, pursuant to the operating arrangement between Pan Am and Fore River, Pan Am provides switching and rail movement services to Fore River approximately three (3) days per week. However, due to the current backlog of railcars, Pan Am has offered to provide service to Fore River seven (7) days per week so as to maximize the number of railcars moved while minimizing the amount of demurrage incurred. Nevertheless, despite Pan Am's offer to increase service, Fore River refuses to expand its hours of operation in order to reduce the total demurrage assessed. It is Pan Am's position that Fore River's

unwillingness to mitigate its own costs, in conjunction with its outright refusal to pay properly assessed demurrage, suggests a standing policy of noncompliance with demurrage payment requirements.

Finally, please be advised that it is Pan Am's intent, at month's end, to invoice Fore River the full amount of demurrage incurred. It is Pan Am's expectation that Fore River will pay the demurrage, as assessed, without dispute. In the event that such demurrage is not paid, Pan Am will be left with little recourse other than to pursue collection of demurrage through more formal means. However, this is not Pan Am's goal as protracted financial disputes are in no one's best interest and Pan Am prefers to forge positive relationships with the customers it serves whenever possible.

In closing, should you have any questions or concerns regarding the assessment of demurrage charges or this correspondence, please do not hesitate to contact me directly. As always, I thank you for your time and continued cooperation.

Sincerely,

Mike Bostwick
VP Marketing & Sales
Pan Am Railways

cc: Surface Transportation Board
Attn: Melvin F. Clemens
1925 K St., N.W.
Washington, DC 20423-0001

PAN AM
RAILWAYS

SPRINGFIELD TERMINAL RAILWAY COMPANY
BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY

1700 IRON HORSE PARK
NORTH BILLERICA, MA 01862

May 26, 2006

Fore River Warehouse
Attn: Michael Cella
217 Read St.
Portland, ME 04103

Dear Mike:

I would like to take this opportunity to write you in response to our meeting, held on May 19, 2006, regarding the current backlog of railcars, the demurrage charges accruing against the Fore River Warehouse (Fore River), and Fore River's subsequent refusal to pay said charges.

During the aforementioned meeting, Pan Am Railways (Pan Am) communicated to Fore River a number of concerns regarding the approximately one hundred and fifteen (115) railcars that have accumulated at Fore River's Portland Maine facility. Specifically, Pan Am's concern is that, should this backlog of railcars continue unabated, Fore River will incur substantial demurrage charges. Moreover, Pan Am also expressed its anticipation that the current backlog cannot be resolved quickly where Fore River's daily throughput capacity is limited to eighteen (18) railcars of either inbound or outbound traffic. Hence, Pan Am advised that these conditions, even if addressed immediately, would likely result in a two (2) week backlog of railcars and the accrual of significant demurrage charges. Furthermore, this backlog would be in addition to any railcars being shipped to Fore River as this past weekend thirty-five (35) additional railcars were shipped to Fore River. It was at this point in the meeting that Fore River informed Pan Am, quite unequivocally, that it was "not going to pay demurrage charges" in relation to the foregoing circumstances.

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In addition, Pan Am would like to reiterate its willingness to assist Fore River in mitigating or limiting the actual amount of demurrage incurred. To date, pursuant to the operating arrangement between Pan Am and Fore River, Pan Am provides switching and rail movement services to Fore

River approximately three (3) days per week. However, due to the current backlog of railcars, Pan Am has offered to provide service to Fore River seven (7) days per week so as to maximize the number of railcars moved while minimizing the amount of demurrage incurred. Nevertheless, despite Pan Am's offer to increase service, Fore River refuses to expand its hours of operation in order to reduce the total demurrage assessed. It is Pan Am's position that Fore River's unwillingness to mitigate its own costs, in conjunction with its outright refusal to pay properly assessed demurrage, suggests a standing policy of noncompliance with demurrage payment requirements.

Finally, please be advised that it is Pan Am's intent, at month's end, to invoice Fore River the full amount of demurrage incurred. It is Pan Am's expectation that Fore River will pay the demurrage, as assessed, without dispute. In the event that such demurrage is not paid, Pan Am will be left with little recourse other than to pursue collection of demurrage through more formal means. However, this is not Pan Am's goal as protracted financial disputes are in no one's best interest and Pan Am prefers to forge positive relationships with the customers it serves whenever possible.

In closing, should you have any questions or concerns regarding the assessment of demurrage charges or this correspondence, please do not hesitate to contact me directly. As always, I thank you for your time and continued cooperation.

Sincerely,

M. P. Bostwick

Mike Bostwick
VP Marketing & Sales
Pan Am Railways

cc: Surface Transportation Board
Attn: Melvin F. Clemens
1925 K St., N.W.
Washington, DC 20423-0001

May 2006 Switching Review-Fore River Warehouse

Number of Switches:	21
Number of Full Switches Ordered:	10
Average Number of Carloads Available:	71

Monthly Inbound Volumes to Fore River Warehouse

	Bucksport	Rileys	Totals
January	8	8	16
February	32	7	39
March	52	75	127
April	100	123	223
May	133	121	254
Totals:	325	334	659

At 21 switches, if all switches were full, then Fore River would have had the capacity to unload 378 boxcars. A total of 241 boxcars were unloaded in May 2006.

Δ π EXHIBIT 14
Deponent Swick
Date 9-1-04 Rptr CB
WWW.DEPOBOOK.COM

Fore River Warehouse						
Cars available on May 1, 2006:						
Date	Ordered	Set	Available			Switched
1-May	18	18	44	1560		1
2-May	7	6	42	2100		1
3-May	18	0	38	0		
4-May	18	18	67	2940		1
5-May	18	11	50	1920		1
6-May			48		Ordered?	
7-May			48		Ordered?	
8-May	18	18	39	1260		1
9-May	12	7	31	1140		1
10-May	18	18	88	4200		1
11-May	18	18	70	3120		1
12-May	18	0	76	0		
13-May			76		Ordered?	
14-May			76		Ordered?	
15-May	7	2	76	4140		1
16-May	18	18	89	4260		1
17-May			71		Ordered?	
18-May	18	18	71	3180		1
19-May	11	9	53	2520		1
20-May	7	6	58	3060		1
21-May			94		Ordered?	
22-May	5	5	94	5340		1
23-May	8	8	101	5580		1
24-May	7	7	94	5220		1
25-May	11	11	83	4320		1
26-May	7	7	79	4320		1
27-May	11	11	83	4320		1
28-May			85		Ordered?	
29-May			95		Holiday	
30-May	7	7	95	5280		1
31-May	11	11	86			1
	291	234	71	$ 69,780		21

Δ π EXHIBIT 15
Deponent Jenkins
Date 9-1-09 Rptr. LB
WWW.DEPOBOOK.COM

Bostwick, Mike

From: Michael Cella [mcella@foreriver.com]
Sent: Tuesday, May 30, 2006 2:53 PM
To: Bostwick, Mike
Cc: clemens.m@stb.dot.gov; Steiniger, Tom; Culliford, Syd; Kathy Dalrymple; David Lindemann
Subject: Re: Fore River Warehouse Demurrage

Mike:

As I mentioned in our recent phone conversation, Fore River will not meet with Pan Am Railways until all parties are available for the meeting.

Mike

----- Original Message -----

From: Bostwick, Mike
To: Michael Cella
Cc: clemens.m@stb.dot.gov ; Steiniger, Tom ; Culliford, Syd ; Kathy Dalrymple ; David Lindemann
Sent: Tuesday, May 30, 2006 2:40 PM
Subject: RE: Fore River Warehouse Demurrage

Mike,

Pan Am Railways needs to address this item as soon as possible directly with Fore River with or without Kathy's or Dave's participation. Pan Am Railways wants to push ahead with a meeting on June 1. Please confirm your availability.

Michael

From: Michael Cella [mailto:mcella@foreriver.com]
Sent: Tuesday, May 30, 2006 11:26 AM
To: Bostwick, Mike
Cc: clemens.m@stb.dot.gov; Steiniger, Tom; Culliford, Syd; Kathy Dalrymple; David Lindemann
Subject: Re: Fore River Warehouse Demurrage

Mike:

If Kathy & David can make the meeting in Portland, then Thursday works with my schedule. If they cannot attend, we'll have to push the meeting out a couple of weeks, next week will not work with my schedule.

Mike

----- Original Message -----

From: Bostwick, Mike
To: Michael Cella
Cc: clemens.m@stb.dot.gov ; Steiniger, Tom ; Culliford, Syd , Kathy Dalrymple ; David Lindemann
Sent: Tuesday, May 30, 2006 11:08 AM
Subject: RE: Fore River Warehouse Demurrage

ΔπEXHIBIT 16
Deponent Bostwick
Date 9-1-09 Rptr LB
WWW.DEPOBOOK.COM

Mike,

Please advise if a meeting on Thursday June 1, 2006 at 9 00 AM in Portland, ME would work for Fore River.

Please note, Pan Am Railways will be initiating the paperwork to implement "Embargo-Permit Only" procedures for Fore River Portland/Deering Junction, ME. Since our discussions on May 19, 2006 the backlog of railcars has remained in the 100+ carload range, thus limited progress has been made by Fore River to mitigate this situation. Additionally, 20 more loads shipped this past holiday weekend from the Bucksport and Rileys Mills, thus the volume from Fore River's customers has not abated. Given Fore River has chosen not to actively slow the volumes from your customers or increased your throughput capacity; Pan Am Railways has no choice but to implement our own measures to mitigate this state of affairs.

Regards,
Michael

From: Michael Cella [mailto:mcella@foreriver.com]
Sent: Friday, May 26, 2006 7:57 PM
To: Bostwick, Mike
Cc: clemens.m@stb.dot.gov; Steiniger, Tom; Culliford, Syd; Kathy Dalrymple; David Lindemann
Subject: Re: Fore River Warehouse Demurrage

Mike:

Get your troops together, we will be having a meeting about this issue within, hopefully sometime next week.

Mike

---- Original Message ----
From: Bostwick, Mike
To: Micheal Cella
Cc: clemens.m@stb.dot.gov ; Steiniger, Tom ; Culliford, Syd
Sent: Friday, May 26, 2006 12:02 PM
Subject: Fore River Warehouse Demurrage

Michael,

Please see the attached letter. Should you have any questions, please do not hesitate to call me.

Regards,
Michael P Bostwick
Pan Am Railways
VP Sales & Intermodal
Office: 978-663-6938

Subject: Pan Am/Bucksport/Andro Weekly Conference Call
Date: 06/29/2006

Attendees:

PAN AM	Fore River	Andro	Loveland
Joe Crawford	Mike Cella	Kathy Dalrypmle	Fred Marcum
Dave Grimm	Dick McCallumm	**Bucksport**	Sam Carr
Denny Mohn		Dave Lindemann	
Bruce Nelson		Kay Waggoner	**Memphis**
Horace Barstow			Kathy Ward
			Ruben Castillo

Summary:

1. Issues
   a. Biggest issue now for PanAm is getting power in position to move the traffic
   b. Trying to readjust the schedule on a daily basis
   c. Flooding and washout issues impacting the movement of traffic
   d. IP Customers have lost credibility with shipping rail out of Andro and Bucksport
   e. Sam Carr spending 100% of his time monitoring rail cars and transloading late shipments
   f. Cars are being brought back to both mills to ship by truck
   g. Bucksport seeing delays in supplying empties and pulling loaded outbound
   h. Bucksport having trouble contacting Jim Quinn on Tuesday and Wednesday. He's not answering his cell phone.
2. Fore River/Portland
   a. PanAm realigning power to get traffic moving
   b. Staffing impacting switching for Fore River
   c. IP concerned about PanAm's ability to supply empty rail cars (not reloads) to Fore River
3. Car Supply
   a. IP following up weekly with CSX on ability to supply ST F Plate car order
   b. Yard and switching issues impacting car supply at Andro
   c. PanAm indicates they have a decent supply of cars on their system
   d. Bucksport not getting empties due to missed switches
   e. Fore River said they had plenty of cars to cover their loads for Thursday and Friday by using reloads
4. Switching
   a. Switches are being missed at both mills
   b. Congestion at Andro due to missing second switch crew. Horace doing his best to overcome the issue.
   c. PanAM in the process of acquiring and training the second switch crew at Andro. In the interim spare crews are being used if time allows.
   d. Andro yard not designed to handle high volume of cars is causing congestion
   e. Upcoming repair of track 3 at Andro will further reduce the amount of trackage available for switching
5. SIT
   a. Cars at NMJ are not moving after release

Δ π EXHIBIT 17
Deponent Brown
Date 9-1-09 Rptr. LB
WWW.DEPOBOOK.COM

Michael Cella

From: "Nelson, Bruce" <bnelson@panamrailways.com>
To: "Dave Lindemann" <Dave.Lindemann@ipaper.com>; "Bostwick, Mike" <mbostwick@panamrailways.com>; <mcella@foreriver.com>; <rmccallum@foreriver.com>
Cc: "Linda J Iannucci" <Linda.Iannucci@ipaper.com>; "Kathy F Dalrymple" <Kathy.Dalrymple@ipaper.com>; "Fred Marcum" <Fred.Marcum@ipaper.com>; "Kathy Ward" <Kathy.Ward@ipaper.com>; "Jack Emack" <Jack.Emack@ipaper.com>; "Carolyn Waggoner" <Carolyn.Waggoner@ipaper.com>; <jcrawford@panamrailways.com>; <doudens@panamrailways.com>; <asocea@PIVOT.NET>
Sent: Wednesday, July 05, 2006 5:12 PM
Attach: FORE RIVER CAR ORDER FORM.xls
Subject: RE: Outbound projection

Dick McCallum,
This has reference to my voice mail message earlier today regarding car order information to cover outbound shipments from International Paper Bucksport and Androscoggin/Jay/Rileys, ME.
Recently there is some concern relative to the boxcar supply requirements to cover the outbound paper shipments from both IP mills. In order to clearly identify the boxcar needs in the future, please begin to submit the information as shown in the attached worksheet. We are asking for a daily breakdown by car type. This information will be useful in meeting the equipment needs for upcoming IP shipments. In the event the equipment needs change, please submit the updated information.
Bruce Nelson
Tel no 978-663-1032

From: Dave Lindemann [mailto:Dave.Lindemann@ipaper.com]
Sent: Wednesday, July 05, 2006 12:27 PM
To: Bostwick, Mike; Nelson, Bruce; mcella@foreriver.com; rmccallum@foreriver.com
Cc: Linda J Iannucci; Kathy F Dalrymple; Fred Marcum; Kathy Ward; Jack Emack; Carolyn Waggoner
Subject: Outbound projection

Mike Bostwick / Bruce Nelson ...

Attached is the latest outbound projection of Bucksport shipments from Fore River. As you can plainly see, PanAm is quite far behind in providing cars for these shipments. The shortfall is without exception in Heavy and F plate cars.

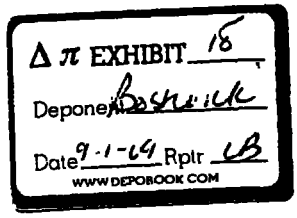
We typically plan all of our outbound loads in the same blocks/qtys that they were sent into a warehouse. While it is not acceptable to us to only have Regulars offered to Fore River for our outbound rail shipments, is there a greater availability of cars if we were to re-plan some of these loads via regulars? This would likely mean the loss of considerable tonnage to truck, but we simply cannot have these shipments waiting for cars that PanAm has no ability or no intention of supplying to Fore River at this time.

Please reply immediately so that we can begin our replanning effort on the late shipments (whether rail or some other mode).

THIS WILL BE A KEY TOPIC FOR OUR CONFERENCE CALL TOMORROW !!!

Thanks ...

Dave



Bostwick, Mike

From: Bostwick, Mike
Sent: Wednesday, June 28, 2006 2:04 PM
To: 'Michael Cella'
Subject: RE: May/June Demurrage

Mike,

Please note, this information is strictly between IP and Pan Am Railways and releasing this information to Fore River is not possible. IP would need to consent to this information sharing.

Michael

From: Michael Cella [mailto:mcella@foreriver.com]
Sent: Wednesday, June 28, 2006 12:02 PM
To: Bostwick, Mike
Subject: May/June Demurrage

Mike:

I'm sure you keep track of all your "SIT" cars. What I'm looking for is your monthly "SIT" report dated back to March, 06 through June, 06, to help determine the number of 'SIT" cars that were sent to us during this time period.

Thanks,

Mike

Michael Cella
President
Fore River Distribution Center
184 Read Street
Portland, ME 04103
Phone: 207-772-4653 Ext. 13
Fax: 207-772-3127
Email: mcella@foreriver.co

Δ π EXHIBIT #19
Deponent Bostwick
Date 9-1-09 Rptr. LB
WWW.DEPOBOOK.COM

Bostwick, Mike

From: Michael Cella [mcella@foreriver com]
Sent: Wednesday, June 28, 2006 3:20 PM
To: Bostwick, Mike
Subject: Re: SIT Rate

Mike:

You're not helping my cause. If we end up in a court battle, I'm going to furnish your emails stating that you wouldn't give us any information to help us resolve the problem.

Mike

----- Original Message -----
From: Bostwick, Mike
To: Michael Cella
Sent: Wednesday, June 28, 2006 3:16 PM
Subject: RE: SIT Rate

Mike,

This information is liekwise confidential.

Michael

From: Michael Cella [mailto:mcella@foreriver.com]
Sent: Wednesday, June 28, 2006 3:06 PM
To: Bostwick, Mike
Subject: SIT Rate

Mike:

Could you please tell me what your SIT daily (per car) rate is?

Mike

Michael Cella
President
Fore River Distribution Center
184 Read Street
Portland, ME 04103
Phone: 207-772-4653 Ext 13
Fax: 207-772-3127
Email: mcella@forenver com

Δ π EXHIBIT 20
Deponent Bostwick
Date 9-1-09 Rptr CB
WWW.DEPOBOOK.COM

COPY

EXHIBIT

tabbies

B

UNITED STATES D

DISTRICT OF

THE SPRINGFIELD TERMINAL RAILWAY COMPANY,

Plaintiffs

V.

FORE RIVER WAREHOUSING AND STORAGE CO., INC ,

Defendant

Docket No. 2:09-CV-00166-GZS

DEPOSITION of RICHARD P. MCCALLUM, III, taken pursuant to notice dated September 3, 2009, at the law offices of Smith Elliott Smith & Garmey at 7 Custom House Street, Portland, Maine, on September 17, 2009, commencing at 10:10 a.m., before Claudette G. Mason, RMR, CRR, a Notary Public in and for the State of Maine

APPEARANCES.

For the Plaintiff: DANIEL L. ROSENTHAL, ESQ.
ADRIANNE E. FOUTS, ESQ.

For the Defendant: KEITH R. JACQUES, ESQ.

Also Present: Michael Cella

THE REPORTING GROUP
Mason & Lockhart

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Deponent: RICHARD P. MCCALLUM, III

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Mr. Jacques	3

EXHIBITS

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2	Invoice 6/30/06	46
3	Invoice 8/7/06	46
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5	Invoice 10/05/06	46
6	May 2006 Switching Review-Fore River	47

(Exhibits 1-8 in Richard McCallum Deposition)

RICHARD P. MCCALLUM, III, having been duly sworn by the Notary Public, was examined and deposed as follows:

EXAMINATION

BY MR. JACQUES:

Q. Mr. McCallum, would you please state your full name for the court reporter.

A. Richard P. McCallum, III.

Q. And, Mr. McCallum, my understanding is you are the office manager at Fore River; is that accurate?

A. Correct.

Q. How long have you held that title?

A. 13 years.

Q. And prior to serving as the office manager, were you employed at Fore River?

A. No, I wasn't.

Q. Okay. And where were you employed before Fore River?

A. I was self-employed. I opened a small deli in South Portland.

Q. And what was the name of that deli?

A. Mac's Deli.

Q. What is your home address, Mr. McCallum?

A. 19 Wildwood Circle, Westbrook.

Q. Okay. How long have you lived at that address?

A. Be seven years November.

Q. Have you ever had your deposition taken before?

A. Yes.

Q. On how many occasions?

A. Once.

Q. Okay. And what was the nature of the case?

A. It was with a former employer.

Q. Not Fore River?

A. No. Nothing with Fore River at all, no.

Q. And did you testify at deposition or did you testify at trial?

A. Deposition.

Q. Let me just briefly --

A. I also testified at trial also.

Q. Same case?

A. No. Different case.

Q. Okay. With respect to the deposition, what type of case was that?

A. It was to do with I witnessed a signature, and it was a dispute between the husband and wife.

Q. Okay.

A. And they asked if she signed some documents. She said no. But I did witness her signature.

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Q. Okay. And the other occasion where you testified at trial, what kind of case was that?
A. **It was a case with Colonial Supply. I was working for a company doing some book work for them, and they had me in to say basically why they weren't paying the bills. At that point, I had no signing authority; so it just went by the wayside.**
Q. Okay. Let me just remind you of a couple of ground rules as we go through the deposition that will make the job easier for all of us. If you don't understand any of my questions during the course of the deposition, please just ask me to rephrase them so that we're both on the same wavelength. Okay?
A. **Okay.**
Q. And I'll try not to interrupt you as you answer my questions. And, likewise, if you could let me finish my question before you start answering, that will make the court reporter's job a lot easier. And if I remind you of that, because that is probably the one rule that everybody breaks, including myself, I'm not chastising you. I'm just reminding you so that Claudette doesn't start throwing things at us. Okay?

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A. **Okay.**
Q. And if I ask you a question that requires a verbal answer, a yes or no answer, if you could answer verbally as opposed to nodding your head or shaking your head, that way the record can be as complete and accurate. Okay?
A. **Okay.**
Q. I don't expect that I'm going to go very long today. But if -- in any event, if you do need a break during my deposition -- during the deposition, please just ask for it; and we'll accommodate you. I may just ask you to finish answering the question that's pending on the table; but we'll accommodate you and take a break, whether you just need a breather or for whatever reason. All right?
A. **Great.**
Q. And also, during the course of the deposition, I'll be showing you some documents and asking you about them. You should take as much time as you want to review the document. Don't feel you have got to rush through it. And just take as much time as you need to review it. Okay?
A. **Okay.**
Q. Great. Can you briefly describe your role as

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office manager at Fore River.
A. **Basically I just oversee the office, the computer system, and I'll -- with the warehouse as far as the guys' everyday work.**
Q. Is the office and the warehouse located at the same location?
A. **One is, yes. We have separate warehouses. My office is -- we have a rack warehouse outside that. The paper warehouse is across the street.**
Q. Okay. That's in Portland?
A. **Yes.**
Q. What is the address of the office?
A. **184 Read Street.**
Q. Do you have a warehouse in Auburn also?
A. **Yes.**
Q. And do you have any responsibility for the Auburn location?
A. **Just the -- overseeing the office work; that's all.**
Q. Okay.
A. **Training new employees, that sort of thing.**
Q. What percentage of your time is in Portland as opposed to the Auburn office?
A. **99.**
Q. In Portland?

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A. **Yes.**
Q. And how many people are employed in the office?
A. **Two.**
Q. Two. You and who else?
A. **Me and two service reps.**
Q. Who are the service reps?
A. **One is Lynn Hatala and Barbara Ripley.**
Q. Could you spell their last names, please?
A. **Ripley would be R I P L E Y; Hatala is H A T A L A.**
Q. And with respect to those service reps, do they have a responsibility for designated accounts?
A. **Yes, they do.**
Q. With respect to the International Paper Verso account, which one of them would be responsible for that account?
A. **They each have one.**
Q. They each have one?
A. **They each have one. Lynn has the Jay account, and Barbara has the Bucksport account.**
Q. And other than yourself and the two service reps, is there anyone else who has an office at the Portland location?
A. **Just Mike Cella has his office there also.**
Q. Okay. And what percentage of time is Mr. Cella at the Portland location?

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A. **The majority of his time.**
Q. On a five-day work week, he's there most days?
A. **Oh, yes.**
Q. He doesn't -- in other words, he doesn't have other locations, like up in Auburn, where he spends most --
A. **No.**
Q. -- of his time?
Okay. And with respect to the warehouse, how many employees does Fore River currently have that work at the warehouse location?
A. **In the Portland location?**
Q. Yes.
A. **There are five.**
Q. Okay. And is that a pretty constant number, five employees, over the years?
A. **Yes. Over the years, no. We have had more. We had more -- a larger phase of our business, which we lost. It was our liquor business in which we had a lot more employees. Now, since we're just basically doing racks and rolled paper, there's five in Portland.**
Q. Okay. When did you lose the liquor business?
A. **I want to say five years ago.**
Q. Okay. About 2000 -- 2004, 2005?

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A. **Yeah.**
Q. And why did you lose that business?
A. **The governor sold the business -- leased the business.**
Q. Okay.
A. **We had the contract for years. And when the governor leased it, it went to another warehouse.**
Q. Okay. What warehouse did it go to?
A. **Pine State.**
Q. And with respect to the liquor business, was there a particular person that you or someone at Fore River would work with?
Who was the customer?
A. **We had -- it was like 27 vendors that stored liquor in our warehouse.**
Q. Okay. And would that -- would the liquor typically arrive by truck or by rail?
A. **Truck.**
Q. So starting sometime around 2004, 2005 -- and I'm not going to hold you to that date -- with respect to the liquor business, but when you lost the liquor business basically, your warehouse employee staff dropped to about five employees?
A. **Right.**
Q. And has that been fairly constant since then?

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A. **Yes.**
Q. Who are the five employees that currently work in the warehouse?
A. **We have Jim Cooper, Ray Frasier, Tim McCurry, Joe Flint, and -- I guess that's it. There's four, excuse me.**
Q. Okay.
A. **Yeah.**
Q. And have those four individuals all worked at Fore River since 2006?
A. **Yes.**
Q. Longer than that, I take it?
A. **Yes. A lot longer.**
Q. Okay. So they're all -- all four of them are long-term employees?
A. **Yes.**
Q. Since 2006, have there been employees in the warehouse who have come and gone?
A. **We had one -- in fact, there was five. Don Cobb, he passed away last year.**
Q. Okay. He was not replaced?
A. **No.**
Q. Why was the decision made not to replace Mr. Cobb?
A. **At the time last year, we were slow enough that**

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we had people in Auburn. If we needed them, we would swap people back and forth.
Q. And how many people work in the warehouse in Auburn?
A. **There are -- right now there's five people total in Auburn.**
Q. Okay. And I assume that these -- the four employees or five, including Mr. Cobb, they're not union employees?
A. **No.**
Q. Can you currently describe the nature of Fore -- since you lost the liquor business, can you describe the nature of Fore River's business?
A. **Yes. We have palletized products, which we store in one warehouse, which we have several -- quite a few customers on that. Like Barber Foods is on that.**
MR. ROSENTHAL: And just -- I don't want to butt in here; but I don't think you need to answer questions about your other customers.
THE DEPONENT: Okay.
MR. ROSENTHAL: Just to be sensitive to that.
MR. JACQUES: We may get there, if I see

the need. But right now, I don't need to know who the customers are.
A. Okay.
Q. Okay.
A. We have rack companies, and then we have paper mills, which are rolled paper.
Q. And the palletized products are kept in one particular warehouse?
A. Yes.
Q. And then the paper mills or the rolled paper, is that kept in a separate warehouse?
A. Yes.
Q. And with respect to the -- the individuals that you have identified who work in the warehouse, are there certain individuals that are responsible for the warehouse where the palletized products are and others for the paper mills, or basically do they work wherever the need is?
A. They're all trained to do either one. But there are people assigned; but they can swap back and forth, vacations, fill-ins, whatever.
Q. Focusing now on the paper mills, the paper mill products, the rolled paper, who are the employees that were assigned to that?

A. Tim McCurry, Joe Flint and Ray Frasier.
Q. And is one of them a supervisor?
A. Tim McCurry.
Q. What percentage of Fore River's business is palletized products versus the rolled paper?
A. I would say 75/25 in favor of paper.
Q. 75 percent is paper, 25 percent is palletized?
A. Right.
Q. Okay. And focusing, again, on the rolled paper paper mill product, what percentage of that -- that business is IP Verso as opposed to some other paper mill?
A. Right now, it's -- I'm going to say 20 percent Verso.
Q. And 80 percent other?
A. Yes.
Q. What about back in 2006?
A. 2006 was 100 percent.
Q. 100 percent IP Verso?
A. I would say 98 percent. There might have been a little bit here and there.
Q. 98 percent was IP Verso?
A. Correct.
Q. And was that for both the Auburn and the Portland paper mill?

A. No. Auburn is strictly NewPage.
Q. Okay. Let's talk about how the product arrives at Fore River. With respect to the palletized products, does that mostly arrive by truck?
A. Yes.
Q. Does any of it arrive by rail?
A. No.
Q. And with respect to the rolled paper, the paper mill product, does that apply -- is that -- does that arrive mostly by rail?
A. No.
Q. Okay. What percent and of the product from the paper mill -- and we're talking about the Portland mill --
A. Okay.
Q. -- the Portland warehouse now. Let's leave the Auburn one off for the side.
What percentage of the product from the paper mill currently arrives by rail as opposed to by truck?
A. 85.
Q. 85 percent by rail?
A. Yes.
Q. And 15 by truck?
A. Yes.

Q. Okay. And what about back in 2006 when most of the business was IP Verso?
A. Probably the same.
Q. About 85 by rail and 15 by truck?
A. Yes.
Q. Okay. And just to simplify matters, if I'm -- I don't think we need to make the distinction today. So if I say IP, I may use that interchangeably with Verso. We don't need to make that distinction. All right?
A. Okay.
Q. I would like to focus in the 2006 time period.
A. Okay.
Q. Which is when -- you understand is what this case is about. It's about demurrage charges arising from -- in 2006?
A. Yes.
Q. So focusing now on 2006 and focusing specifically on the paper products that you received, you mentioned that about 85 percent of that product arrived by rail. What railway companies were involved in delivering product to your warehouse?
A. Springfield Terminal.
Q. 100 percent of that was from Springfield Terminal?

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A. **Yes.**
Q. Okay. Has that -- has that changed over the years?
A. **They're the only rail service in Portland.**
Q. Okay. And focusing again on 2006, what contract documentation, if any, exists between Fore River and IP regarding the storage services that you provide for IP?
A. **We have a basic contract just for rates, what we charge them for rates.**
Q. Okay. And it's the same contract in place now that was in place in 2006?
A. **No. I believe -- Mike does that. I believe there's a new one, but I'm not sure. I'm not an officer. I can't sign.**
Q. So you defer to Mike on that one?
A. **Right.**
Q. Okay. Does -- does your contract with IP allow the Fore River warehouse to control the amount of product that IP ships to your warehouse?
A. **Would you repeat that?**
Q. Yes. Does your contract with IP -- IP Verso, does it allow Fore River to control the amount of product they can ship to your warehouse?
A. **Not that I know of.**

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Q. Okay. How big is the warehouse at -- in Portland?
What -- sounds like you have two warehouses --
A. **Yes.**
Q. -- at that location. With respect to the warehouse that you use to store the paper products, do you know about how many square feet that warehouse is?
A. **I believe the Nike building is about 90,000 square feet. Then there was about 30,000 in a building we call the American Can next door.**
Q. Okay. Is American -- is the American Can warehouse sort of the -- the surplus warehouse?
A. **No. It's just connected. It's a separate building.**
Q. Okay. And with -- does there ever come a time when those warehouses are reaching capacity?
A. **No.**
Q. You don't recall during the 13 years you served as office manager a time when your warehouses are reaching capacity?
A. **No.**
Q. Okay. Do you recall at any point during the 13 years that you have served as office manager of

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Fore River of there being a time when Fore River asked any of the paper mills that deliver product to your warehouses to stop bringing product because you were getting too full?
A. **No.**
Q. What about asking you to stop bringing product because you couldn't handle the amount of product being shipped to you?
A. **No.**
Q. Do you think that -- based upon your understanding of your relationship with IP, do you think that Fore River has the ability to tell IP that it's shipping too many product and for it to slow down the shipments?
A. **I wouldn't have that authority to do that. No, I don't think so.**
Q. But you don't remember there ever being a time when anybody has done that?
A. **No.**
Q. Have you ever had discussions with IP regarding the frequency of shipments?
A. **No. No.**
Q. Do you recall anyone from Fore River ever asking IP to moderate its shipments to your warehouse?
A. **No.**

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Q. How does Fore River get paid for the work that it does with IP, the storage work that it does for IP?
A. **We have a handling and storage rate that we charge.**
Q. And can you -- I don't necessarily need to know the rates; but can you explain to me how that works.
A. **As soon as the product comes in the door, we can bill it. And it starts that day, and we bill it for handling and storage. And then if it's there the next month, it gets rebilled for handling and storage charge.**
Q. So is it a per diem storage charge for the product?
A. **We have a -- one bill is per diem; the other one is 15 days. It's monthly storage.**
Q. All right. With respect to IP Verso, is it monthly or per diem?
A. **Bucksport is per diem.**
Q. What about the other mill?
A. **The other mill is monthly.**
Q. Bucksport is per diem and the other mill is located in Jay?
A. **Jay.**

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Q. And when you say monthly, is it 30 days or -- at one point you were talking about 15 days?
A. **The rate changes the first half of the month to the second half of the month on the initial month. And then it changes to the full month after that.**
Q. Okay. So let's talk about Bucksport first, the per diem. The rail car comes in. Fore River unloads the rail car. And then from the moment it unloads the rail car, it starts charging a per diem rate for the storage of the product?
A. **Yes.**
Q. Okay. And in 2006, do you recall what that per diem rate was?
A. **Not off the top of my head, no. I can't remember the exact figure, no.**
Q. Okay. And it's a -- so you get charged -- you can charge -- I mean, Bucksport gets charged for Fore River's unloading and then a separate fee for storage?
A. **Yes.**
Q. On day one, Bucksport would get an unloading fee and then a per diem fee for storage?
A. **Right. They get a storage fee, yes.**
Q. And after that, it would be a per diem until you

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load it back up on a rail car?
A. **From the day it comes in, it starts. It doesn't go to the first of the month. It goes -- after 30 days, it would go again; but it's on a daily basis. It's an anniversary -- daily anniversary billing.**
Q. Okay.
MR. ROSENTHAL: Keith, can I jump in on something -- and maybe we can go off the record.
MR. JACQUES: Sure.
(Discussion off the record.)
BY MR. JACQUES:
Q. Okay. Let's move to the Jay mill. I just want to know how that changes a little bit. Sounds like with respect to the Jay mill, there is a monthly fee that they pay for storage?
A. **Yes.**
Q. Okay. And is that -- so once a rail car comes in with the paper product, that product gets assessed a monthly fee?
A. **Yes.**
Q. Okay. And is it a monthly fee for so many square feet of storage; or is it just an automatic monthly fee kicks in for the product itself?

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A. **It's per ton.**
Q. Per ton, okay. And does the Jay facility also have an unloading fee and a loading fee associated with their product?
A. **Yes.**
Q. So the more product that Fore River -- to state the obvious here, the more product that Fore River is storing in its warehouses, the more money it's making from the paper mills?
A. **Yes.**
Q. How does -- how does Fore River anticipate how much -- let's focus on the paper mills' product now. How does Fore River anticipate what shipments it's going to be receiving from the paper mills?
A. **We really have no way. We -- it depends on business at the mill. We have no -- are not privy to that.**
Q. So does the paper mill call you and tell you that they're shipping so many rail cars to you?
A. **Sometime.**
Q. So sometimes you get some advance notice that it's coming?
A. **Yes.**
Q. Are there times when rail cars show up that Fore

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River -- from the paper mills that Fore River had no idea the rail cars were coming?
A. **Yes.**
Q. When cars show up without -- well, let's step back. When you receive notice from IP or Verso that rail cars are coming, how do you receive that notice?
A. **Could be by fax or it could be an e-mail.**
Q. Okay. Is there a particular document that you receive by e-mail or by fax?
A. **From Jay, it's just going to be an e-mail saying a car number is coming to us and usually an order number attached to it. And Bucksport will actually fax a copy of their -- the order over to us.**
Q. And are those orders maintained?
A. **Yes.**
Q. They're kept in a file?
A. **Yes.**
Q. And with respect to the e-mails that you get from Jay, are those retained also?
A. **They're generally printed off and given to the warehouse so they know what's coming. And at that point, I don't believe she keeps them.**
Q. So you give them to the warehouse. The warehouse

knows it's coming. And once the product arrives, you think they just throw that away?
A. Yeah.
Q. And you said you don't think she keeps them?
A. That would be Lynn Hatala. She receives them.
Q. One of the customer service reps?
A. Yes.
Q. And would -- with respect to the Bucksport facility, you mentioned that you sometimes get orders by fax?
A. Sometimes.
Q. Okay. Are those orders kept or, again, are those just given to the warehouse; and once the product -- once the rail car arrives, they're thrown way?
A. They're kept until the rail car arrives and match the paperwork up, and that's it.
Q. So, for example, in 2006 any orders that you would have received from Bucksport, do you still have the -- does the company still have those; or would those be thrown out?
A. We have the original tallies that came in on the cars.
Q. Okay. And the original tallies that come in on the cars, can you describe that for me.

A. It's a listing of the roll numbers and weights that are on that car.
Q. And those are retained?
A. Yes.
Q. And that's both from the Jay facility and also from the Bucksport facility?
A. Yes.
Q. You say that sometimes you receive advance notice and other times you don't. Why is it that you only sometimes receive advance notice?
A. I don't know. You would have to ask the mill.
Q. You have never -- you haven't had that conversation with them?
A. We have asked them to let us know. They say it's -- whether it's a clerical thing on their end or not, we say we would like to have notification. Sometimes we get it; sometimes we don't.
Q. Have you ever told the mills that if you don't receive the advance notification, that you will -- that you will reject the order?
A. No.
Q. Is that something that you have had discussions within Fore River about whether you should do that?

A. No.
Q. Why not?
A. That's the way it's always been. Sometimes we get notified; sometimes we don't. We're in the business to take cars in.
Q. Because you got to take the cars in so you can make money?
A. Correct.
Q. What is the rail capacity at Fore River -- the rail car capacity?
A. Are we talking 2006, right?
Q. 2006, correct.
A. 18 cars.
Q. And what does that mean? Does that mean that 18 cars can pull up to the warehouse and --
A. Correct.
Q. -- be unloaded at the same time?
A. Yes.
Q. And then once the -- once the cars are unloaded, what happens to them?
A. They're either reloaded or released as empty.
Q. Okay. And who makes the decision to reload them or release them as empty?
A. If we had orders from the customers to reload them, we decide if it's the right type of car to

load and reload it.
Q. And if there's not a product, then the cars would be released as empty?
A. Yes.
Q. How long does it take to unload a rail car?
Let's focus, again, with respect to the paper -- the paper mill product.
A. It can vary depending on the number of rolls on the car.
Q. Okay.
A. It can take anywhere from a half hour to two hours.
Q. Is that because of the -- the type of car?
In other words, do most of these cars arrive full -- full to capacity; it just depends on the size of the cars themselves?
A. Size and mix of what's inside the car. If it's mixed, they have to be separated.
Q. They have to be separated within the warehouse?
A. No. Within -- by size.
Q. Okay.
A. There could be multiple sizes. And every time you have to separate the multiple different order numbers. So they have to go back out and separate them. That takes time. If it's one

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order number, big rolls, it goes fairly fast.
Q. I'm just a little bit confused. When you say they have to be separated and -- that's when they come off the rail car, they have to be separated as to where they're stored so that when you want to reload, you can find the right size rolls?
A. **Correct. They're all within what we call a bay, but a bay is one rail car size. If there's three different size rolls, they have to be separate, one behind the other; but they can't be mixed together.**
Q. Okay. Is there a particular individual or individuals at Springfield Terminal that you work with?
A. **I, personally, on a daily basis don't work with them.**
Q. Okay.
A. **Tim McCurry calls Sheldon at the freight office daily.**
Q. He calls Sheldon?
A. **Sheldon. I forgot what his last name is. Sheldon at Rigby Yard.**
Q. So Tim McCurry has daily contact with Sheldon at the Rigby Yard?
A. **Yes.**

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Q. And are we talking about what happens now or what happened in 2006?
A. **Both.**
Q. It's all -- Tim McCurry is still the contact person?
A. **Yes.**
Q. And as far as you recall, Sheldon usually is the contact person at Springfield Terminal?
A. **Unless he's off and a fill-in would be there.**
Q. And why do they have daily contact?
A. **To see how many cars have showed up that day in the yard and if they're coming out or not.**
Q. And when you say coming out, that's whether there is a switch that's happening?
A. **Correct.**
Q. And the contacts between Tim McCurry and Sheldon, are those oral or typically by e-mail or some other form?
A. **They talk -- he calls him every morning; and then he will fax over a copy of the cars that did arrive in Rigby that night.**
Q. Who will fax it?
A. **Sheldon will fax it to Tim.**
Q. So Sheldon will give Tim notice of the amount of cars that are coming to Fore River that day?

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A. **The number that arrived in Rigby Yard.**
Q. Okay. So it's not -- it's more an after-the-fact fax?
A. **Yes. Yes.**
Q. Okay. Does Fore River notify -- I'm sorry. Does Springfield Terminal notify Fore River ahead of time as to how many cars are arriving at the yard that day?
A. **No.**
Q. So basically Springfield Terminal -- just following the chain a little bit, International Paper or Verso loads the cars. Springfield Terminal then delivers them to Fore River. Fore River unloads them and puts the product in storage?
A. **Yes.**
Q. We were talking about the switching or taking the cars away. Back in 2006, how often did Springfield Terminal perform switching services for Fore River?
A. **It was sporadic. They started off three days a week. And they would -- might come out three days one week, four days next week. They might come out five the next week, and might go back to three.**

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Q. Okay. So in 2006, it sounds like the minimum amount of time that switches would be performed was three days a week?
A. **Yes.**
Q. Okay. And that number would go from three days up to six, seven?
A. **Five.**
Q. Five. Did the -- and with respect to ordering the switches from Fore River, letting Springfield Terminal know that there were cars ready to be switched, was that done between Tim McCurry and Sheldon?
A. **Yes.**
Q. Were you involved in that at all?
A. **No. Only if Tim was on vacation.**
Q. You were sort of Tim's backup in that area?
A. **I just would make the phone calls; that's all.**
Q. Okay. With respect to the -- requesting the switches, was that done orally; or was there written documentation that was --
A. **Orally.**
Q. Excuse me?
A. **Orally.**
Q. So Tim would call Sheldon. And during that conversation, they would talk about how many cars

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were available to be switched out?
A. **Yes.**
Q. Okay. And when -- when cars are being switched out, how many cars could get switched out at any one time?
A. **The maximum they can handle out there is 14, 18, tops. They don't have the track to move any more than that.**
Q. So if there were switches three days a week, for example, each day there would be somewhere between 14 and 18 --
A. **18.**
Q. -- cars would be switched out?
Were there ever double switches done in any given day?
A. **I don't remember off the top of my head.**
Q. Okay. Do you ever recall a time when double switches would happen in a particular day?
A. **If there was a double switch, they might come out in the morning and then come out later that night after we were already closed. So they might consider it a double switch; we didn't, because there was nobody there for doing it.**
Q. Okay. Did you ever come in in the morning and find that there were additional rail cars that

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had gone away during the evening?
A. **Yes.**
Q. Do you know how often that happened?
A. **No. I don't.**
Q. Okay. And we're focusing in 2006 now?
A. **Yes.**
Q. Okay. Does Fore River maintain records regarding the cars that are switched out?
A. **Yes.**
Q. And how are those records maintained?
A. **We have a rail log that's put on an Excel spread sheet.**
Q. What do you call that? I'm sorry.
A. **A rail log.**
Q. A rail log. And can you tell me in 2006 what that rail log looked like?
That's an awful question. Do you understand it?
A. **Yes. Tim McCurry does it.**
Q. Okay. Have you seen the rail logs?
A. **Yes. It's just a list of cars, car numbers and date set, date released. It's pretty simple.**
Q. And what does the date set mean?
A. **The date that they were put in the building.**
Q. So if I look at a 2006 rail log, what it will

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tell me is when the cars arrived at your facility and when they left?
A. **Yes. And whether they were reloaded or not.**
Q. Okay. In 2006, did there come a time when there were issues with Springfield Terminal regarding the amount of cars being delivered or the amount of cars being switched out?
A. **Yes.**
Q. Okay. And when did that -- can you tell me what the issue was.
A. **We received too many cars at once.**
Q. And when did that start happening?
A. **I believe it was March or April.**
Q. And do you know why you were receiving too many cars at once?
A. **No.**
Q. When you began receiving too many cars at once, did anyone at Fore River have conversations with Springfield Terminal regarding the delivery schedule?
A. **Yes.**
Q. And who had those conversations?
A. **I called and told them that we needed a daily switch on a consistent basis. If not, we were going to get backed up.**

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Q. And who did you speak with?
A. **Mike Bostwick.**
Q. And what did Mike tell you?
A. **He would take care of it.**
Q. Did he?
A. **No.**
Q. When he -- when you asked for a daily switch because you were anticipating that you would get backed up at some point, is that when they went from three switches up to a higher number?
A. **Yes.**
Q. And is that when they started performing double switches?
A. **No.**
Q. When did they start -- I think -- let me step back. I think you said there were times when they would come at night and you were closed, and you didn't consider that a double switch because you were closed. So let's not get hung up in terminology.
A. **Okay.**
Q. But did -- when you spoke with Mike Bostwick about issues with respect to needing to get more cars off -- out of your facility, you indicated that at that point they started increasing, I

think, sporadically from three up to more per week. Is that also when some of the cars would -- would be removed at night when you were closed?

A. Occasionally.

Q. Okay. Do you recall about how many times you can remember the cars being removed at night?

A. No.

Q. And other than looking at the rail log, is there any way to tell how many cars would be removed at any given day?

A. No.

Q. Did you speak to anyone other than Mike Bostwick regarding the need for additional switches?

A. No.

Q. Do you know if anyone -- anyone else from Fore River spoke to anybody at Springfield Terminal regarding the need for additional switches?

A. Mike had conversations.

Q. Mike Cella?

A. Mike Cella, yes.

Q. Do you know who he was speaking with?

A. No, I don't.

Q. Did you ever communicate with Mike Bostwick in writing regarding the need for additional

switches?

A. No.

Q. Everything was oral?

A. Yes.

Q. Do you recall a time in which Springfield Terminal offered to switch on a daily basis, in other words, seven days a week?

A. They offered.

Q. Okay. And did Fore River agree to that?

A. We couldn't work our guys seven days a week. It was -- just for safety reasons, we just cannot do it.

Q. Did you consider bringing people from the Auburn facility down to be able to operate on a seven day a week until the backlog was taken care?

A. They worked five days a week also.

Q. They worked --

A. Yeah.

Q. How many people do you have at the warehouse in Auburn?

A. There are three that work on loading cars -- loading and unloading.

Q. And what are their names?

A. At the time, there was Lawrence Dubay, D U B A Y, Jerry Beaucage, B E A U C A G E, and --

Q. One more.

A. There was one other, but he's not there anymore; and I can't think of his name.

Q. If you do later on -- if you're like me, names pop in 30 minutes later. If you do, just interrupt me and tell me --

A. Okay.

Q. -- that you remember his name. All right?

A. Yes.

Q. These three individuals, Mr. Dubay, Mr. Beaucage and the third individual you don't remember --

A. Yes.

Q. -- how often during this time period where additional cars were coming in were they coming down to Portland to help out?

A. Every time they weren't busy in Auburn.

Q. Okay. And help me out here. How often is that?

A. It could be every day for a week. It could be once a week. It's just -- I can't remember how that -- the schedule back then. But it was just -- they had a full crew up there, too. They were busy up there.

Q. Did -- during this time period, did -- that cars were arriving quite frequently, did Fore River consider hiring other workers to help with the

load?

A. It's impractical. They have to be certified, trained and licensed. And you just can't pick them off the street.

Q. Did -- did Fore River investigate whether there were people out there that were certified, trained and licensed that were available to come in and assist you during this time period?

A. Not that I know of.

Q. Okay. Do you recall when Springfield Terminal offered to provide switching services seven days a week?

A. The exact date, no, I don't.

Q. And who -- who made the decision not to operate seven days a week?

A. That would be Mike Cella.

Q. During this time period where the cars were getting backed up, did you have any discussions with anyone at IP regarding either the amount of cars being delivered or the switching services that were being provided by Springfield Terminal?

A. I didn't, no.

Q. Did -- would you, as part of your responsibilities as office manager, have contact with the -- with the IP Verso facilities?

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A. **I do on certain things, as far as the paperwork and stuff like that. But as far as the everyday -- as far as the in and out flow, no.**
Q. Do you know if -- if Mr. Cella had conversations with IP regarding the quantity of rail cars being delivered?
A. **I don't know.**
Q. Okay.
A. **I don't.**
Q. Do you know if anybody else at Fore River did?
A. **No.**
Q. You don't know or they didn't?
A. **Not that I know of, no.**
Q. Okay. You understand that this lawsuit is about Springfield Terminal's charging demurrage charges to Fore River?
A. **Yes.**
Q. What is your understanding regarding what a demurrage charge is? What is it?
A. **It's a charge for -- for a rail car not being unloaded on time.**
Q. Did you ever discuss with Springfield Terminal the fact that they were seeking to collect demurrage charges back in 2006?
A. **No, I didn't. No.**

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Q. And my understanding is back in -- I think it was 2003, Springfield Terminal had billed Fore River for some demurrage charges. Do you recall that?
A. **Yes.**
Q. Okay. Did you speak with anyone at Springfield Terminal regarding 2003 demurrage charges?
A. **I didn't, no.**
Q. Okay. Who had conversations with Springfield Terminal regarding the demurrage charges?
A. **Mike Cella.**
Q. Anybody else?
A. **Not that I know.**
Q. Okay. Did you receive the invoices from Springfield Terminal regarding the demurrage charges?
A. **I have seen them. Mike gets them. I have seen them.**
Q. Okay. When the -- when the demurrage charges from Springfield Terminal arrived, were you asked to do anything with those?
A. **I took a look at them, yes.**
Q. Why did you take a look at them?
A. **Just to see what the rail cars were, what they were charging. We just totally disagreed with it.**

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Q. Okay. Why did you disagree with it?
A. **Because we're not liable for demurrage.**
Q. Why are you not liable for demurrage?
What is your understanding why you're not liable for demurrage charges?
A. **We're not the consignee.**
Q. Who do you believe is te consignee?
A. **It's right on the paperwork. IP is the consignee.**
Q. What if the paperwork says that Fore River is the consignee, would you agree that you were responsible for demurrage charges?
A. **No.**
Q. Why not?
A. **We have no control.**
Q. Who has control over the delivery of rail cars?
A. **Springfield Terminal.**
Q. With respect to the delivery of paper products to Fore River, who is Fore River's customer?
A. **International Paper Verso.**
Q. Okay. And the decision to load rail cars with International -- with paper products, you would agree with me that that's made by International Paper Verso?
A. **Yes.**

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Q. Okay. So International Paper Verso hires Springfield Terminal to pick up paper product and deliver it, in this instance, to your facility?
A. **Yes.**
Q. What -- if Springfield Terminal picks up product from International Paper, does it have a choice to deliver anywhere other than your facility?
A. **I would assume so.**
Q. Okay. And why would you assume so?
A. **We're not the only warehouse around. There are other warehouses.**
Q. Does Springfield Terminal make the decision, to the extent you know, as to where the product is delivered; or is that a decision by International Paper?
A. **I believe it's by International Paper.**
Q. So if International Paper loads a rail car at Springfield Terminal and tells them to deliver it to your facility, you would agree with me that that's what Springfield Terminal has to do?
A. **Yes.**
(Deposition Exhibit No. 1 was marked.)
BY MR. JACQUES:
Q. I'm handing you a document that was marked as Deposition Exhibit 1 and ask you if you recognize

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that document.
A. **No.**
Q. Have you ever seen it before today?
A. **No, I haven't.**
Q. When you received the -- when you took a look at the invoices that Springfield Terminal had provided to Fore River for demurrage charges -- and I know you disagree that you're -- that Fore River is responsible for those demurrage charges -- did you actually take a look at the invoices to determine whether the representations that Springfield Terminal was making regarding the cars that were at Fore River were accurate?
A. **Yes.**
Q. And what did you determine?
A. **The cars were on there that we did unload.**
Q. And is it fair for me to assume that with respect to your taking the position that you're not responsible for it, that's based not upon the invoices being inaccurate but, rather, that you don't believe you're responsible for demurrage charges?
A. **Correct.**
Q. In other words, the cars that Fore River said were at your facility were at your facility when

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they were?
A. **Yes.**
Q. And you confirmed -- you confirmed that by looking at the backup that was provided along with the invoices?
A. **Yes.**
(Deposition Exhibit Nos. 2-5 were marked.)
(Discussion off the record.)
BY MR. JACQUES:
Q. Mr. McCallum, I'm handing you -- I'm going to hand you all four of them; and we can separate them if you want. But it's Exhibit 3 -- 2, 3, 4 and 5, which I'll represent are invoices from Pan Am Railways for demurrage charges for May, June, July and August. I just ask you to take a look at those, if you could.
Let me just ask you if those are copies of the invoices that you reviewed on behalf of Fore River back in 2006?
A. **I reviewed one of them. The others, I didn't. I forget which one it was. I believe it was the first one.**
Q. The one for the May demurrage charges?
A. **Right.**
Q. And you don't believe that you looked at --

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A. **Like I said, the other ones -- Mike gets these.**
Q. Okay. So you were provided the May demurrage --
A. **Right.**
Q. -- invoice and confirmed that the representations with respect to the rail cars were accurate, but you disagree that Fore River is responsible for demurrage?
A. **Right.**
Q. Has -- to the best of your recollection, has Fore River ever paid demurrage charges to Springfield Terminal or any other company?
A. **Not that I know of.**
Q. And are demurrage charges a creature of the railway industry?
In other words, I'm assuming that product that arrives by truck would not be subject to demurrage charges?
A. **No.**
Q. So it's -- it's limited to the railway industry?
A. **As far as I know.**
Q. Okay.
(Deposition Exhibit No. 6 was marked.)
BY MR. JACQUES:
Q. I'm going to hand you a document that we have marked as Deposition Exhibit 6 and ask you if

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you -- if you have ever seen that before.
A. **I don't recall seeing it, no.**
Q. Okay. I think I'll represent to you that that's a document that was prepared by Mike Bostwick. That document represents that in May 2006, 21 switches were performed by Springfield Terminal. Do you have any reason to disagree that that's what -- the amount of switches that happened in May of 2006?
A. **Without checking our records, I wouldn't know.**
Q. Have you ever been asked to confirm or --
A. **No.**
Q. -- whether 21 switches were done in May?
A. **No.**
Q. Have you ever determined the amount of switches that happened during the time period that are reflected by these 2006 invoices; that is, May through August?
A. **It's in our rail log. I went through it, but I can't recall.**
Q. Do you have any recollection -- as we sit here today, do you recall how many switches happened?
A. **No, I don't.**
Q. And if I wanted to see that, your rail log would tell me that?

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A. **Yes.**
Q. Okay. Did the -- other than potentially exposing Fore River to demurrage charges -- and I understand your position is that you weren't responsible for that -- but other than -- other than whether you're responsible for demurrage charges or not, did the amount of cars -- rail cars that were being delivered to Fore River by Springfield Terminal in 2006 pose any operational issues for Fore River?
A. **No.**
Q. All that would happen would be the cars would back up, and they would take longer to unload; and they were in the facility longer?
A. **Well, they would back up because there were too many cars came in at once.**
Q. Right.
A. **As far as us operating, we were consistent in unloading the cars.**
Q. Okay. Did you have to reject any loads because -- from anyone else because of the cars that were being delivered by Springfield Terminal?
A. **Not that I know of.**
Q. Did you have to reject any of the product that

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was arriving by truck because of the amount of rail cars that were being --
A. **No.**
Q. -- delivered?
I think you said at the time back in 2006 about -- you think about 98 percent of the product that was arriving by rail car was IP Verso product?
A. **Yes.**
Q. Did you ever -- because of the volume of traffic in 2006, did Fore River tell any companies they would be unable to store its product at its facility?
A. **Not that I know of.**
Q. Were you personally involved in any conversations or meetings with International Paper regarding the amount of product that was being shipped in 2006?
A. **We had one meeting with the railroad. I can't remember the specifics, just basically that cars were coming through. As far as that, no, I didn't.**
Q. Okay. Let's -- let me peel back the layers a little bit on that meeting. Do you recall when that meeting happened?

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A. **The date, no, I don't.**
Q. Okay.
A. **It was --**
Q. Who was at that?
A. **It was Mike Cella, myself, I believe Dave Lindemann was there -- I'm not sure if Kathy Dalrymple was there or not. She was with Jay. And there were -- Mike Bostwick, and there were a couple other people from the railroad. I can't remember their names.**
Q. Dave Lindemann is with IP also?
A. **Bucksport, yes.**
Q. So Dave Lindemann and Kathy Dalrymple would be IP Verso employees?
A. **Yes.**
Q. Okay. And then people from the railway and then you and Mr. Cella from --
A. **Yes.**
Q. -- from Fore River?
A. **Yes.**
Q. Do you recall where that meeting happened?
A. **I believe it was the Holiday Inn at Exit 8, I believe -- or now Exit 48.**
Q. Okay. And what was discussed at that meeting?
A. **Well, the details, I -- basically it was just a**

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backlog of cars, as far as I know.
Q. Okay.
A. **Like I said, it's been three years.**
Q. You said the meeting happened three years ago?
A. **2006.**
Q. Yes.
A. **Okay.**
Q. So you had a discussion about the backlog of cars?
A. **Right.**
Q. And do you recall what anybody said at that meeting other than just the general topic of the meeting?
A. **I know the subject of demurrage came up. We said we're not going to be responsible for demurrage.**
Q. And what did the -- what did Springfield Terminal say when you said you would not be responsible for demurrage?
A. **I don't know what they said.**
Q. You don't recall?
A. **No.**
Q. And did International Paper Verso comment on the amount of cars or responsibility for demurrage?
A. **They just mentioned about the -- all the cars coming in at once and why they were all coming in**

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at once instead of spread out like they should be spread out.

Q. And what did IP Verso say regarding why all the cars were coming in at once?

A. **They asked the question of the railroad.**

Q. Asked the question of the railway?

A. **Yes.**

Q. And what did the railway company say?

A. **It's just the way they got them. We never got a straight answer.**

Q. The way they got them from Verso?

A. **Yes.**

Q. My understanding is that Springfield Terminal continues to deliver rolled paper to your facility from Verso; is that correct?

A. **Yes.**

Q. So -- and that with respect to these demurrage charges, the charges were for the period of May through August of 2006? Correct?

A. **Correct.**

Q. Okay. Since 2006, have there been any problems with cars arriving too frequently at your facility?

A. **No.**

Q. Have there been any claims by Springfield

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Terminal that's related to demurrage charges for cars that are staying at the facility too long?

A. **I haven't seen a bill.**

Q. Okay. Is that because cars are being unloaded and then switched out on a fairly regular basis?

A. **Because the volume is down.**

Q. Did the volume drop in August of 2006?

A. **Yes.**

Q. Do you know why the volume dropped?

A. **Just the paper industry, the economy itself.**

Q. How do you compare the volume in 2007, 2008 to what you were seeing in 2006 from the paper industry?

A. **We had a -- there was a drop in business; and then it picked back up. It's been a cyclical business for years.**

Q. Has the amount of volume ever approached -- since 2006, has the volume ever approached what you were experiencing during the May-August period in 2006?

A. **Volume in the warehouse or volume of cars coming in?**

Q. Volume of cars coming in.

A. **No.**

Q. And how does the volume since 2006 at its peak

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compare to what you were experiencing in 2006?

A. **I don't quite understand what you mean.**

Q. Sure. You mentioned that from -- since August 2006 -- so let's focus on 2007 to the present --

A. **Okay.**

Q. -- that the volume has not been the same as it was back in 2006 with respect to the paper mill products.

A. **The volume of cars, total cars, have been the same. They're just not in one lump sum.**

Q. So from the annual perspective, the volume is about the same?

A. **Yes.**

Q. The difference in 2006 is that it happened during -- the same volume happened during the April to August of 2006 period?

A. **Yes.**

Q. As opposed to being spread out over the year?

A. **Yes.**

Q. Was there anything happening in the paper industry that you're aware of during that time period that would have resulted in increased volume of rail cars carrying paper products from IP?

A. **Not that I was aware of, no.**

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MR. JACQUES: Can I have just about five minutes, and I'll be done.

(Discussion off the record.)

BY MR. JACQUES:

Q. I do have one more question.

You mentioned that you reviewed the May demurrage charges invoice --

A. **Yes.**

Q. -- to determine whether it was accurate. Do you know if anyone at Fore River did the same analysis with respect to the June, July and August demurrage charges?

A. **I didn't, no. So I don't know if anybody -- no.**

Q. You didn't delegate --

A. **No.**

Q. -- that responsibility?

A. **No.**

Q. Okay. And when you -- when you did the work in May of 2000 -- with the May 2006 demurrage charges to determine that it was accurate, how did you determine that the cars reflected on the invoice, in fact, had been at Fore River when Springfield Terminal said they were there?

A. **Because we have a list of cars that come in. So we know what comes into our building.**

Q. And that's the -- the list that you maintain?
A. **Yes.**
Q. And that list -- what you did is take that list and match it up to the invoice and determine that the cars were there when they -- Springfield Terminal said they were there?
A. **Right.**
Q. So if someone wanted to do that with respect to June, July and August, they would look at that same list?
A. **Yes.**
Q. Okay. Has anyone ever told you that -- with respect to the June, July and August demurrage charges, that they were inaccurate?
A. **No. I didn't see them, so I didn't discuss them.**
Q. No one has had --
A. **No.**
Q. No one has discussed that with you?
A. **No.**
Q. Thank you. I don't have any other questions.
A. **Okay.**

MR. ROSENTHAL: No questions.

(The deposition was concluded at 11:16 a.m.)

- - - - - -

_____
RICHARD P. MCCALLUM, III

Subscribed and sworn to before me

this __ day of _____, 2009.

_____
Notary Public

Case Name: Springfield Terminal v. Fore River Warehousing
Deposition Date: September 17, 2009

CERTIFICATE

I, Claudette G. Mason, a Notary Public in and for the State of Maine, hereby certify that the within-named deponent was sworn to testify the truth, the whole truth and nothing but the truth, in the aforementioned cause of action.

I further certify that this deposition was stenographically reported by me and later reduced to print through Computer-Aided Transcription, and the foregoing is a full and true record of the testimony given by the deponent.

I further certify that I am a disinterested person in the event or outcome of the above-named cause of action.

IN WITNESS WHEREOF I subscribe my hand this __ day of _____, 2009.

Dated at Falmouth, Maine.

_____
Notary Public

My Commission Expires
June 9, 2012.

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All rates and charges in this tariff are at the current increase level and are NOT subject to other increase tariffs. Any changes to these rates or charges will be published in a supplement or a reissue of this tariff.

ST 6004-A
Cancels ST 6004

SPRINGFIELD TERMINAL RAILWAY

FREIGHT TARIFF ST 6004-A

DEMURRAGE TARIFF

APPLYING

AT ALL

STATIONS

ON

SPRINGFIELD TERMINAL RAILWAY
And On

Participating Carriers Shown Herein

DEMURRAGE RULES TARIFF

The provisions of this tariff will not have an effect on the quality of the human environment or energy consumption.

ISSUED: August 29, 2005 EFFECTIVE: September 1, 2005

ISSUED BY
P.J. Coakley
Director Publications
GUILFORD RAIL SYSTEM
SPRINGFIELD TERMINAL RAILWAY
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Issued to add application to Chart on page 14. (ST6004a)

PENGAD 800-631-6989
DEPOSITION EXHIBIT
1

RULES AND OTHER GOVERNING PROVISIONS

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ITEM	DESCRIPTIONS	
5	**PARTICIPATING CARRIERS**	Abbreviations
	BOSTON AND MAINE CORPORATION	BM
	MAINE CENTRAL RAILROAD	MEC
	NEW ENGLAND SOUTHERN RAILROAD	NEGS
	PORTLAND TERMINAL COMPANY	PTM
	SPRINGFIELD TERMINAL RAILWAY	ST

RULES AND OTHER GOVERNING PROVISIONS

ITEM	DESCRIPTION
10	**APPLICATION** This section applies to all ST served customers and covers all railroad and private marked freight car(s) held for or by the customer(s), with the following exceptions: A. Coal and coke governed by separate agreement. B. Private car(s), on private tracks, except as provided in Item 80 C. Empty private car(s) D. Car(s) containing refused or unclaimed freight to be sold by ST E. Empty car(s) rejected as unsuitable for loading F. Multi-level equipment Where the term ST is used in this tariff, it will apply to any of the participating carriers listed on page 2.
15	**PURPOSE** ST bases its freight transportation prices on the expectation that railcars furnished to customers will be promptly loaded and unloaded. The purpose of this Section is to describe how the time railcars are under the control of customers is defined, and to specify the prices that ST charges should a customer retain control of railcars beyond the time incorporated into our freight rates.
20	**DEMURRAGE DEFINITIONS** The following definitions define and govern the provisions outlined in this tariff. ACTUAL PLACEMENT – When a car(s) is placed in an accessible position for loading or unloading or, at a point designated by the consignor or consignee. CLOSED GATE CUSTOMER – Customer that requires notification that car(s) is available for loading or unloading CONSIGNEE – The party to whom a shipment is consigned, or the party entitled to receive the shipment. CONSIGNOR – The party in whose name a car(s) is ordered, or the party who furnishes forwarding directions. CONSTRUCTIVE PLACEMENT – When a car(s) cannot be actually placed due to any condition attributable to the consignor or consignee, including order notify and in-bond shipments, such car(s) will be held on ST's tracks and notice will be provided to the consignor or consignee that the car(s) is held awaiting disposition instructions. Car(s), placed by ST on private or other than public delivery tracks, including lead tracks serving the consignor or consignee, will be considered constructively placed without notice.

ITEM	DESCRIPTION
20 Cont'd	DEMURRAGE DEFINITIONS CONT'D

CREDIT – A non-chargeable demurrage day. Credits may be earned when a car (s) is released by the customer and is used to offset chargeable demurrage days.

DEMURRAGE DAY – A twenty-four (24) hour period (calendar day), or part thereof, commencing 0001 after tender.

DISPOSITION – Information, including forwarding instructions or release, that allows the railroad to either tender or release the car(s) from the consignor's or consignee's account.

DIVERSION – An order provided by the consignor instructing that a car(s) be delivered to a location other than the one indicated on the original forwarding instructions.

EMPTY CAR(S) ORDERED AND NOT USED – Empty car(s), placed for loading as ordered, and subsequently released without being used in transportation service.

EMPTY RELEASE INFORMATION – Advice provided by the consignee to authorized personnel, that the car(s) is unloaded and available. This information must include the identity of the consignee, party furnishing information, and the car(s) initial and number.

FORWARDING INSTRUCTIONS – Shipping instructions provided at the point of loading that contain all of the necessary information to transport the shipment to its final destination.

LEASE TRACK – Track(s) assigned to a user through a written agreement. Lease tracks will be treated the same as private tracks.

LOADING – The complete or partial loading of a car(s) in conformity with loading and clearance rules and, the furnishing of forwarding instructions.

LOADED CAR(S) – A car(s) that is completely or partially loaded.

NOTIFICATION – When required, written or verbal notification will be furnished to the parties entitled to receive notice that the car(s) is available for loading, unloading, or otherwise impacted by demurrage provisions.

OPEN GATE CUSTOMER – Customer that does not require notification that car (s) is available for loading or unloading. Actual placement will constitute notification.

ORDER DATE – The date that the consignor / consignee requires placement of car(s).

RULES AND OTHER GOVERNING PROVISIONS

ITEM	DESCRIPTION
20 Cont'd	DEMURRAGE DEFINITIONS CONT'D

OTHER THAN PUBLIC DELIVERY TRACK – Any trackage assigned for individual use, including privately owned or leased tracks.

PARTIAL UNLOADING – The partial unloading of a car(s) and furnishing of the proper forwarding or handling instructions

PRIVATE CAR(S) – A car(s) bearing other than railroad reporting marks that is not railroad-controlled.

PRIVATE TRACK – Tracks that are not owned or leased by the railroad.

PUBLIC DELIVERY TRACK –Track that is open to the general public for loading and unloading.

RAILROAD-CONTROLLED CAR(S) – A car(s) bearing other than railroad reporting marks that is either leased or controlled by a railroad.

RECONSIGNMENT – An order provided by consignor to bill a car(s) to other than the original consignee. (An order to turn over the car(s) to another party that does not require any additional movement of the car(s), is not a reconsignment).

REFUSED LOADED CAR(S) – When the original loaded car(s) is refused at destination without being unloaded.

RELOADING – When a car(s) is held for loading after being released as an empty.

RESHIPMENT – A new document by which the entire original shipment is forwarded in the same car(s) to another destination.

SERVING YARD – A classification yard where the local train serving the customer originates.

SHIPPER ASSIGNED CAR(S) – Specific empty car(s) assigned to a particular shipper for their exclusive use.

STOPPED IN TRANSIT – When a car(s) is held en route due to any condition attributable to the consignor, consignee, or owner.

TENDER – The notification, actual or constructive placement, of an empty or loaded car(s).

TIME – Local time is applicable and is expressed on the basis of the 24-hour clock. Example: 12:01 AM is expressed as 0001 Hours.

UNLOADING – The complete unloading of a car(s), and the advice received from the consignee that the car(s) is empty and available to the railroad.

ITEM	DESCRIPTION

30 NOTIFICATION TO CONSIGNOR OR CONSIGNEE

ST will furnish the following notifications as indicated:

1. Cars for other than public delivery tracks:
   a) Delivery of car(s) upon tracks of consignee will constitute notice to open gate customers.
   b) Notice of availability of car for unloading to closed gate customers.
   c) Notice of constructive placement if car(s) are held on ST tracks due to reasons attributable to the consignor or consignee.
   d) When two or more parties, each performing their own switching, take delivery of cars from the same interchange track, notice will be given when cars are placed on the interchange track.

2. Cars for public delivery tracks:
   a) Notice will be given to the party entitled to receive notification when car(s) is actually placed.

3. Cars stopped in transit:
   a) Notice will be given to the consignor, consignee or owner responsible for the car being stopped upon arrival of the car at the point of stoppage.

4. Refused loaded car(s):
   a) When a loaded car is refused at destination, ST will give notice of such refusal to the consignor or owner.

Notification may be given in writing or electronically, and will contain the following:

1. Car initials and number.
2. If lading transferred en route, the initials and number of the original car.
3. Commodity.

40 NOTIFICATION TO ST

A. When ST personnel are not on duty to receive forwarding instructions, empty release information or other disposition, consignor/consignee will have until 0001 hours (See Demurrage Day, Item 20) of the next day personnel are on duty to furnish such instructions, and they will be considered as having been furnished at the date and time the instructions could have been furnished.

B. When electronic or mechanical devices are used to furnish notification to ST, the recorded date and time that the instructions are received will govern

ITEM	DESCRIPTION

50 HANDLING OF SHIPPER ASSIGNED CAR(S)

A. APPLICATION

1. The shipper must provide advance notice for all car assignment requests, in writing, in the following form

---

(Company Name) hereby requests the assignment of car(s) (Enter the number of cars here), (Enter car type here), located at (Enter location here). If said assignment, is granted by ST, it is understood that the car (s) will be subject to the rules and charges in ST Tariff _____-series.

_____
(Signed & Date)

_____
(Title)

Accepted by ST on (Enter date here), (Enter the number of cars here) car (s) will be placed in this assignment.

BY: _____

TITLE _____

---

2. Assignment of car(s) will be at the sole discretion of ST.

3. When ST agrees to an assignment of car(s), the assignee will be notified by the accepted return of the assignee's written request.

B. RELEASE OF CAR(S) FROM ASSIGNMENT

1. The assignee may release car(s) from assignment by providing notice to ST, in writing or confirmed in writing, at least one (1) day prior to the date of the desired release.
2. ST will select the car(s) to be removed from the assignment.
3. Assignee will not be permitted to release car(s) until all shipper-owned appurtenances have been removed.

C. ACCOUNTABILITY AND CHARGES

The shipper assigned car(s) will be subject to the "car(s) held for loading" provisions in Item 70.

ITEM	DESCRIPTION

60 **PRIVATE CAR APPLICATION FOR RAILROAD MARKED CARS**

ST is aware that shippers, acting as consignors and/or consignees, may sometimes lease railcars from other railroads for shipments that may originate or terminate on ST. Such railcars normally contain the reporting marks of the lessor railroad. In order to avoid the assessment of demurrage charges by ST when such railcars are located on private or leased tracks, on ST rail lines, it is necessary that shippers apply to, and receive the approval of, ST for the designation of such cars as "private" cars for the purposes of demurrage.

A. APPLICATION:

1. Shipper must submit a written application that is received by ST not less than thirty (30) days prior to the date that the shipper desires the "private" car designation to take effect. The application must include:

   - The name of the shipper
   - The name of the lessor railroad
   - A listing of the reporting marks of the railcars leased by the shipper from the lessor railroad
   - The type of railcar
   - The length of time requested for the private railcar designation

   The application must be sent to ST at the following address:
   SPRINGFIELD TERMINAL RAILWAY
   IRON HORSE PARK
   N. BILLERICA, MA 01862
   Attn: DIRECTOR - Car Management

2. Upon the request of ST, Shipper agrees to furnish a copy of the applicable railcar lease to ST.

3. ST will provide a written reply to each application within thirty (30) days of receipt of the application. ST, in it's sole discretion, may accept or reject the application in whole or in part. ST may accept a smaller number of railcars than requested and/or for a shorter amount of time.

B. ACCOUNTABILITY AND CHARGES:

1. While the acceptance is in effect, the applicable railcars will not be assessed demurrage by ST when such railcars are located on private sidetracks that connect with ST or on ST tracks that are leased for storage or loading / unloading purposes.

ITEM	DESCRIPTION

60 Cont'd PRIVATE CAR APPLICATION FOR RAILROAD MARKED CARS.. . Cont'd

2. At the end of the period designated by ST the railcars will return to "railroad" marked status for demurrage purposes. If the shipper wishes to extend the "private" marked status for the railcars, a new application must be received by ST not later than thirty (30) days prior to the end of the period. ST may accept or reject the application, as provided herein.

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70 CAR(S) HELD FOR LOADING

TENDER:
Shipper Assigned Car(s):
The notification that an empty car is available
Other than Shipper Assigned Car(s):

A. The notification, actual or constructive placement, of empty cars(s) placed on orders of the consignor.
B. Cars held by ST will be constructively placed on "order date" if the car order is not cancelled prior to the order date or, if placement instructions have not been received by ST.

RELEASE:

A. Date and time forwarding instructions are received.
B. Car(s) placed on the interchange tracks of a consignor, who performs its own switching, must be returned to the interchange track for release.
C. Improperly loaded or overloaded car(s) at origin will not be considered released until the load has been adjusted properly.
D. Shipper assigned car(s) released:
   1. When car(s) are released to a rail carrier other than ST at a jointly served facility location (an industry switched by ST and another railroad), the car(s) are considered released by ST upon interchange to the other carrier.
   2. Car(s) released from assignment by the assignee will be considered released from demurrage at the first 0001 hour after the release from the assignment. (Release from assignment cannot be made retroactive).
   3. During plant shutdowns, car(s) must be released from assignment to prevent demurrage from accruing.

COMPUTATION:

A. Time will be computed from the first 0001 hours after tender until the release.
B. If the car is placed earlier than the date of the order, time will be computed from the first 001 hours after the order date until it is released.

ITEM	DESCRIPTION

70 Cont'd CAR(S) HELD FOR LOADING.....CONT'D

C. When the same car is unloaded and reloaded, time will be computed from the first 001 hours after advice is received that the car(s) is empty until the car(s) is released.

D. When the same car is unloaded and reloaded, empty release information must be furnished. If not furnished, demurrage will continue on the car until the forwarding instructions are received.

CREDITS:

Credits will be allowed for each car released from loading in accordance with the Table of Charges in Item 110.

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80 CAR(S) HELD FOR COMPLETE UNLOADING

The application of demurrage under this item for loaded private car(s) held on private tracks at the destination, will apply only when all of the following conditions have been met:

1. The shipping document furnished to direct the movement of the car(s) to the unloading station contains an endorsement substantially stating that:

   – car(s) is subject to demurrage at destination when held on private tracks as provided in destination carrier's tariff,

   or

   – car(s) is subject to Item 80, ST 6004 Series

2. When the shipping document is provided in an electronic format, the appropriate ANSI (American National Standards Institute) Special Handling Code should be furnished to reflect Condition Number 1. If the Special Handling Code is furnished, inclusion of the endorsement language in Condition Number 1 is optional.

3. The notation of the shipping document is declared before the car leaves the initial origin.

TENDER: The notification, actual or constructive placement, of a loaded car(s).

ITEM	DESCRIPTION
80 Cont'd	CAR(S) HELD FOR COMPLETE UNLOADING....Cont'd

RELEASE:
A. Date and time that the railroad receives advice that the car(s) is empty
B. Car(s) placed on the interchange tracks of a consignee who performs its own switching must be returned to the interchange track for release.
C. When the same car is unloaded and reloaded, empty release information must be furnished at the time the car is made empty. If not furnished, demurrage will continue on the car until the forwarding instructions are received.

COMPUTATION:
Time will be computed from the first 0001 hours after tender until release.

CREDITS:
A. Credits will be allowed for each car released from unloading in accordance with the Table of Charges in Item 110.
B. One additional credit will be allowed on a car when it has a demurrage day occurring on:

1. Thanksgiving Day
2. Christmas Day
3. New Year's Day
4. Labor Day
5. Memorial Day
6. Independence Day

90 **PRIVATE CAR(S) AND RAILROAD CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING**

Applies to car(s) held.
A. On orders of consignor or consignee.
B. Awaiting proper disposition from the consignor or consignee.
C. As a result of conditions attributable to consignor or consignee.

DISPOSITION:
That information, including forwarding instructions or empty release information, that allows the railroad to either tender or release the car from the consignor's or consignee's account.

TENDER:
The notification, actual or constructive placement of a loaded car(s).

RELEASE:
Date and time that the railroad receives advice that the car is empty, or that forwarding instructions are received.

RULES AND OTHER GOVERNING PROVISIONS

ITEM	DESCRIPTION
90 Cont'd	PRIVATE CAR(S) AND RAILROAD CAR(S) HELD FOR OTHER THAN LOADING OR UNLOADING .....Cont'd

COMPUTATION:
Time will be computed from the first 0001 hours:
A. After tender, until release, on car(s):
    1. Diverted
    2. Empty for loading – ordered and not used (other than a rejected car)
    3. Partially unloaded
    4. Reconsigned
    5. Reshipped
    6. Stopped in transit
B. After car(s) are received by ST until date of disposition on:
    1. Car(s) received from connecting carriers
    2. Loaded private car(s) returned to railroad tracks
    3. Empty car(s) moving as freight with STCC 37 422 XX
C. After tender until date of refusal on:
    1. Refused loaded car(s) (consignee)
D. After tender until date of disposition on:
    1. Refused loaded car(s) (consignor)
E. After tender until release or placement on private tracks on:
    1 1. Loaded private car(s) – while held on railroad tracks.
    2 2. Empty car(s) moving as freight with STCC 37 422 XX

CREDITS:
Credits will be allowed for each car released, or on which disposition is provided in accordance with the Table of Charges in Item 110.

100 DEMURRAGE PLAN

A. Settlement of charges will be made monthly on all car(s) released during each calendar month.
B. Credits earned and demurrage days accrued by customers having facilities at separate stations cannot be combined.
C. Credits earned, and demurrage days accrued, will be calculated separately in accordance with the Table of Charges in Item 110.
D. Excess credits earned for one demurrage transaction cannot be used to offset days for another demurrage transaction.
E. Excess credits earned cannot be used to offset demurrage between loading and unloading credits.
F. Excess credits earned in one calendar month cannot be used to offset demurrage days in another calendar month.
G. Unless otherwise advised, in WRITING, that another party is willing to accept responsibility for demurrage, consignor at origin or consignee at destination will be responsible for the payment of demurrage charges.

ITEM	DESCRIPTION
100 Cont'd	DEMURRAGE PLAN ....Cont'd

H. Calculation of charges:

1. Total demurrage days for all car(s) released will be added.
2. Allowances for switching delay will be provided for as follows:
   a) An allowance will be calculated and deducted from demurrage days for car ordered and all others held under constructive placement when all cars on the patrons siding are empty and available at the time a switch is missed or should have been made. If all cars on the patron's siding are not empty at the time of alleged switching failure, allowance will be for the car so ordered and not placed.
   b) When a car is ordered for placement or delivery and this is not accomplished because non-service, allowance will be given for delay in placement This allowance will apply to the car ordered placed, when held under constructive placement on ST tracks.
   c) The allowance day(s) will be deducted from the Demurrage Days for all day(s) after which the placement order was given to, but not including, the day on which the car is actually placed.
   d) For example, if a car is ordered for placement on day 4 of the month, but not actually placed until day 5 of the month, day 4 of the month will be an allowance day and not a chargeable demurrage day for that car and all cars held under constructive placement on ST tracks during that time.
3. Total credits for all car(s) released will be added
4. If total demurrage days exceed the total credits, calculation of charges will be made as follows:
   a. Subtract number of total credits from total demurrage days to determine number of chargeable days
   b. Chargeable days will be assessed charges in accordance to the Table of Charges in Item 110.

ITEM DESCRIPTION

110 DEMURRAGE APPLICATION

Demurrage Application Chart

Table of Charges	Car Equipment as Published in The Official Railway Equipment Register	Loading Credits	Unloading Credits	Daily Charge
Railroad cars, including "railroad controlled private Equipment"	Railroad Equipment	1	2	$60.00
ADD Railroad cars, including "railroad controlled private Equipment" released to the railroad under load and placed into "Storage In Transit" program	Railroad Equipment	2	0	$60.00
Private marked cars, excluding "railroad controlled private equipment"	Private car owners equipment carrying hazardous Material or other than hazardous material. Hazardous materials are listed in Table, Section 172.101, Tariff BOE 6000-series.	1	2	$60.00
		Origin Credits	Dest Credits	Daily Charge
Empty cars and locomotives moving on own wheels in revenue service (STCC 37 411 XX and 37 422 XX)	Railroad equipment and private car owner equipment	2	2	$60.00
All shipments for other than loading or unloading	Railroad equipment and private car owner equipment	0	0	$60.00

120 ALLOWANCES PERMISSIBLE FOR RELIEF OF DEMURRAGE CHARGES

In order to be allowed relief as indicated, a claim must be presented to ST, in writing, by the last day of the calendar month following the month in which the bill was issued, stating fully the conditions for which relief is claimed.

1. RAILROAD ERROR – If, through railroad error, demurrage charges are assessed, demurrage will be adjusted to the amount that would have accrued but for such error. (Run around and bunching of cars will not be considered as a railroad error.)

ITEM	DESCRIPTION
120 Cont'd	ALLOWANCES PERMISSIBLE FOR RELIEF OF DEMURRAGE CHARGES

2. WEATHER INTERFERENCE – When because of earthquakes, tornadoes, hurricanes, floods or heavy snow, the operations of the consignor or consignee are disrupted, the demurrage directly chargeable thereto will be eliminated, provided the disruption exceeds two (2) days in duration.

3. STRIKE INTERFERENCE – When it is impossible to load or receive cars from or make cars available to ST because of strike interference at the point where the loading or unloading is to be accomplished, demurrage days will be charged for at the rate of $30.00 per day during the period of strike interference, provided:
   a) The disruption exceeds five (5) days in duration during one calendar month.
   b) The provisions of this item will not apply to:
      1. Cars for unloading when waybills are dated four (4) days after the beginning of strike interference.
      2. Cars for loading when ordered after the beginning and prior to the ending of strike interference.

Pan Am Railways

M

INVOICE NUMBER	S060600152

SPRINGFIELD TERMINAL RAILWAY
INVOICE

STOMER NUMBER	SPORMEFRW51	INVOICE DATE	06/30/2006
OJECT NUMBER	X4000	PO NUMBER	
RMS	NET 30 DAYS		

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

CUSTOMER INFORMATION

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR MAY, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $31,440.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 07/30/2006

TAL AMOUNT DUE	$ 31,440.00

UESTIONS? PLEASE DIRECT ALL QUESTIONS TO: BILLING DEPARTMENT (978) 663-1061

PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT

ASE SEND REMITTANCE TO:

SPRINGFIELD TERMINAL RAILWAY
P.O. BOX 11328
BOSTON, MA 02211-1328

PENGAD 800-631-6989

DEPOSITION EXHIBIT 2

Δ π EXHIBIT 4
Deponent Bodwick
Date 9-1-09 Rptr. LB
WWW.DEPOBOOK.COM

BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

JUNE 8 2006
Date

Name FORE RIVER DIST. CENTER
Customer
217 READ STREET
Address
PORTLAND, MAINE 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of MAY 2006. Based upon this information your company's demurrage charges for that period total $31,440.00.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By SHELDON MERRILL
20 RIGBY ROAD WEST
Address
SOUTH PORTLAND,
MAINE 04106
Tel # (207) 828-6403

Enclosure

MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

DESCRIPTION OF CHARGES OR SERVICES	RATE	CHARGES
956 TOTAL DEBITS		
- 432 TOTAL CREDITS		
= 524 DAYS # CARS 216	60.00	31,440.00
	DUE DATE	AMOUNT DUE
	7/06/06	31,440.00

PLEASE DIRECT ANY QUESTIONS TO:
MANAGER, CUSTOMER ACCOUNTING
IRON HORSE PARK
NORTH BILLERICA MA 01862
(508) 663-1062

TO RECEIVE PROPER CREDIT MAIL
THIS COPY WITH YOUR CHECK TO:
SPRINGFIELD TERMINAL RAILWAY

REMITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED WITH SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

DUE DATE	AMOUNT DUE
7/06/06	31,440.00

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
GMRC	025016		4/28/06 5/01/06	1540	5/01/06	1900	4/19/06	735	8				4
MEC	020022		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
CRLE	006264		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
CRLE	006295		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
BOX	502124		4/26/06 5/01/06	1540	5/01/06	1900	4/20/06	745	5				6
CKR	020271		4/28/06 5/01/06	1540	5/01/06	1900	4/21/06	855	7				3
MRC	024049		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
[illegible]	502103		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
BOX	502241		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
BOX	502745		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
BOX	502129		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
BOX	502714		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
IRC	007141		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
OX	502578		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
OX	502259		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
K	731605		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
RC	077294		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
OX	502149		4/28/06 5/01/06	1540	5/01/06	1900	4/24/06	805	4				3
E	006202		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3

PATRON CODE.	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
'FRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
GMRC	100108		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
FBOX	504364		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
FBOX	502694		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
GMRC	023002		5/02/06	1230	5/02/06	1800	4/26/06	735	3				3
FBOX	504263		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502316		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
IEC	020098		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
JF[illegible]	000462		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
[illegible]	023092		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
KR	020000		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
EC	020077		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
LR	000155		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
BOX	502485		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
BOX	502491		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
R	020002		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
LE	006246		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
R	000138		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
DX	502587		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
DX	502581		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FRD01	007624	6/06/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
RBOX	030084		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
SOU	531288		5/04/06	1530	5/04/06	1900	4/26/06	735	4				4
FBOX	502471		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
FBOX	502336		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
GMRC	100058		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
FBOX	502657		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
GMRC	010354		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
GP	033995		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
A	020028		5/05/06	1530	5/05/06	1900	4/26/06	735	5				4
MRC	021088		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
MRC	024128		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
BOX	502454		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
BOX	502116		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
R	020231		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
R	020249		4/27/06 5/09/06	1500	5/09/06	1900	4/26/06	735	1				12
DX	502413		5/04/06	1530	5/04/06	1900	4/28/06	740	2				4
R	020025		5/02/06	1230	5/02/06	1800	5/01/06	840	1				
RC	078213		5/05/06	1530	5/05/06	1900	5/01/06	840	3				1
	405718		5/05/06	1530	5/05/06	1900	5/01/06	840	3				1

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
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CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
CNA	405747		5/05/06	1530	5/05/06	1900	5/01/06	840	3				1
CBOX	034776		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
OX	375646		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
MRC	077234		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
RLE	006262		5/08/06	1515	5/08/06	1900	5/01/06	840	4				3
LGG	086149		5/08/06	1515	5/08/06	1900	5/03/06	740	2				3
EC	031911		5/05/06	1530	5/05/06	1900	5/04/06	822	1				
	077201		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
MRC	024104		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
CR	020143		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
CR	020253		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
BOX	504155		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
OX	502265		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
R	020036		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
RC	078241		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
OX	502385		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
R	020150		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
OX	502166		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2
OX	502738		5/08/06	1515	5/08/06	1900	5/04/06	822	2				2

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CAR INIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE TIME	*-----NO----* *-----RL----* DATE TIME	*-----CP----* *-----BR----* DATE TIME	DB	EXCESS CR L1 L2	ALLOW
FBOX 502695	5/08/06 1515	5/08/06 1900	5/04/06 822	2		2
FBOX 502164	5/10/06 1325	5/10/06 1900	5/04/06 822	4		2
FBOX 502335	5/10/06 1325	5/10/06 1900	5/04/06 822	4		2
FBOX 502004	5/10/06 1325	5/10/06 1900	5/04/06 822	4		2
FBOX 502753	5/10/06 1325	5/10/06 1900	5/04/06 822	4		2
FBOX 502372	5/10/06 1325	5/10/06 1900	5/04/06 822	4		2
FBOX 502036	5/10/06 1325	5/10/06 1900	5/04/06 822	4		2
F 502488	5/10/06 1325	5/10/06 1900	5/04/06 822	4		2
BMRC 024123	5/11/06 1300	5/11/06 1311	5/04/06 822	5		2
DIVERTED TO MCV NS						
BOX 502128	5/11/06 1650	5/12/06 1200	5/04/06 822	6		2
KR 020189	5/11/06 1650	5/12/06 1200	5/04/06 822	6		2
BOX 502367	5/11/06 1650	5/12/06 1200	5/04/06 822	6		2
BOX 502126	5/12/06 5/16/06 1630	5/17/06 1200	5/04/06 822	7		6
MRC 024113	5/12/06 5/16/06 1630	5/17/06 1200	5/04/06 822	7		6
MRC 100119	5/12/06 5/16/06 1630	5/17/06 1200	5/04/06 822	7		6
BOX 502381	5/23/06 2030	5/25/06 1000	5/04/06 822	15		6
OX 502146	5/09/06 1500	5/09/06 1900	5/05/06 805	2		2
RC 022029	5/10/06 1325	5/10/06 1900	5/05/06 805	3		2
RC 050054	5/10/06 1325	5/10/06 1900	5/05/06 805	3		2

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CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
GMRC	024065		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
MEC	031973		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	024089		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
SLGG	010070		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	021023		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
RBOX	031343		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	076075		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
[illegible]	006225		5/10/06	1325	5/10/06	1900	5/05/06	805	3				2
GMRC	025043		5/11/06	1650	5/12/06	1200	5/05/06	805	5				2
GMRC	100014		5/11/06	1650	5/12/06	1200	5/05/06	805	5				2
GMRC	078561		5/11/06	1650	5/12/06	1200	5/05/06	805	5				2
GMRC	024191		5/12/06 5/16/06	1630	5/17/06	1200	5/08/06	825	5				4
BOX	502085		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
BOX	502477		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
BOX	502472		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
BOX	502169		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
MRC	021082		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
R	020190		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
BOX	502643		5/11/06	1650	5/12/06	1200	5/09/06	745	3				

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YKR	020084		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
GMRC	023024		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
YKR	020029		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502459		5/11/06	1650	5/12/06	1200	5/09/06	745	3				
FBOX	502100		5/12/06 5/16/06	1630	5/17/06	1200	5/09/06	745	4				4
FBOX	502743		5/12/06 5/16/06	1630	5/17/06	1200	5/09/06	745	4				4
FBOX	502143		5/12/06 5/16/06	1630	5/17/06	1200	5/09/06	745	4				4
F	502142		5/11/06	1650	5/12/06	1200	5/10/06	735	2				
CRLE	006283		5/15/06	2300	5/16/06	1000	5/11/06	825	2				3
SOU	527449		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
RBOX	038186		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
EC	001245		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
KR	020272		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
EC	032125		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
BOX	502633		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
MRC	021008		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
BOX	502460		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
OX	502507		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4
OX	502712		5/12/06 5/16/06	1630	5/17/06	1200	5/11/06	825	2				4

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SOU	523167		5/12/06				5/11/06	825					
			5/16/06	1630	5/17/06	1200			2				4
GMRC	024131		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
RBOX	039554		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502589		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
YKR	020043		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
CRLE	006208		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
GMRC	007157		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
[illegible]	036056		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
CSXT	138188		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
GMRC	025026		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
GMRC	077145		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
CSXT	128430		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502778		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
FBOX	502498		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
KR	020048		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
KR	020014		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
LR	000137		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
BOX	502283		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4
BOX	502008		5/17/06				5/11/06	825					
			5/18/06	1800	5/19/06	1200			4				4

[illegible] BILL

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YKR	020000		5/19/06	1930	5/22/06	1100	5/11/06	825	7				4
FBOX	502491		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
YKR	020002		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
FBOX	502587		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
FBOX	502581		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
FBOX	502413		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
GMRC	076038		5/20/06	1720	5/22/06	1700	5/11/06	825	7				4
[illegible]X	502387		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
[illegible]OX	502243		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
FBOX	502214		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
CSXT	126331		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
[illegible]BOX	041192		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
BOX	039122		5/25/06	2000	5/26/06	1430	5/11/06	825	11				4
RLE	006311		5/15/06	2300	5/16/06	1000	5/15/06	815	1				
RLE	006323		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
IRC	077207		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
[illegible]OX	502386		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
OX	502047		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1
OX	502537		5/19/06	1930	5/22/06	1100	5/15/06	815	6				1

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CRLE 006238	5/19/06 1930	5/22/06 1100	5/15/06 815	6		1
YKR 020169	5/19/06 1930	5/22/06 1100	5/15/06 815	6		1
CRLE 006257	5/19/06 1930	5/22/06 1100	5/15/06 815	6		1
GMRC 078198	5/25/06 2000	5/26/06 1430	5/15/06 815	10		1
FBOX 502273	5/25/06 2000	5/26/06 1430	5/15/06 815	10		1
MEC 031834	5/25/06 2000	5/26/06 1430	5/17/06 820	8		1
MEC 032059	5/25/06 2000	5/26/06 1430	5/17/06 820	8		1
C 024181	5/22/06 1355	5/23/06 1100	5/21/06 855	2		
CRLE 006312	5/22/06 1355	5/23/06 1100	5/21/06 855	2		
GMRC 023085	5/22/06 1355	5/23/06 1100	5/21/06 855	2		
FBOX 502742	5/22/06 1355	5/23/06 1100	5/21/06 855	2		
FBOX 502171	5/22/06 1355	5/23/06 1100	5/21/06 855	2		
ISXT 137733	5/23/06 2030	5/25/06 1000	5/21/06 855	4		
BOX 502241	5/23/06 2030	5/25/06 1000	5/21/06 855	4		
BOX 036751	5/23/06 2030	5/25/06 1000	5/21/06 855	4		
BOX 030285	5/23/06 2030	5/25/06 1000	5/21/06 855	4		
BOX 502748	5/23/06 2030	5/25/06 1000	5/21/06 855	4		
BOX 036196	5/23/06 2030	5/25/06 1000	5/21/06 855	4		
IR 020253	5/23/06 2030	5/25/06 1010	5/21/06 855	4		

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CAR INIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	L2	ALLOW
CRLE	006292		5/24/06	1700	5/25/06	1123	5/21/06	855	4				
YKR	020161		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
MEC	020064		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
RBOX	041055		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
LVRC	006221		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
CRLE	006253		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
CRLE	006285		5/24/06	1700	5/25/06	1500	5/21/06	855	4				
C	006217		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
MRC	021009		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
BOX	502655		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
BOX	502317		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
LGG	086149		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
BOX	502182		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
RLE	006262		5/26/06	2050	5/27/06	1100	5/21/06	855	6				
RLE	006302		5/29/06	300	5/31/06	1200	5/21/06	855	9				
BOX	502231		5/29/06	300	5/31/06	1200	5/21/06	855	9				
CR	020040		5/29/06	300	5/31/06	1200	5/21/06	855	9				
W	008043		5/29/06	300	5/31/06	1200	5/21/06	855	9				
LE	006259		5/29/06	300	5/31/06	1200	5/21/06	855	9				

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MEC	020142		5/29/06	300	5/31/06	1200	5/21/06	855	9				
RBOX	001045		5/29/06	300	5/31/06	1200	5/21/06	855	9				
GMRC	023097		5/29/06	300	5/31/06	1200	5/21/06	855	9				
GMRC	078382		5/29/06	300	5/31/06	1200	5/21/06	855	9				
RBOX	040402		5/29/06	300	5/31/06	1200	5/21/06	855	9				
GMRC	078287		5/29/06	300	5/31/06	1200	5/21/06	855	9				
TBOX	502595		5/25/06	1100	5/25/06	1105	5/22/06	920	3				
		DIVERTED TO SLR											
							TOTALS:		956	432			571

Pan Am Railways

INVOICE NUMBER	506070025?

SPRINGFIELD TERMINAL RAILWAY
INVOICE

CUSTOMER NUMER	SPORMEFRW51	INVOICE DATE	08/07/2006
PROJECT NUMBER	X4000	PO NUMBER	
TERMS	NET 30 DAYS		

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

CUSTOMER INFORMATION

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR JUNE, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $76,020.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 09/06/2006

TAL AMOUNT DUE		$ 76,020.00
STIONS	PLEASE DIRECT ALL QUESTIONS TO. BILLING DEPARTMENT	(978) 663-1061
	PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT	
ASE SEND IITTANCE TO:	SPRINGFIELD TERMINAL RAILW P.O. BOX 11328 BOSTON, MA 02211-1328	

DEPOSITION EXHIBIT 3

Δπ EXHIBIT 5
Deponent Bostwick
Date 9-1-09 Rptr. LB

BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

July 14 2006
Date

Name
FORE RIVER WEST. CENTER
Customer
217 READ STREET
Address
PORTLAND, MAINE 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of JUNE 2006. Based upon this information your company's demurrage charges for that period total $76,020.00 _____.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By SHELDON MERRILL
20 RIGBY ROAD WEST
Address SOUTH PORTLAND,
MAINE 04106
Tel # (207) 828-6403

EM015R1 Springfield Terminal Railway SHEET NO.
ATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
1	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

AR NIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2	ALLOW										
SXT	503099		6/18/06	245	6/19/06	1200			1		
IRC	024023		6/18/06	245	6/19/06	1200			1		
	407220		6/18/06	245	6/19/06	1200			1		
SOX	502541		6/18/06	245	6/19/06	1200			1		
SOX	504364		6/18/06	245	6/21/06	1200			3		
SOX	502552		6/18/06	245	6/21/06	1200			3		
R	020099		6/18/06	245	6/21/06	1200			3		
R	020256		6/18/06	245	6/21/06	1200			3		
CX	037799		6/26/06	1050	6/27/06	1200			1		
CX	039014		6/26/06	1050	6/27/06	1200			1		
	031914		6/26/06	1050	6/27/06	1200			1		
	031915		6/26/06	1050	6/27/06	1200			1		
	031939										

EC 032013	6/26/06	1050	6/27/06 1200	1
MRC 023046	6/26/06	1050	6/27/06 1200	1
MRC 100076	6/26/06	1050	6/28/06 1200	2
EC 032111	6/26/06	1050	6/28/06 1200	2
BOX 020628	6/28/06	25	6/28/06 1200	

TRON ODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
1	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

STOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
OX 030636	6/28/06	25	6/28/06	1200					
R 020049	6/28/06	25	6/28/06	1200					
502167	6/28/06	25	6/28/06	1200					
RC 024041	6/28/06	25	6/29/06	1200			1		
LE 006249	6/28/06	25	6/29/06	1200			1		
RC 007149	6/28/06	25	6/29/06	1200			1		
OX 031990	6/28/06	25	6/29/06	1200			1		
RC 078424	6/28/06	25	6/29/06	1200			1		
OX 035514	6/28/06	25	6/29/06	1200			1		
RC 076023	6/28/06	25	6/29/06	1200			1		
502299	6/28/06	25	6/29/06	1200			1		
406846	6/28/06	25	6/29/06	1200			1		
406418									

DIVERTED TO DANVJ CN

BOX 502662	5/30/06 5/30/06 2340	6/01/06 1200	5/15/06	815	15
1					
BOX 502723	5/30/06 5/30/06 2340	6/01/06 1200	5/15/06	815	15
1					
BOX 502579	5/30/06 5/30/06 2340	6/01/06 1200	5/15/06	815	15
1					
BOX 502599	5/30/06 5/30/06 2340	6/01/06 1200	5/15/06	815	15
1					
BOX 502739	5/30/06 5/30/06 2340	6/01/06 1200	5/15/06	815	15
1					

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
: 1	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

:R / :IT NUMBER CONTENTS / : ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	EXCESS DB	CR	L1
OX 502658	5/30/06				5/15/06	815			
	5/30/06	2340	6/01/06	1200			15		
1									
RC 078424	5/30/06				5/15/06	815			
	5/30/06	2340	6/01/06	1200			15		
1									
RC 077164	5/31/06				5/15/06	815			
	5/31/06	2355	6/02/06	1200			16		
1									
OX 502515					5/15/06	815			
	6/08/06	1100	6/08/06	845			22		
1 DIVERTED TO ROTTJ CSXT									
OX 502242					5/15/06	815			
	6/08/06	1100	6/08/06	900			22		
1 DIVERTED TO ROTTJ CSXT									
: 031999					5/15/06	815			
	6/08/06	1100	6/08/06	900			22		
1 DIVERTED TO ROTTJ CSXT									
X 502682					5/15/06	815			
	6/08/06	1100	6/08/06	1105			22		
1 DIVERTED TO ROTTJ CSXT									
J31913					5/16/06	810			
	6/01/06	1125	6/01/06	1130			14		
1 DIVERTED TO MCV NS									

SXT	137704			5/16/06	810	
		6/07/06 1100	6/07/06 1105			20
	1					
	DIVERTED TO ROTT CSXT					
	043023	6/08/06		5/16/06	810	
		6/08/06 2330	6/09/06 1400			22
	1					
BOX	502103	6/08/06		5/16/06	810	
		6/08/06 2330	6/09/06 1400			22
	1					
BOX	034702	6/08/06		5/16/06	810	
		6/08/06 2330	6/09/06 1400			22
	1					
BCX	502145	6/08/06		5/16/06	810	
		6/08/06 2330	6/09/06 1400			22
	1					
CU	523352	6/08/06		5/16/06	810	
		6/08/06 2330	6/09/06 1400			22
	1					
EC	020029	6/12/06		5/16/06	810	
		6/13/06 1255	6/13/06 1300			25
	2					
	DIVERTED TO ROTT CSXT					
	031814	6/12/06		5/16/06	810	
		6/13/06 1330	6/14/06 1200			26
	2					

KR	020213	5/31/06 2355	6/07/06 1100	5/22/06 920	15
C	021287	6/01/06 2140	6/03/06 1200	5/22/06 1515	10
MC	025015	6/02/06 1100	6/02/06 1200	5/22/06 1515	10
KR	020119	6/02/06 1100	6/03/06 655	5/22/06 1515	11
GG	086185	6/02/06 1100	6/03/06 655	5/22/06 1515	11
C	031921	6/06/06 1100	6/06/06 1105	5/22/06 1515	14

DIVERTED TO ROTT CSXT

DEMO1SR1 Springfield Terminal Railway SHEET NO.
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
[illegible] 11	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT NUMBER CONTENTS 2 ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
BOX 502504	5/31/06				5/18/06	755			
	5/31/06	2355	6/01/06	1200			13		
LR 002052	5/31/06				5/18/06	755			
	5/31/06	2355	6/01/06	1200			13		
502029	5/31/06				5/18/06	755			
	5/31/06	2355	6/01/06	1200			13		
BOX 502684	5/31/06				5/18/06	755			
	5/31/06	2355	6/02/06	1200			14		
1 003249					5/18/06	755			
	6/05/06	2050	6/06/06	1200			18		
IRC 022010	5/31/06				5/19/06	755			
	5/31/06	2355	6/02/06	1200			13		
IRC 007104	5/31/06				5/19/06	755			
	5/31/06	2355	6/02/06	1200			13		
C 032009	5/31/06				5/19/06	755			
	5/31/06	2355	6/02/06	1200			13		
C 032101	5/31/06				5/19/06	755			
	5/31/06	2355	6/07/06	1100			18		
C 032045	5/31/06				5/19/06	755			
	5/31/06	2355	6/07/06	1100			18		
P 020030	5/31/06				5/19/06	755			
	5/31/06	2355	6/07/06	1100			18		
RC 100025	5/29/06				5/21/06	855			
	6/13/06	1255	6/13/06	1300			8		

14
DIVERTED TO MCV NS

DEMO15R1 Springfield Terminal Railway SHEET NO.
DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F 11	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2	ALLOW										
BCX	033098						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
C	021089						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
CR	020031						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
CR	020290						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
CX	502276						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
CX	504200						5/22/06	1515			
			6/06/06	1100	6/06/06	1105			14		
		DIVERTED TO ROTT CSXT									
RC	023026		6/06/06				5/22/06	1515			
			6/07/06	30	6/07/06	1100			14		
1											
CX	502219		6/06/06				5/22/06	1515			
			6/07/06	30	6/07/06	1100			14		
1											
C	502298		6/06/06				5/22/06	1515			
			6/07/06	30	6/07/06	1100			14		
1											
	407656		6/06/06				5/22/06	1515			

		6/07/06	30	6/10/06	1200		17
EC	020056	6/06/06				5/22/06	1515
	1	6/07/06	30	6/10/06	1200		17
LGG	086123	6/06/06				5/22/06	1515
	1	6/07/06	30	6/10/06	1200		17
BOX	502239	6/09/06				5/22/06	1515
		6/09/06	2105	6/13/06	1200		21
TRC	006242	6/12/06				5/22/06	1515
	1	6/13/06	930	6/15/06	1200		22
TR	020179	6/12/06				5/22/06	1515
	1	6/13/06	930	6/15/06	1200		22
TR	020294	6/12/06				5/22/06	1515
	1	6/13/06	930	6/16/06	1200		23

EM015R1 Springfield Terminal Railway SHEET NO. 6
ATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
- 01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1 ALLOW
018211	6/05/06	2050	6/06/06	1200	5/24/06	820	12		
OX 035628	6/01/06	2140	6/02/06	1200	5/30/06	850	3		
502463	6/01/06	2140	6/03/06	655	5/30/06	850	4		
OX 502654	6/01/06	2140	6/03/06	655	5/30/06	850	4		
OX 502279	6/01/06	2140	6/03/06	655	5/30/06	850	4		
OX 502244	6/01/06	2140	6/03/06	655	5/30/06	850	4		
X 038142	6/04/06	405	6/05/06	1300	5/30/06	850	6		
X 502482	6/04/06	405	6/05/06	1300	5/30/06	850	6		
C 007089	6/04/06	405	6/05/06	1300	5/30/06	850	6		
E 006322	6/04/06	405	6/05/06	1300	5/30/06	850	6		
X 502095	6/04/06	405	6/06/06	1200	5/30/06	850	7		
C 024188	6/05/06	2050	6/06/06	1200	5/30/06	850	7		
X 039741					5/30/06	850			

-IRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

'STOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1 ALLOW
R	002903						5/30/06	850			
			6/05/06	2050	6/07/06	1100			8		
LE	006265		6/06/06				5/30/06	850			
			6/07/06	30	6/10/06	1200			10		
	1										
	020658		6/06/06				5/30/06	850			
			6/07/06	30	6/10/06	1200			10		
	1										
	020121		6/06/06				5/30/06	850			
			6/07/06	30	6/10/06	1200			10		
	1										
X	502225						5/30/06	850			
			6/07/06	2105	6/08/06	1400			9		
X	502455						5/30/06	850			
			6/07/06	2105	6/08/06	1400			9		
X	038234						5/30/06	850			
			6/07/06	2105	6/08/06	1400			9		
	003380		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
C	023037		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
C	023098		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
	07167		6/09/06				5/30/06	850			
			6/09/06	2105	6/10/06	1200			11		
C	077135		6/09/06				5/30/06	850			
			6/09/06	2105	6/12/06	1200					

W	009084	6/09/06				5/30/06	550
		6/09/06	2105	6/13/06	1200		14
BOX	502733	6/09/06				5/30/06	850
		6/09/06	2105	6/13/06	1200		14
	024152	6/09/06				5/30/06	850
		6/12/06	730	6/12/06	735		10
	3						
	DIVERTED TO MCV NS						
BOX	502144	6/09/06				5/31/06	740
		6/09/06	2105	6/13/06	1200		13
EC	031995	6/12/06				5/31/06	740
		6/13/06	930	6/15/06	1200		14
	1						
BOX	502189	6/12/06				5/31/06	745
		6/13/06	930	6/15/06	1200		14
	1						

BOX 502740	6/05/06 2050	6/06/06 1200	5/30/06 850	7
BOX 502303	6/05/06 2050	6/06/06 1200	5/30/06 850	7
079040	6/05/06 2050	6/06/06 1200	5/30/06 850	7
RLE 006276	6/05/06 2050	6/07/06 1100	5/30/06 850	8
M 003291	6/05/06 2050	6/07/06 1100	5/30/06 850	8

MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
ERD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT	NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	2 ALLOW
EC	020136	6/06/06				6/01/06	700				
	1	6/07/06	30	6/10/06	1200			8			
BOX	502382					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
	034871					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
OX	502760					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
RC	100029					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
LE	006206					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
RC	078581					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
OX	039851					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
	031809					6/02/06	745				
		6/07/06	2105	6/08/06	1400			6			
X	502394	6/08/06				6/02/06	745				
		6/08/06	2330	6/09/06	1400			7			
C	025042	6/08/06				6/02/06	745				
		6/08/06	2330	6/09/06	1400			7			
	020208	6/08/06				6/02/06	745				
		6/08/06	2330	6/09/06	1400			7			
X	502544	6/08/06									

		[illegible]	[illegible]		7
GMRC 078019		6/08/06 6/08/06 2330	6/09/06 1400	6/02/06 745	7
[illegible] 020136	1	6/12/06 6/13/06 1330	6/14/06 1200	6/02/06 745	11
KR 020010	1	6/12/06 6/13/06 1330	6/14/06 1200	6/02/06 745	11
KR 020034	1	6/12/06 6/13/06 1330	6/14/06 1200	6/02/06 745	11
KR 020033	1	6/12/06 6/13/06 1330	6/14/06 1200	6/02/06 745	11

DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

CUSTOMER CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
TRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
2	ALLOW										
I	003266		6/15/06	2350	6/17/06	1200	6/05/06	900	12		
IR	020168		6/15/06	2350	6/17/06	1200	6/05/06	1105	12		
SC	034459		6/13/06	2210	6/14/06	1200	6/07/06	805	7		
IR	020028		6/15/06	1030	6/15/06	1200	6/07/06	805	8		
LE	006244		6/15/06	1030	6/15/06	1200	6/07/06	805	8		
RC	076078		6/13/06	2210	6/14/06	1200	6/08/06	745	6		
LE	006203		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
DX	502205		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
DX	502750		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
LE	006309		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
C	007137		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
A	502487		6/15/06	1030	6/16/06	1200	6/08/06	745	8		
X	502664						6/08/06	745			

BOX	502510	6/15/06 2350	6/17/06 1200	6/13/06 740	4
TW	040190	6/20/06 6/20/06 1340	6/21/06 1200	6/20/06 750	1
E	006237	6/20/06 6/20/06 1340	6/21/06 1200	6/20/06 750	1
BOX	043023	6/20/06 6/20/06 1340	6/21/06 1200	6/20/06 750	1
1	003224	6/20/06 6/20/06 1340	6/21/06 1200	6/20/06 750	1

Springfield Terminal Railway — SHEET NO.

DATE: 07/12/06 TIME: 1201 — MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
TRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1 2 ALLOW
S	406376		6/20/06				6/20/06	750			
			6/20/06	1340	6/21/06	1200			1		
M	003309		6/20/06				6/20/06	750			
			6/20/06	1340	6/21/06	1200			1		
F	020182		6/20/06				6/20/06	750			
			6/20/06	1340	6/21/06	1200			1		
BDR	192304		6/20/06				6/20/06	750			
			6/20/06	1340	6/21/06	1200			1		
BOX	041259		6/20/06				6/20/06	750			
			6/20/06	1340	6/22/06	1200			2		
CLE	006219		6/20/06				6/20/06	750			
			6/20/06	1340	6/22/06	1200			2		
LE	006267		6/20/06				6/20/06	750			
			6/20/06	1340	6/22/06	1200			2		
R	003031		6/20/06				6/20/06	750			
			6/20/06	1340	6/22/06	1200			2		
OX	039741		6/20/06				6/20/06	750			
			6/20/06	1340	6/22/06	1200			2		
CX	502592		6/20/06				6/20/06	750			
			6/20/06	1340	6/22/06	1200			2		
CX	502740		6/21/06				6/20/06	750			
			6/21/06	2315	6/22/06	1200			2		
..	151359		6/21/06				6/20/06	750			
			6/21/06	2315	6/23/06	1200			3		
CX	502291		6/21/06				6/20/06	750			

XR	020211	6/21/06		6/20/06	750	
		6/21/06 2315	6/28/06 1200			8
XR	020032	6/21/06		6/21/06	735	
		6/21/06 2315	6/22/06 1200			1
	006284	6/21/06		6/21/06	735	
		6/21/06 2315	6/22/06 1200			1
EC	020141	6/21/06		6/21/06	735	
		6/21/06 2315	6/23/06 1200			2
EC	032081	6/21/06		6/21/06	735	
		6/21/06 2315	6/23/06 1200			2

DATE: 07/12/06 TIME: 1201 Springfield Terminal Railway MISCELLANEOUS BILL SHEET NO.

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
PMDU1	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR NIT NUMBER CONTENTS 2 ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
MRC 007157	6/21/06				6/21/06	735			
	6/21/06	2315	6/23/06	1200			2		
MRC 025026	6/21/06				6/21/06	735			
	6/21/06	2315	6/23/06	1200			2		
` 021068	6/21/06				6/21/06	735			
	6/21/06	2315	6/23/06	1500			2		
EC 031811	6/22/06				6/21/06	735			
1	6/23/06	40	6/23/06	1200			1		
OX 502477	6/22/06				6/21/06	735			
1	6/23/06	40	6/23/06	1200			1		
OX 035361	6/22/06				6/21/06	735			
1	6/23/06	40	6/23/06	1200			1		
405387	6/22/06				6/21/06	1005			
1	6/23/06	40	6/23/06	1200			1		
405392	6/22/06				6/21/06	1005			
1	6/23/06	40	6/23/06	1200			1		
Y 080574	6/22/06				6/21/06	1005			
1	6/23/06	40	6/26/06	843			4		
085187	6/22/06				6/21/06	1005			
1	6/23/06	40	6/26/06	848			4		

		6/29/06 1300	6/30/06 1200			3
	1					
BOX	502422	6/28/06		6/26/06	730	
		6/29/06 1300	6/30/06 1200			3
	1					
	021188	6/28/06		6/26/06	730	
		6/29/06 1300	6/30/06 1200			3
	1					
ER	020078	6/28/06		6/26/06	730	
		6/29/06 1300	6/30/06 1200			3
	1					
OX	502185	6/28/06		6/26/06	730	
		6/29/06 1300	6/30/06 1200			3
	1					
OX	502564	6/29/06		6/29/06	735	
		6/29/06 1300	6/30/06 1200			1

DATE: 07/12/06 TIME: 1201 Springfield Terminal Railway MISCELLANEOUS BILL SHEET NO. 1

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
TRD01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

74

TOTALS: 1673 406

Springfield Terminal Railway

DATE: 07/12/06 TIME: 1201 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
FR01	007775	7/12/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

DESCRIPTION OF CHARGES OR SERVICES		RATE	CHARG
S			
1673 TOTAL DEBITS			
- 406 TOTAL CREDITS			
=1267 DAYS	# CARS 203	60.00	76,02C
00			
		DUE DATE	AMOUNT
UE			
		8/11/06	76,020
00			

E SE DIRECT ANY QUESTIONS TO:
· AGER, CUSTOMER ACCOUNTING
IRON HORSE PARK
NORTH BILLERICA MA 01862
(508) 663-1062

O RECEIVE PROPER CREDIT MAIL
HIS COPY WITH YOUR CHECK TO:
SPRINGFIELD TERMINAL RAILWAY

MITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED
TH SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

	DUE DATE	AMOUNT
E	DUE DATE	AMOUNT
E		
	8/11/06	76,020
0	8/11/06	76,020
0		

INVOICE NUMBER	S060900397

SPRINGFIELD TERMINAL RAILWAY
INVOICE

CUSTOMER NUMER	SPORMEFRW51	INVOICE DATE	09/20/2006
PROJECT NUMBER	X4000	PO NUMBER	
TERMS	NET 15 DAYS		

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

CUSTOMER INFORMATION

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR JULY, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $3,000.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 10/05/2006

TOTAL AMOUNT DUE		$ 3,000.00
QUESTIONS	PLEASE DIRECT ALL QUESTIONS TO: BILLING DEPARTMENT	(978) 663-1061
	PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT	
PLEASE SEND REMITTANCE TO	SPRINGFIELD TERMINAL RAILWAY P.O. BOX 11328 BOSTON, MA 02211-1328	

PENGAD 800-631-6989

DEPOSITION EXHIBIT 4

SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

August 4, 2006
Date

Name
FORE RIVER DOCK CENTER
Customer
217 READ STREET
Address
PORTLAND MAINE 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of July 2006. Based upon this information your company's demurrage charges for that period total $3000.00.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By SHELDON MERRILL
20 RIGBY ROAD WEST
Address SOUTH PORTLAND,
MAINE 04106
Tel # (207) 828-6403

Enclosure

EM015R1 Springfield Terminal Railway SHEET NO.
ATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

ATRON C	E	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
	1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

STOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
RC 010304	6/28/06	25	7/03/06	1200			5		
CX 035745	7/03/06	15	7/03/06	1200					
.. 136939	7/03/06	15	7/03/06	1200					
CX 502795	7/03/06	15	7/03/06	1200					
CX 502020	7/03/06	15	7/05/06	1000			1		
RC 100045	7/03/06	15	7/05/06	1000			1		
R 523232	7/03/06	15	7/05/06	1000			1		
032148	7/03/06	15	7/05/06	1000			1		
X 502268	7/03/06	15	7/05/06	1000			1		
X 502151	7/03/06	15	7/06/06	1200			2		
06220	7/03/06	15	7/06/06	1200			2		
C 077262	7/03/06	15	7/06/06	1200			2		

BOX 038063	7/03/06 15	7/06/06 1200	2
BOX 502357	7/03/06 2120	7/06/06 1200	2
EMRC 200038	7/03/06 2120	7/06/06 1200	2
EMRC 024099	7/10/06 1030	7/10/06 1200	
BOX 502370	7/10/06 1030	7/10/06 1200	

EM015R1 . . Springfield Terminal Railway SHEET NO.
ATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

ISTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
CX 502436	7/11/06	2340	7/12/06	1200			1		
RC 010316	7/11/06	2340	7/12/06	1200			1		
502159	7/11/06	2340	7/12/06	1200			1		
407120	7/11/06	2340	7/12/06	1200			1		
RC 077165	7/20/06 7/21/06	1610	7/24/06	1200			3		
RC 024176	7/20/06 7/21/06	1610	7/24/06	1200			3		
000238	7/25/06	40	7/27/06	1200			2		
C 006228	7/25/06	40	7/27/06	1200			2		
031988	7/25/06	40	7/27/06	1200			2		
020034	7/25/06	40	7/31/06	1300			6		
003324	7/28/06	2340	7/31/06	1300			3		
X 502462	7/28/06	2340	7/31/06	1300			3		

GMRC	100067	7/28/06	2340	7/31/06	1300		3
SOU	527611	7/28/06	2340	7/31/06	1300		3
RBOX	039371	7/28/06	2340	7/31/06	1300		3
FBOX	502332	6/28/06				6/26/06 730	
		6/29/06	1300	7/03/06	1200		6
	1						
BOX	035170	7/05/06				7/05/06 835	
		7/06/06	5	7/07/06	1200		1
	1						

EM015R1 Springfield Terminal Railway SHEET NO.
ATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
T 1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

AR NIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	CR	EXCESS L1
2 ALLOW									
IRC 024085	7/05/06				7/05/06	835			
	7/06/06	5	7/07/06	1200			1		
1									
XT 138588	7/05/06				7/05/06	835			
	7/06/06	5	7/07/06	1200			1		
1									
OX 034058	7/05/06				7/05/06	835			
	7/06/06	5	7/07/06	1200			1		
1									
OX 020236	7/05/06				7/05/06	835			
	7/06/06	5	7/07/06	1200			1		
1									
OX 036048	7/05/06				7/05/06	835			
	7/06/06	5	7/07/06	1200			1		
1									
002072	7/05/06				7/05/06	835			
	7/06/06	5	7/07/06	1200			1		
1									
020007	7/12/06				7/12/06	735			
	7/14/06	5	7/14/06	1200					
2									
020019	7/12/06				7/12/06	735			
	7/14/06	5	7/14/06	1200					
2									
029229	7/12/06				7/12/06	735			
	7/14/06	5	7/14/06	1200					
2									

EC	032117	7/19/06 2000	7/20/06 1313	7/17/06	730	3
MRC	025000	7/19/06 2000	7/20/06 1313	7/17/06	730	3
EC	031903	7/19/06 2000	7/20/06 1313	7/17/06	730	3
EC	031968	7/19/06 2000	7/20/06 1313	7/17/06	730	3
EC	032015	7/19/06 2000	7/21/06 1234	7/17/06	730	4
EC	032107	7/19/06 7/19/06 2000	7/21/06 1234	7/17/06	730	4
BOX	033674	7/19/06 7/19/06 2000	7/21/06 1234	7/17/06	730	4
BOX	034376	7/19/06 7/19/06 2000	7/21/06 1234	7/17/06	730	4

EM015R1 Springfield Terminal Railway SHEET NO.
ATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F 1	00785	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS ALLOW	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1
OX 034133	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
OX 042914	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
033348	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
N 005415	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
OX 040574	7/19/06				7/17/06	730			
	7/19/06	2000	7/21/06	1234			4		
RC 024132					7/17/06	730			
	7/19/06	2000	7/25/06	1200			8		
E 006307					7/17/06	730			
	7/19/06	2000	7/25/06	1200			8		
E 006234	7/18/06				7/17/06	730			
	7/21/06	1610	7/24/06	1200			4		
3									
X 032185	7/18/06				7/17/06	730			
	7/21/06	1610	7/24/06	1200			4		
3									
C 024034	7/18/06				7/17/06	730			
	7/21/06	1610	7/24/06	1200			4		
3									
E 006228					7/17/06	730			
	7/24/06	405	7/25/06	1200			8		
------	-								

		7/24/06	405	7/25/06	1200			2
	6							
-MRC	024024	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
BOX	041203	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
BOX	041013	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
MRC	021070	7/18/06				7/17/06	730	
		7/24/06	405	7/25/06	1200			2
	6							
MRC	077159					7/17/06	745	
		7/18/06	105	7/19/06	1500			2
BOX	041269					7/17/06	745	
		7/18/06	105	7/19/06	1500			2

EM015R1 Springfield Terminal Railway SHEET NO.
ATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
T 1	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

ER NT	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	CR	EXCESS L1
2	ALLOW										
IRC	024048		7/18/06	105	7/19/06	1500	7/17/06	745	2		
IC	031963		7/18/06	105	7/19/06	1500	7/17/06	745	2		
	764908		7/18/06	105	7/19/06	1500	7/17/06	745	2		
NT	507749		7/18/06	105	7/19/06	1500	7/17/06	745	2		
NL	560825		7/18/06	105	7/19/06	1500	7/17/06	745	2		
RC	078643		7/18/06	105	7/19/06	1500	7/17/06	745	2		
C	020018		7/18/06	105	7/19/06	1500	7/17/06	745	2		
R	020170		7/19/06	2020	7/20/06	1313	7/17/06	745	3		
CT	150126		7/21/06 7/24/06	405	7/25/06	1200	7/18/06	705	4		
	3										
RC	078700		7/20/06 7/21/06	1610	7/24/06	1200	7/20/06	705	3		
	1										
	003250		7/20/06 7/21/06	1610	7/24/06	1200	7/20/06	705	3		
	1										

		7/26/06	1015	7/27/06	1200		1
	1						
FBOX	502244	7/25/06				7/25/06 730	
		7/26/06	1015	7/27/06	1200		1
	1						
FBOX	502266	7/25/06				7/25/06 730	
		7/26/06	1015	7/28/06	1200		2
	1						
FBOX	504238	7/25/06				7/25/06 730	
		7/26/06	1015	7/28/06	1200		2
	1						
BOX	033764	7/25/06				7/25/06 730	
		7/26/06	1015	7/28/06	1300		2
	1						
BOX	037241	7/25/06				7/25/06 730	
		7/26/06	1015	7/28/06	1300		2
	1						
OU	528194	7/25/06				7/25/06 730	
		7/26/06	1015	7/28/06	1300		2
	1						

DEM015R1 · Springfield Terminal Railway SHEET NO.
DATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
P 11	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

CAR UNIT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	CR	EXCESS L1
BDR 192300	7/26/06				7/25/06	730			
	7/28/06	30	7/28/06	1200			1		
2 ALLOW									
BOX 001515	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
BOX 042869	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
BOX 502679	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
BRC 077041	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
BRC 077201	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
C 031942	7/26/06				7/25/06	730			
	7/28/06	30	7/31/06	1300			4		
2									
					TOTALS:		254	204	
85									

EMO15R1 Springfield Terminal Railway
ATE: 08/02/06 TIME: 1254 MISCELLANEOUS BILL

PATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
01	007851	8/02/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

ESCRIPTION OF CHARGES OR SERVICES		RATE	CHARG
S			
254 TOTAL DEBITS			
- 204 TOTAL CREDITS			
= 50 DAYS	# CARS 102	60.00	3,000
00			
		DUE DATE	AMOUNT
E			
		9/01/06	3,000

E DIRECT ANY QUESTIONS TO:
ANAGER, CUSTOMER ACCOUNTING
RON HORSE PARK
ORTH BILLERICA MA 01862
508) 663-1062

RECEIVE PROPER CREDIT MAIL
IS COPY WITH YOUR CHECK TO:
PRINGFIELD TERMINAL RAILWAY

MITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED
TH SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

	DUE DATE	AMOUNT
E	DUE DATE	AMOUNT
E		
	9/01/06	3,000
D	9/01/06	3,000
D		

INVOICE NUMBER	S061000448

SPRINGFIELD TERMINAL RAILWAY
INVOICE

CUSTOMER NUMER	SPORMEFRW51	INVOICE DATE	10/05/2006
PROJECT NUMBER	X4000	PO NUMBER	
TERMS	NET 15 DAYS		

FORE RIVER WAREHOUSE

217 READ STREET

PORTLAND ME 04103

CUSTOMER INFORMATION

DESCRIPTION

DEMURRAGE CHARGE (UNLOADING) FOR AUGUST, 2006
-
SEE ATTACHED
-
-
-
AMOUNT DUE: $4,500.00
PLEASE PAY BY DATE DUE >>>>>>>>>>>>>>> 10/20/2006

AL AMOUNT DUE		$ 4,500.00
ONS	PLEASE DIRECT ALL QUESTIONS TO: BILLING DEPARTMENT	(978) 663-1061
	PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT.	
SE SEND TTANCE TO:	SPRINGFIELD TERMINAL RAILWAY P.O. BOX 11328	

GAD 800-631-6989

DEPOSITION EXHIBIT 5

BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

IRON HORSE PARK
NO. BILLERICA, MASS. 01862

SEPTEMBER 15, 2006
Date

Name
FORE RIVER DIST. CENTER
Customer
217 READ STREET
Address
PORTLAND, MAINE 04103

Dear _____:

Enclosed please find a copy of demurrage calculation sheets for the month of AUGUST, 2006. Based upon this information your company's demurrage charges for that period total $4500.00.

Please review this information and contact the undersigned immediately, if you believe that any discrepancy exists. If we have not heard from you within ten (10) days from the date hereof, we will assume that you are in agreement with the enclosed calculations, and an actual bill for same will be issued.

Your anticipated cooperation will be greatly appreciated.

SPRINGFIELD TERMINAL RAILWAY COMPANY

By SHELDON MERRILL
20 RIGBY ROAD WEST
Address
SOUTH PORTLAND,
MAINE 04106
Tel # (207) 828-6403

EM015R1 Springfield Terminal Railway SHEET NO.
ATE: 09/07/06 TIME: 1258 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

CUSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1 ALLOW
DX 502596	7/31/06	2345	8/01/06	1300			1		
LX 502103	7/31/06	2345	8/01/06	1300			1		
. 502225	7/31/06	2345	8/01/06	1300			1		
020058	7/31/06	2345	8/01/06	1300			1		
X 502273	7/31/06	2345	8/01/06	1300			1		
C 100024	7/31/06	2345	8/01/06	1300			1		
C 130398	7/31/06	2345	8/01/06	1300			1		
531978	7/31/06	2345	8/01/06	1300			1		
502100	7/31/06	2345	8/01/06	1300			1		
031318	7/31/06	2345	8/02/06	1200			2		
31828	7/31/06	2345	8/02/06	1200			2		
030455	7/31/06	2345	8/02/06	1200			2		

MRC 025045	8/03/06	110	8/03/06 1300
MRC 024029	8/03/06	110	8/03/06 1300
SXT 158711	8/03/06	110	8/03/06 1300
SXT 141624	8/03/06	110	8/03/06 1300
RLE 006227	8/03/06	110	8/03/06 1300

EM015R1 Springfield Terminal Railway SHEET NO.
TE: 09/07/06 TIME: 1259 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
F 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

STOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R		*-----OR----*		*-----NO----*		*-----CP----*				
		-----PL----		*-----RL----*		*-----BR----*				EXCESS
T	NUMBER CONTENTS	DATE	TIME	DATE	TIME	DATE	TIME	DB	CR	L1 ALLOW
X	502594	8/03/06	110	8/03/06	1300					
X	502696	8/03/06	110	8/03/06	1300					
	J85093	8/03/06	110	8/03/06	1300					
	020066	8/03/06	110	8/03/06	1300					
C	024071	8/03/06	110	8/03/06	1300					
	003259	8/03/06	110	8/03/06	1300					
	406488	8/04/06	1000	8/04/06	1500					
	404475	8/04/06	1000	8/04/06	1500					
	504392	8/25/06	2200	8/26/06	1100			1		
	532437	7/28/06				7/28/06	810			
	3	7/31/06	2345	8/01/06	1300			1		
	.4111	8/03/06				8/03/06	735			
	1	8/04/06	1000	8/04/06	1500					
	151257	8/03/06				8/03/06	735			

	1					
RLE	006265	8/03/06			8/03/06	735
		8/04/06	1000	8/04/06 1500		
	1					
BOX	030147	8/03/06			8/03/06	735
		8/04/06	1000	8/04/06 1500		
	1					
BOX	035727	8/03/06			8/03/06	735
		8/04/06	1000	8/04/06 1500		
	1					
BOX	502794	8/03/06			8/03/06	735
		8/04/06	1000	8/04/06 1500		
	1					
R	020046	8/03/06			8/03/06	735
		8/08/06	40	8/08/06 1200		
	5					
RC	024125	8/04/06			8/04/06	750
		8/08/06	40	8/08/06 1200		
	4					

:M015R1 Springfield Terminal Railway SHEET NO.
:TE: 09/07/06 TIME: 1250 MISCELLANEOUS BILL

:TRON :ODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLCADING	LOCATION	
	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

STOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

T	NUMBER	CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1	ALLOW
C	100109		8/04/06				8/04/06	750				
			8/08/06	40	8/08/06	1200						4
T	139456		8/04/06				8/04/06	750				
			8/08/06	40	8/08/06	1200						4
:	504366		8/04/06				8/04/06	750				
			8/08/06	40	8/09/06	1200			1			4
:	502579		8/04/06				8/04/06	750				
			8/08/06	40	8/09/06	1200			1			4
	502658		8/04/06				8/04/06	750				
			8/08/06	40	8/09/06	1200			1			4
	021089		8/04/06				8/04/06	750				
			8/08/06	40	8/09/06	1200			1			4
	100084		8/04/06				8/04/06	750				
			8/08/06	40	8/09/06	1200			1			4
	006252		8/04/06				8/04/06	750				
			8/08/06	40	8/09/06	1200			1			4
	031771		8/04/06				8/04/06	750				
			8/08/06	40	8/09/06	1200			1			4

	4	8/08/06	40	8/10/06	1200			2
-MRC	007141	8/04/06				8/04/06	750	
	4	8/08/06	40	8/10/06	1200			2
KCR	009059	8/04/06				8/04/06	750	
	4	8/08/06	40	8/10/06	1200			2
DU	528003					8/08/06	745	
	DIVERTED TO M	8/11/06	700	8/11/06	705			3
LE	006312					8/08/06	745	
	DIVERTED TO M	8/11/06	700	8/11/06	705			3
DX	502119					8/08/06	745	
	DIVERTED TO M	8/11/06	700	8/11/06	705			3
R	020036					8/08/06	745	
	DIVERTED TO M	8/11/06	700	8/11/06	705			3
DX	502153					8/08/06	745	
	DIVERTED TO M	8/11/06	700	8/11/06	705			3

EM015R1 Springfield Terminal Railway SHEET NO.
ATE: 09/07/06 TIME: 1259 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
P I	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE	TIME	*-----NO----* *-----RL----* DATE	TIME	*-----CP----* *-----BR----* DATE	TIME	DB	EXCESS CR	L1 ALLOW
LE 006247					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
LF 006304					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
X 502593					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
E 006212					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
E 006214					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
: 502736					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
006276					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
032020					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									
020129					8/08/06	745			
	8/11/06	700	8/11/06	705			3		
DIVERTED TO M									

DIVERTED TO M	8/11/06	700	8/11/06	705		3
LR 000113						
DIVERTED TO M	8/11/06	700	8/11/06	705	8/08/06 745	3
RLE 006311						
DIVERTED TO M	8/11/06	700	8/11/06	705	8/08/06 745	3
GLK 026058						
DIVERTED TO M	8/16/06	1000	8/16/06	1005	8/08/06 745	8
OX 040033						
DIVERTED TO M	8/16/06	1000	8/16/06	1005	8/08/06 745	8

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
RDUT	038013	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

OMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS ALLOW	*-----OR----* *-----PL----* DATE TIME	*-----NO----* *-----RL----* DATE TIME	*-----CP----* *-----BR----* DATE TIME	EXCESS DB CR L1
RC 024165			8/08/06 745	
	8/16/06 1000	8/16/06 1005		8
DIVERTED TO M				
S 749221			8/08/06 745	
	8/16/06 1000	8/16/06 1005		8
DIVERTED TO M				
D 033519			8/08/06 745	
	8/16/06 1000	8/16/06 1005		8
DIVERTED TO M				
X 038421			8/08/06 745	
	8/16/06 1000	8/16/06 1005		8
DIVERTED TO M				
X 033735			8/08/06 745	
	8/16/06 1000	8/16/06 1005		8
DIVERTED TO M				
X 041013			8/08/06 745	
	8/18/06 1355	8/18/06 1400		10
DIVERTED TO M				
020049			8/08/06 745	
	8/18/06 1355	8/18/06 1400		10
DIVERTED TO M				
E 006310			8/08/06 745	
	8/18/06 1355	8/18/06 1400		10
DIVERTED TO M				
033012			8/08/06 745	
	8/18/06 1355	8/18/06 1400		10
DIVERTED TO M				
530564			8/08/06 745	
	8/18/06 1355	8/18/06 1400		10
DIVERTED TO M				

DIVERTED TO M	8/18/06 1355	8/18/06 1400		10
MRC 024177				
DIVERTED TO M	8/18/06 1355	8/18/06 1400	8/08/06 745	10
SXT 507140				
DIVERTED TO M	8/18/06 1355	8/18/06 1400	8/08/06 745	10
ELK 026240				
DIVERTED TO M	8/18/06 1355	8/18/06 1400	8/08/06 745	10
OX 030555				
DIVERTED TO M	8/18/06 1355	8/18/06 1400	8/08/06 745	10

EM015RJ Springfield Terminal Railway SHEET NO.
ATE: 09/07/06 TIME: 1259 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
7 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

USTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

R IT NUMBER CONTENTS	*-----OR----* *-----PL----* DATE TIME	*-----NO----* *-----RL----* DATE TIME	*-----CP----* *-----BR----* DATE TIME	DB	EXCESS CR	L1 ALLOW
DX 037547	8/18/06 1355	8/18/06 1400	8/08/06 745	10		
DIVERTED TO M						
DX 020658	8/16/06 1000	8/16/06 1005	8/14/06 835	2		
DIVERTED TO M						
RC 024074	8/16/06 1000	8/16/06 1005	8/14/06 835	2		
DIVERTED TO M						
LX 038247	8/16/06 1000	8/16/06 1005	8/14/06 835	2		
DIVERTED TO M						
C 025003	8/18/06 1355	8/18/06 1400	8/14/06 835	4		
DIVERTED TO M						
X 034286	8/18/06 1355	8/18/06 1400	8/18/06 740			
DIVERTED TO M						
C 006231	8/18/06 1355	8/18/06 1400	8/18/06 740			
DIVERTED TO M						
C 100017	8/24/06 8/25/06 2200	8/26/06 1100	8/24/06 800	1		
1						
			TOTALS:	263	188	
72						

EM015R1 Springfield Terminal Railway
ATE: 09/07/06 TIME: 1258 MISCELLANEOUS BILL

ATRON CODE	BILL NUMBER	BILL DATE	TYPE OF CHARGE FOR UNLOADING	LOCATION	
R 1	008010	9/07/06	AVERAGE AGREEMENT	PORTLAND	ME

JSTOMER NAME AND ADDRESS:

FORE RIVER DIST CENTER
217 READ ST

PORTLAND ME
04103

SCRIPTION OF CHARGES OR SERVICES	RATE	CHARG
263 TOTAL DEBITS		
188 TOTAL CREDITS		
75 DAYS # CARS 94	60.00	4,500

DUE DATE	AMOUNT
10/07/06	4,500

E DIRECT ANY QUESTIONS TO:
.NAGER, CUSTOMER ACCOUNTING
ON HORSE PARK
RTH BILLERICA MA 01862
08) 663-1062

RECEIVE PROPER CREDIT MAIL
S COPY WITH YOUR CHECK TO:
RINGFIELD TERMINAL RAILWAY

ITTANCES OF LESS THAN BILLED AMOUNT SHOULD BE SUPPORTED
H SPECIFIC ADVICE FOR THE DISCREPANT PAYMENT.

DUE DATE	AMOUNT
DUE DATE	AMOUNT
10/07/06	4,500
10/07/06	4,500

May 2006 Switching Review-Fore River Warehouse

Number of Switches:	21
Number of Full Switches Ordered:	10
Average Number of Carloads Available:	71

Monthly Inbound Volumes to Fore River Warehouse

	Bucksport	Rileys	Totals
January	8	8	16
February	32	7	39
March	52	75	127
April	100	123	223
May	133	121	254
Totals:	325	334	659

At 21 switches, if all switches were full, then Fore River would have had the capacity to unload 378 boxcars. A total of 241 boxcars were unloaded in May 2006.



Fore River Warehouse						
Cars available on May 1, 2006:						
Date	Ordered	Set	Available			Switched
1-May	18	18	44	1560		1
2-May	7	6	42	2100		1
3-May	18	0	38	0		
4-May	18	18	67	2940		1
5-May	18	11	50	1920		1
6-May			48		Ordered?	
7-May			48		Ordered?	
8-May	18	18	39	1260		1
9-May	12	7	31	1140		1
10-May	18	18	88	4200		1
11-May	18	18	70	3120		1
12-May	18	0	76	0		
13-May			76		Ordered?	
14-May			76		Ordered?	
15-May	7	2	76	4140		1
16-May	18	18	89	4260		1
17-May			71		Ordered?	
18-May	18	18	71	3180		1
19-May	11	9	53	2520		1
20-May	7	6	58	3060		1
21-May			94		Ordered?	
22-May	5	5	94	5340		1
23-May	8	8	101	5580		1
24-May	7	7	94	5220		1
25-May	11	11	83	4320		1
26-May	7	7	79	4320		1
27-May	11	11	83	4320		1
28-May			85		Ordered?	
29-May			95		Holiday	
30-May	7	7	95	5280		1
31-May	11	11	86			1
	291	234	71	$ 69,780		21



EXHIBIT

tabbies

C

UNITED STATES D

DISTRICT OF

THE SPRINGFIELD TERMINAL RAILWAY COMPANY,

Plaintiff

V.

Docket No. 2:09-CV-00166-GZS

FORE RIVER WAREHOUSING AND STORAGE CO , INC.,

Defendant

DEPOSITION of MICHAEL CELLA, taken pursuant to notice dated September 3, 2009, at the law offices of Smith Elliott Smith & Garmey at 7 Custom House Street, Portland, Maine, on September 17, 2009, commencing at 11:30 a.m., before Claudette G. Mason, RMR, CRR, a Notary Public in and for the State of Maine.

APPEARANCES.

For the Plaintiff. DANIEL L. ROSENTHAL, ESQ.
ADRIANNE E. FOUTS, ESQ.

For the Defendant: KEITH R. JACQUES, ESQ.

THE REPORTING GROUP
Mason & Lockhart

INDEX

Deponent: MICHAEL CELLA

Examination by:	Page
Mr. Jacques	3
Mr. Rosenthal	57

EXHIBITS

Number	Description	Page
7	Declaration of Michael Cella	53
8	5/3/06 E-mail, Cella to Nelson	54

(Exhibits 1-8 in Richard McCallum Deposition)

MICHAEL CELLA, having been duly sworn by the Notary Public, was examined and deposed as follows:

EXAMINATION

BY MR. JACQUES:

Q. Mr. Cella, could you please state your full name for the record?

A. Michael Cella.

Q. Okay. And I understand that you're the president of Fore River Warehousing?

A. Yes.

Q. Are you also a shareholder of Fore River?

A. No.

Q. Okay. How long have you served as president of Fore River?

A. Eight years.

Q. And prior to becoming president of Fore River, were you associated with Fore River in any way?

A. Yes.

Q. What was your position?

A. General manager.

Q. And is general manager the position that Mr. McCallum holds now?

A. No.

Q. Okay. Is there a general manager --

A. No.

Q. -- at Fore River?

They couldn't replace you when you left?

A. We are doing more with less.

Q. All right. So you have been the president. My understanding from Mr. McCallum's deposition -- and let's step back a little bit.

MR. JACQUES: And, Dan, let me know if you're comfortable with this.

BY MR. JACQUES:

Q. What I don't want to do is just go over all of the information that I asked Mr. McCallum. And I understand that you sat through his deposition --

A. Yes.

Q. -- through his complete deposition. Is there any aspects of his -- any areas of his deposition that you disagree with his testimony?

A. No.

Q. Okay.

A. No.

Q. And my reason for asking that is simply I don't need to go through the office management structure and who the employees are and everything else with you unless you felt that

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there was something he said that was inaccurate.
A. **Correct.**
Q. Okay. Can you tell me what your role is as president of Fore River.
A. **I oversee the employees at Fore River, and I'm also in charge of the sales and marketing.**
Q. And as president of the company, who do you report to?
A. **Board of directors.**
Q. And how large is the board of directors?
A. **Six board members.**
Q. And are those board members the shareholders of the company?
A. **Yes.**
Q. And are any of the board of directors involved in the day-to-day operations of Fore River?
A. **No.**
Q. I don't think I asked you this. How -- you mentioned that you have been president for eight years and then prior to that had been the general manager.
A. **Yes.**
Q. How long had you been the general manager?
A. **I was general manager for three years.**
Q. Can you just take me through the positions you

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held at Fore River.
A. **For seven years I was the sales and marketing guy and then general manager and then president of the company.**
Q. So you have been with the company for 18 years?
A. **Yes. Almost 18.**
Q. Okay.
A. **17 years actually.**
Q. And prior to beginning your employment at Fore River, where did you work?
A. **Federal Express.**
Q. What did you do at Federal Express?
A. **I was airport manager.**
Q. How long were you with Federal Express?
A. **10 years.**
Q. Why did you leave Federal Express?
A. **Salary.**
Q. Okay. That's a good reason.
A disagreement over salary or --
A. **No. It was the purchase of Flying Tiger.**
Q. Can you explain that for me.
A. **Fed-Ex purchased Flying Tiger for $880 million and decided to cut the management MBO's, which would be their bonuses.**
Q. Okay.

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A. **So it was time to move on.**
Q. Okay. And I'm assuming that Mr. McCallum, as office manager, reports to you?
A. **He does.**
Q. Okay. Does everybody within the company report to you ultimately?
A. **Ultimately, yes.**
Q. Okay. With respect to the employees that work in the warehouse, my understanding is that -- I believe it's Tim McCurry is the supervisor of at least the warehouse that dealt with the paper product?
A. **Yes.**
Q. So I'm assuming that what happens is the other four -- the other three employees or four employees report to Mr. McCurry; and ultimately, Mr. McCurry reports to you?
A. **I don't micromanage. It would probably go to Dick and then me. The only time I really get involved, I mean, if there were some issues like this --**
Q. Okay.
A. **-- going on.**
Q. And let's talk about issues like this. I mean, my understanding is in 2006 there were issues

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with Springfield Terminal wanting to assess demurrage charges, and then also some issues with respect to timing of delivery of rail cars to your facility?
A. **Yes.**
Q. Prior to 2006, had you ever been involved in any issues with Springfield Terminal at --
A. **Yes.**
Q. -- the Fore River facility?
A. **Yes.**
Q. And was that a frequent occurrence or a few isolated incidences?
A. **A few isolated incidents.**
Q. Okay. And can you describe those for me.
A. **It was -- I think it was 2003. I was not the president at the time. There was another general manager. She retired, so I sort of took over the issue. But it was -- they were coming after us for some demurrage.**
Q. Similar type issues as to what --
A. **Similar, yes.**
Q. Okay. And any other occasion when you have had to get involved in the Springfield Terminal issues?
A. **Yeah, a couple of times. They did some damage to**

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our buildings on two occasions.
Q. By backing in rail cars to it?
A. By -- while we were still working rail cars by coming in to pull rail cars out and having a plate in a rail car damage our building.
Q. Okay. And that happened on a couple of --
A. That happened on a couple of occasions.
Q. Those were ultimately resolved?
A. They were not.
Q. They're still outgoing issues?
A. Yes, they would be.
Q. When did that -- when did those two instances happen?
A. I would have to look at the dates. I have -- I'm -- I could guess within the last seven years or so.
Q. While you were president of the company?
A. No -- well, yes. General manager at the time, I think.
Q. Okay. You have been president for eight years?
A. Eight years. Yeah, I guess so.
Q. So it was --
A. Yeah. I would say yes.
Q. While you were president?
A. Yes.

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Q. And I'm not going to belabor the issue with respect to damage to the buildings, but with respect to those couple of instances, who would you deal with at the railway?
A. I was dealing with the president of the company at the time, Tom Steiniger. And I forget the general manager that was at Springfield Terminal at the time. He's passed away.
Q. And that sort of ended one of these we agree to disagree, and people dropped it; or is it just still ongoing?
A. It's -- yes. Exactly. It was ongoing back and forth agree to disagree.
Q. Okay. With respect to the 2003 demurrage charge issue, can you tell me briefly how that developed.
A. The 2003 demurrage?
Q. Right.
A. I'm -- you know, going back and looking at it, I'm sure I think it was bunching is -- and weather related, you know, bunching of rail cars. They have junctions and tracks all over the state. They don't pull a number of rail cars. They wait for it accumulate. Then they bring them down into Rigby Yard.

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Q. And you mentioned -- you mentioned weather related.
A. That's --
Q. Is that weather related at your facility or on the railroad's --
A. That's what they say. They had weather issues that -- at their ramp.
Q. Okay. And weather issues being snow?
A. Could be snow. Could be rain.
Q. Okay. Does -- does weather affect your operations?
A. At times.
Q. Okay. How -- how does it affect?
A. Well, I mean, we have to clear rail sidings. I mean, we do it on a daily basis. I mean, it might affect us for an hour or two.
Q. You don't shut down --
A. No.
Q. -- because of weather related?
A. No.
Q. And does Fore River operate Monday through Saturday with set hours, or how does that work?
A. Monday through Friday with set hours.
Q. And what are the hours of operation?
A. 7:30 to 4:00.

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Q. And you're completely shut down on Sunday -- Saturdays and Sundays?
A. Yeah.
Q. Are there times where, because of volume, that you will open on Saturdays or Sundays; or are Monday through Friday the hours?
A. If requested?
Q. Yes.
A. On Saturdays, yes.
Q. In 2006, were you open on Saturdays?
A. No.
Q. Did you ever open on Saturdays in 2006?
A. Yes.
Q. Why did you open on Saturdays?
A. At the request of the railroad and International Paper at the time to help with the volume, yes, we worked Saturdays.
Q. Okay. And do you recall how many Saturdays you worked in 2006?
A. I do not. I can tell you it was until the volume was depleted.
Q. Okay. And I am assuming, based upon the demurrage invoices that I have looked at, that the volume was depleted sometime in August of 2006?

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A. Yes.
Q. And then business went back to normal?
A. Yes.
Q. Okay. And in -- and I understand that the volume issue developed sometime in April of 2006 and was present throughout the summer?
A. Yes.
Q. And so if you had opened up on Saturday, that would have been sometime during April through August of 2006?
A. I don't think we started Saturdays -- as you asked it, we had a meeting with International Paper and Pan Am -- I don't recall if that meeting was in May or June. After that meeting is when we started working Saturdays.
Q. Okay.
A. At their request.
Q. And -- and at their request being International Paper's request?
A. International Paper and Pan Am's request.
Q. Okay. Since we're there, can we -- let's talk a little bit about what happened at that meeting in -- I believe it was in June of 2006.
A. Uh-huh.
Q. Can you tell me who was present at that meeting?

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A. From Fore River, it was myself and Dick McCallum. I think Kevin Mitchell was there also. He's our Auburn operations manager.
Q. Okay.
A. Kathy Dalrymple from Verso-Jay, David Lindemann from Verso-Bucksport, Mike Bostwick and a number of entourage from Pan Am. I'm going to guess seven or eight of their employees.
Q. I think Mr. McCallum indicated that was at the Holiday Inn at Exit 8?
A. I think it was, yeah, Verrillo's.
Q. Were there any notes kept of that meeting?
A. I'm sure International Paper has those notes.
Q. And why are you sure that they have those notes?
A. That's -- they keep track of every transaction that happens.
Q. Okay. Do you have copies of any notes from that meeting?
A. Not that I recall. No.
Q. Okay. How long did the meeting last?
A. I'm going to say maybe two hours.
Q. Okay. I don't need a two-hour summary of what was discussed at the meeting, but can you give me a breakdown of what went on at the meeting?
A. Yes. I think we were trying to dispute the fact

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that where all these rail cars were coming from. There's no sense in the volume of rail cars that we got from either mill. They can't produce that amount of paper and ship us that amount of rail cars in such a short period of time.

There was a rail car shortage at the time for outbound rail shipments. And I think -- we were discussing that fact that you were shipping us in storage in transit rail cars, which the paper company does. It's cheaper than utilizing us for storage. It's a -- roughly, I think, a $30 a day charge per rail car. They had products SIT. They brought the product in to us to release cars. And we were reloading all those cars that were brought in to us with paper.

So that was the dispute. Why are you coming after us for something that we didn't create? That, I think, we -- that Pan Am sat down and talked to these two paper companies and said, the only way for you to get outbound rail cars and get your product to your customers is to release those cars that have SIT product in them. That was our dispute.

Q. Okay. And during that meeting, did you or anyone from Fore River discuss or ask IP Verso to slow

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the delivery of rail cars?
A. At that point, there was -- it was already done. There was -- the volumes were already released.
Q. Okay. Did the -- did the -- after the June 2006 meeting, did the volume of rail cars to your facility slow down?
A. I think -- I don't know the date that Mike Bostwick placed an embargo on the amount of rail cars that were coming in.
Q. Okay.
A. I would have to look at that.
Q. Do you know if the embargo -- I'm assuming the embargo occurred after this meeting?
A. Yes.
Q. And until the embargo was placed, did the volume of rail -- prior to the embargo being placed, had the volume of rail cars to your facility reduced?
A. Not that I recall.
Q. And why did Mike Bostwick of Springfield Terminal place an embargo, as far as you understand?
A. As far as I understand, because he saw that the volume -- the amount of rail cars that he had at Rigby -- he did the math and figured out we could not off-load the amount of rail cars that had come in to us and -- in a timely manner.

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Q. Is it -- is it -- my understanding is that the embargo was a way for Springfield Terminal to tell, in this case Verso, that it is just not going to ship as many cars as it's been shipping so far. Is that accurate?
A. **I think the embargo says that the amount of rail cars that are there, Fore River will take what they have and will not be able to take any more until they are -- release the embargo.**
Q. Okay. And so basically what it does is give you an ability to off-load the cars and get the cars out --
A. **Exactly.**
Q. -- prior to any more product coming in?
A. **And I think what happened is they said the rest of those rail cars are going to stay in SIT until they release -- until they off-load those rail cars. Then we'll release more cars as needed.**
Q. Okay. What was International Paper Verso -- and, again, I still think of Verso as International Paper.
A. **Right.**
Q. So I'm using them interchangeably.
What was International Paper's reaction to Springfield Terminal's placing an embargo, if you

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know?
A. **I don't know.**
Q. At any time when Fore River -- during the time that Fore River was experiencing traffic issues, did you ask International Paper Verso to slow down the release of cars?
A. **We didn't know that -- the amount of cars that were coming in to us?**
Q. And why is that?
A. **As Dick told you, we don't -- we don't get notification from them to find out what's coming in to us. We -- we come in on a Monday morning and get a sheet from -- from Springfield Terminal that's -- that says we have 45 rail cars or 75 rail cars that have just come in over the weekend for you. Here they are.**
Again, my whole point is here, these were SIT cars. We're stuck in the middle here. We're trying to work the amount of rail cars, and they know what we can handle.
Q. They being Springfield Terminal?
A. **They being Springfield Terminal and International Paper, both.**
Q. Have you ever had discussions with International Paper or Verso regarding their responsibility for

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demurrage charges -- for these demurrage charges?
A. **For these, yes.**
Q. Okay. And when did you -- who did you speak with at International Paper Verso?
A. **I spoke with a guy in Memphis. And, God, it was so long ago I don't recall his name. I think his last name is Scott.**
Q. And it's so long ago being around 2006 when these demurrage charges --
A. **Yes.**
Q. -- were being assessed?
A. **Yes.**
Q. And how often -- how many times did you speak with Scott regarding these demurrage charges?
A. **I'm going to guess four or five times.**
Q. And were your discussions with IP -- were all of those oral discussions?
A. **Oral and some e-mail.**
Q. Do you still have copies of the e-mails?
A. **I think I do.**
Q. And in -- can you summarize for me what the nature of those discussions were with respect to the demurrage charges?
A. **Yeah. I was going after him for -- I actually started talking with someone at -- in the Jay**

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mill, Kathy Dalrymple. She told me to talk to this guy in corporate out in Memphis. And I said that Springfield Terminal is coming after us for demurrage on an issue that was created by International Paper. And it's -- it's your issue, not Fore River's.
And I sent him all the documentation. And he looked through all the documentation. And he said, gee, you know, we pay about $10,000 on what I have looked at and -- as a matter of fact, Dan had talked to a previous attorney about this to try to settle that. And nothing came about it.
Q. Do you know how they arrived at the $10,000?
A. **I think he went through all the bills -- I don't know what their system is. But I guarantee he went through all the bills and said this is -- we do this every day. We pay demurrage, meaning International Paper pays demurrage. And he's got some system to come up with that number.**
Q. My understanding of the International Paper facility is that it manufactures paper products, and that there's a certain element of their products that are stored on site at the Jay and Bucksport facility. Is that your understanding?
A. **Yes. Yeah.**

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Q. And that -- do you know what capacity they have for storage?
A. **I have no idea.**
Q. And that when -- I take it the next step is that when International Paper wants to move product out of its facility, it loads them onto Springfield Terminal trucks and then tells -- Springfield Terminal rail cars and tells them where to deliver the product?
A. **I guess they probably decide where they're going, yes.**
Q. And International Paper makes that decision?
A. **Yes.**
Q. In other words, your -- your -- who do you see as your customer in this particular transaction?
A. **I would say it's International Paper.**
Q. And you have a -- my understanding is a written agreement with International Paper?
A. **We do.**
Q. Do they -- do they -- is there a certain percentage of their product that needs to get shipped to your facility; or can they elect whatever --
A. **No.**
Q. -- storage facility they want?

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A. **It can only go to wherever they want it to go to.**
Q. Has there ever been a time where you have asked International Paper not to ship you any product because of capacity problems?
A. **Yes.**
Q. When was that?
A. **It was after Mike Bostwick placed the embargo.**
Q. And why did you ask International Paper not to -- not to ship any product to you?
A. **Just for the sheer volumes that were coming in to us.**
Q. You couldn't handle the volume coming in?
A. **The volume that was created from April, May and June after Mike Bostwick placed the embargo on there.**
Q. Okay. And the -- the embargo, my understanding, is designed to prevent further rail cars being delivered to you?
A. **Yes.**
Q. The embargo doesn't affect the amount of cars being switched out, does it?
A. **No. No.**
Q. And when you asked International Paper to slow down the delivery to you, did you say because of

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the embargo you were asking for it to be slowed down or --
A. **Yeah. Because of the embargo, yes. Yeah.**
Q. And what was International Paper's response?
A. **There was nothing they could do about it. They were told by Mike Bostwick also that there was an embargo being placed. Get through the amount of rail cars that you can in.**
They were more concerned about their outbound rail cars than inbound rail cars. Again, this was all about a shortage of rail cars.
Q. Because -- shortage of rail cars because the rail cars were at your facility?
A. **Shortage of outbound rail cars. There was no empty rail cars at the time to load for outbound for their customers.**
Q. Out -- their --
A. **Outbound products.**
Q. Their customers being IP customers?
A. **Yes.**
Q. So just so I understand, what's happening is that there's a buildup of rail cars at Fore River --
A. **Right.**
Q. -- that you're backed up being unable to unload, correct?

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A. **Yes.**
Q. And because you're not able to unload them, then you can't reload them for shipment to customers?
A. **Exactly. For their customers, exactly.**
Q. Other than requesting that International Paper slow down shipments after the embargo had been placed, other than that time, were there any other instances that Fore River has ever asked International Paper to change the manner in which it's delivering products to your facility?
A. **No.**
Q. Does your contract with International Paper allow your facility to reject loads from International Paper?
A. **I don't think it says anything about that in there.**
Q. It's silent on that issue?
A. **Yeah.**
Q. I'm assuming from a business practice, Fore River -- it's not a good business model for Fore River to tell its customers not to deliver products to its facility?
A. **We try not to.**
Q. Because if you reject the product, you don't make money?

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A. **Well, unlike the railroad, as soon as we off-load the rail cars, that's when our revenue stream starts. Mike Bostwick recalled in his deposition, he stated that we have 50,000 extra square feet of free storage space. That makes no sense to us at all. Why would we do that?**
We want the rail cars in and off-loaded so we start making money. We're not making any money when it's in a boxcar.
Q. Right. So it's -- it's in your interest to unload these cars --
A. **Exactly.**
Q. -- as quickly as you can?
A. **Exactly.**
Q. During the May through August period, did Fore River explore bringing any temporary workers on to help --
A. **No.**
Q. -- the unloading process?
A. **No. As Dick McCallum said, this is a specialty job. You can't just get someone on a piece of equipment that's not trained and expect them to handle customer paper. Not happening.**
Q. Okay. They weren't any -- there weren't any workers out there or there was too many --

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A. **There were --**
(Discussion off the record.)
BY MR. JACQUES:
Q. We're both sort of talking over each other; and that's going to get her unhappy, particularly as we get near lunch. So let's --
A. **Sorry.**
Q. My question is simple. I understand this is a specialized job. And did Fore River explore whether there were any of these specially-trained workers available to come in and assist you with the unloading process?
A. **No.**
Q. And why not?
A. **We were utilizing all our guys from Auburn to come down and help out.**
And another issue is lack of equipment.
Q. Okay.
A. **So all our equipment was being utilized.**
Q. My understanding is back in -- in May of 2006, Fore River -- Springfield Terminal was performing switches three times a week?
A. **Yes, they were.**
Q. Okay. And that at some point, those switches, based upon the documentation I have seen,

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increased to six times a week?
A. **Yes, they did.**
Q. Okay. Do you recall when in 2006 switches increased from three times a week to six times a week?
A. **I think after we had our meeting with International Paper.**
Q. That was in June of 2006?
A. **Yeah.**
Q. And prior to going from three to six times a week, was there a period of time when Springfield Terminal was moving up to four or five switches a week?
A. **Prior to that, I would have to look at the records; but it's sporadic.**
Q. Okay.
A. **It was sporadic. It could be two a week. It could be one a week.**
Q. Do you recall specific instances in which Springfield Terminal only showed up one time during a week to perform switches?
A. **I would have to go back and look at records. We keep very good records of that.**
Q. And would those records be the 2000 -- I think what Mr. McCallum referred to as the 2006 rail

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logs?
A. **Yes.**
Q. And is that -- that's the record you would look to to see when switches --
A. **Yes.**
Q. -- were performed?
A. **Yes.**
Q. And that's also the document you would look at to determine whether the invoices that were given to you by Springfield Terminal were accurate or not?
A. **I think that's completely separate. I don't think that's part of the rail log.**
Q. Okay. And what would you look to to verify the -- the Springfield Terminal's representations regarding the rail cars that were subject to demurrage?
A. **We go back -- I think it's their -- their rail log that they ship into -- that they fax to Fore River.**
Q. My understanding is that there came a time when Springfield Terminal offered to perform switches seven days a week.
A. **Yes.**
Q. Do you recall when that was?
A. **I think it was after our meeting.**

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Q. The June --
A. **Yes.**
Q. -- 2006 meeting?
A. **Yeah.**
Q. And Fore River declined that offer --
A. **Yes.**
Q. -- correct?
Can you tell me why you declined the offer?
A. **For safety issues. To have our guys work seven days a week, 12 hours a day with very little rest, it was more of a safety issue than anything else.**
Q. Did your workers refuse to work seven days a week?
A. **Yes.**
Q. All of them?
A. **Yes.**
Q. My understanding is you have five -- in 2006, you had five workers working in the Portland warehouse facility and then four in the Auburn -- in the Auburn facility, correct?
A. **Yes.**
Q. Was there a period from May to August of 2006 in which all nine workers were working out of the Portland facility?

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A. **Due to the amount of equipment we had, I would have to look back to see how many guys were working there. Could have been eight. Could have been nine.**
Q. At what point -- at what point do you sort of max out on employees?
A. **Be about eight.**
Q. And is it practical to pull all of the workers out of the Auburn warehouse down to Portland?
A. **If needed, yes.**
Q. Is the Auburn facility less busy than -- in 2006 than --
A. **At the time I would have to look at the records.**
MR. ROSENTHAL: Let me just butt in here. You have got to let him finish his question.
THE DEPONENT: Okay.
BY MR. JACQUES:
Q. I'll try to ask them quicker for you. I know a lot of them you can anticipate what I'm saying, but it's going to make Claudette's job a whole lot easier --
A. **Okay.**
Q. I take it you -- in other words, you couldn't just close down the Auburn facility in order to

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deal with the issues that were going on at Fore River's Portland facility?
A. **No.**
Q. Because rail cars continued to arrive at that facility also?
A. **Possibly. Truck or rail.**
Q. Okay.
A. **And we could have one or two employees up there. At the time, we had an office employee that would handle the paperwork. So we could have had one person up there, and four guys from Auburn could have been down in Portland.**
Q. Okay. Did all of IP Verso's paper product -- was that all shipped to the Portland facility; or was that also shipped to Auburn?
A. **Portland.**
Q. 100 percent?
A. **Yes.**
Q. I'm handing you a document that we marked as Exhibit 1 and ask you to identify that document.
A. **It says Springfield Terminal Railway Freight Tariff ST.**
Q. Have you ever seen that document before?
A. **Until today, no.**
Q. Have you ever seen any freight tariffs prior to

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that by Springfield Terminal?
A. **They sent me a freight tariff via e-mail, I'm going to say a few months ago.**
Q. Prior to that, you had never seen --
A. **No.**
Q. -- any freight tariffs from --
A. **No.**
Q. -- Springfield Terminal?
Had you ever seen any freight tariffs from any other companies?
A. **No.**
Q. Why is it that a couple of months ago you would have received a freight tariff from Springfield Terminal?
A. **I have no idea.**
Q. So --
A. **You would have to ask Springfield Terminal why they e-mailed me that.**
Q. And at any point did you ever request from Springfield Terminal a copy of the freight tariff?
A. **Yes.**
Q. When was that?
A. **I think it was probably back in 2003 or '4 when they were disputing their demurrage.**

Q. The first time?
A. **Yes.**
Q. And did they send you one then?
A. **No.**
Q. Who did you request the freight tariff from back in 2003?
A. **I think it was -- he's no longer with the company. Mike Bostwick -- you would to go back on the notes and check. He was -- he was the car management guy that Mike was talking about.**
Q. And you never received a copy?
A. **No.**
Q. Have you -- since receiving the freight tariff, have you read the freight tariff?
A. **Have I read it, yes.**
Q. And I understand in this particular case, that -- let's step back a bit; and I'll get to this in a few minutes.

During Mr. McCallum's deposition, with respect to the demurrage charges he testified that he -- when he received the May demurrage invoice, he reviewed it to determine whether it was accurate. And, you know, from his perspective he disputes that Fore River is responsible for any demurrage charges; but he

doesn't dispute that Springfield Terminal accurately reflected the status of rail cars at your facility. Do you recall that testimony?
A. **I don't recall him saying that we were responsible for demurrage, no.**
Q. No, no. I -- I'm not saying he's responsible. But he indicated that when he got the May 2006 invoice, he reviewed the invoice to determine whether Fore River was -- Springfield Terminal had inaccurately stated which cars --
A. **I think that's what he said, yes.**
Q. And I'm not trying to suggest that he's --
A. **Right.**
Q. -- that he said anything other.

But he's indicated that he had done that process with respect to the May 2006 invoice, but had not done it in connection with the June, July and August invoices. My question is I understand that Fore River's position is that it's not responsible for demurrage in this case. But is it also -- but is it fair for me to assume that Fore River does not dispute the calculations that were made by Springfield Terminal with respect to May, June, July and August demurrage charges?
A. **That's not -- we never looked -- we have never**

looked at disputing the calculations.
Q. In other words, you have never taken a look at the invoices and matched --
A. **After this -- after the first invoice?**
Q. Right.
A. **The other invoices that came, we knew what was going to happen anyway. It was just a -- it was just the cars compiling.**
Q. But I -- and I guess my question is is has anyone at your company analyzed whether Springfield Terminal is inaccurate --
A. **Not that I know of on those. No.**
Q. That no one has reviewed them?
A. **Not that we -- we looked at them. We talked to someone at the railroad to dispute the fact that we weren't going to pay those.**
Q. Right. Because you --
A. **We did dispute them, but we did not do what Dick McCallum has done to the May invoice.**
Q. Okay. So with respect to the May invoice, the charges were confirmed, but the dispute is that they're subject to demurrage?
A. **I -- as Dick says -- I would go with what Dick said, yes.**
Q. Okay.

A. **Yes.**
Q. And you just don't know if anyone -- you're not aware of anyone making that same --
A. **No.**
Q. -- mathematic calculation with respect to the other demurrage --
A. **No.**
Q. -- charges?
A. **Not of yet, no.**
Q. Do you -- and I'm assuming since you haven't done that analysis, that you don't have any reason to dispute that the calculations made by Springfield Terminal are inaccurate in any way?
A. **I don't know if they are or not.**
Q. I'm going to hand you exhibits that have been marked 2, 3, 4 and 5 and ask if you recognize those documents.
A. **Yes. Sure.**
Q. And those are the invoices that you received --
A. **Yes.**
Q. -- from Springfield Terminal?
A. **Yes.**
Q. And those -- would those have been delivered to you?
A. **Delivered, yes.**

Q. And what, if anything, did you do when you received those invoices?
A. **I would call up Sheldon and dispute them.**
Q. And Sheldon is -- do you know Sheldon's last name?
A. **It says Merrill right here, yes.**
Q. And is that based upon what you're looking at on the invoice or based upon your recollection?
A. **No. I know his name is Sheldon. Looking at it, I just looked at his last name.**
Q. Each month when you received the invoices, did you call Sheldon --
A. **Yes.**
Q. -- and dispute them?
A. **Yes.**
Q. And can you tell me what you told Sheldon when you would call and dispute the invoices?
A. **I would tell Sheldon that we're not responsible for these invoices due to the fact that this issue was not created -- this is not a Fore River issue. This issue is between International Paper and the railroad.**
Q. Any other reason why you would dispute the invoices?
A. **No.**

Q. When you received these invoices, would you call International Paper and Verso to discuss them?
A. **No.**
Q. Up until the time that you sent them to an individual by the name of Scott in Memphis, had you forwarded these demurrage invoices to your customer IP Verso?
A. **They were present, I think, for one of the meetings. At least maybe the April or May one was. Is there a May one here?**
I think Mike Bostwick had them at the meeting. They knew about the charges.
Q. And you may have already told me this, and I apologize if you did. Do you recall when you spoke to the individual in Memphis regarding the demurrage charges?
A. **I don't. To the exact date, no.**
Let me go back to your previous question on I did alert David Lindemann of these charges at Bucksport before the meeting. And I think my e-mails will show you that.
Q. With respect to your conversations with the Memphis corporate office, do you recall whether that conversation occurred prior to litigation being commenced with respect to these demurrage

charges?
A. **No.**
Q. It did not?
A. **No.**
Q. So you called Memphis once litigation started?
A. **Yes.**
Q. I'm going to hand you a document that's been marked as Deposition Exhibit 6. I think you were present at Mr. Bostwick's deposition where he said he had prepared -- where he prepared that document, correct?
A. **Yes. I was there.**
Q. Okay. Had you seen that document prior to the litigation --
A. **No.**
Q. -- in this case?
At any point did you attempt to determine whether Mr. Bostwick had accurately characterized the number of switches that had been performed in May of 2006?
A. **No. From seeing it in his deposition, no.**
Q. Do you have any reason to believe that Mr. Bostwick inaccurately characterized the number of switches that had been done in May of 2006?

A. **I would have to look at our records.**
Q. But as you sit here, unless you're comparing the --
(Discussion off the record.)
BY MR. JACQUES:
Q. As you sit here, you don't have any reason to believe that these are inaccurate?
A. **I would have to compare it to our records.**
Q. Mr. McCallum testified that in -- starting in August 2006, the issue about cars backing up and whether demurrage charges would or wouldn't apply ended. Is that your understanding?
A. **Ended?**
Q. Yes. The car backup had been taken care of?
A. **I think it finished in August, yes. The end of August.**
Q. And he also testified that since 2006, the volume of rail cars has remained about the same with your company?
A. **We have fluctuations of volume. It all depends on -- I would have to look at past records. But the volumes aren't the same as they were in 2006, all at once in those four months. We haven't had a period like that. We have had a couple of months where we have a number of rail cars that**

have come in to us like that, but nothing to that extent.

Q. And why is it that the -- the volume or -- I think you have called them bunching in the past, why is it that's not happened since 2006?

A. **Well, I think -- this is after the fact; but I think that this all happened because of the sale from International Paper to Verso.**

Q. And why do you think that happened because of the sale of International Paper to Verso?

A. **I think they were trying to get the -- a number of rail cars in with paper and then ship out paper and get it off the books before the sale.**

Q. So it was a -- the volume issue ultimately, after the fact, what your conclusion is that it was caused by International Paper?

A. **That's what I -- that's what I think.**

Q. Has anybody from International Paper told you that?

A. **No.**

Q. Has anybody from Verso told you that?

A. **No. They will not.**

Q. Other than through the imposition of an embargo, are you aware of any other way that Springfield Terminal can control the amount of rail traffic

that it gets from International Paper to Verso?

A. **I think it can control it by putting rail cars on certain tracks that they have and not pulling out schedules. That would probably be the only way for them to control that.**

Q. Putting it on certain tracks would be putting it into storage in transit mode?

A. **Either that or they have -- every paper mill has a side track that they could put rail cars on or -- I know that they have a track up in Northern Junction or a track down here or a track in Springfield Terminal in Rigby for storage. Other than that, I wouldn't know.**

Q. If it's your position that the demurrage issue are issue was caused by International Paper, in effect, unloading a bunch of paper out of its facility, then why haven't you pursued International Paper to pay the full amount of these demurrage charges?

A. **We went after International Paper with all the documentation. And they calculated that those demurrage charges were not accurate. And then that's where they came up with the $10,000 number. You would have to ask them how they get to that. I don't know.**

Q. Okay. That was my next question. You don't now how they arrived at the $10,000?

A. **I don't know.**

So we did try to settle this dispute.

Q. Is it fair for me to assume that with respect to the demurrage charges, your position is that you're not responsible; International Paper Verso is responsible?

A. **I -- it's an issue between Springfield Terminal and International Paper.**

Q. And is that because it's your position that Fore River was not the consignee in this particular instance?

A. **You could say that we weren't the consignee, yes. But we were -- I'm looking at this as both Springfield Terminal and International Paper knew what we could handle for volumes. And I'll keep going back to the issue where if you go back to International Paper keeps very good records of meetings that they have on a weekly or a daily basis with the railroad. And if you go back and pull those records that they had probably for April, May, June and July, there was a shortage of rail cars. And I'm sure Mike Bostwick was telling them the only way to get rail cars is to**

off-load a number of cars you have that are SIT, storage in transit.

I sound like I'm repeating myself, but that's the issue here.

Q. Well, another way to get rail cars would be for Fore River to unload them so that they would be available for switching out --

A. **Correct.**

Q. -- correct?

A. **For reloading and switching out, yes.**

Q. So removing the SIT cars off the track isn't the only way to get empty rail cars to IP?

A. **That's not -- that wasn't the case here. When I say shortage of rail cars, there were no empty rail cars available for outbound shipments.**

(There was an interruption.)

A. **So when I say a shortage of rail cars, there were no rail cars available.**

Q. And where I'm confused is if Fore River is receiving rail cars and unloading certain rail cars, wouldn't that add to the amount of available empty rail cars?

A. **Yes. That's -- that's what they were doing. They were bringing in those rail cars so we could off-load it to get reloaded. So that created a**

situation where they had an empty rail car.

Q. And is it your position that -- that the only source of empty rail cars was either from Fore River or by getting SIT cars emptied?

A. **They were -- it was the SIT cars that were coming into Fore River.**

Q. And how do you know that the cars coming into Fore River were SIT cars as opposed to cars that --

A. **We --**

Q. -- had been loaded at IP?

A. **We don't know this. We haven't received any of that information. Don't -- knowing the volumes that they can produce at both mills, there's no way they can produce the amount of rail cars that they produced in a four-month period and ship them to all one person, one customer, Fore River. That's not how they operate.**

Q. Well, if they were unloading paper product that had been previously stored in their warehouses, that would be another way for them to create that much traffic wouldn't it?

A. **They don't have very much warehouse space, as you stated. I don't know what they have for volumes, but it's very little storage space. That's why**

they put paper in SIT cars or warehouses.

Q. In 2006, did there come a time in which you were concerned that your warehouse space was going to exceed capacity?

A. **No.**

Q. What percentage of your warehouse was filled at its peak period in 2006?

A. **I'm going to say maybe 70 percent, if that.**

Q. Have you had any discussions with IP regarding your, I guess analysis that these cars were SIT cars that were being delivered to your facility as opposed to cars that were being delivered directly from IP?

A. **At the meeting, yes.**

Q. Did IP acknowledge or dispute that these were SIT cars that were being delivered?

A. **They would not acknowledge that they were SIT cars. And I think Mike Bostwick interjected to say that they had an agreement, and they could not expose whether they were SIT cars or not.**

Q. But IP has never told you that -- that a percentage of these cars being delivered were SIT cars?

A. **No.**

Q. And Springfield Terminal has never acknowledged

that a percentage of these cars were SIT cars?

A. **No.**

Q. And you, to date, haven't seen any documentation that would support that a percentage of these cars were SIT cars?

A. **No. We have asked for it, but we have not received any.**

Q. Okay. At any time during your association with Fore River, has Fore River ever asked a customer not to deliver a product to its facility because of capacity issues?

A. **No.**

Q. And by capacity, I mean not only warehouse space, but also ability to unload.

A. **No. Other than the embargo, no.**

Q. The -- with respect to the embargo, Springfield Terminal imposed that embargo, correct?

A. **Springfield Terminal along with Fore River. We had to impose. We had to let them know there was an embargo also. So it's two-sided.**

Q. So Fore River agreed to the embargo?

A. **Yes.**

Q. Is it -- is it Fore River's position that because of the backlog of cars that occurred in the spring and summer of 2006, that Fore River was

financially damaged in any way?

A. **I would say yes.**

Q. And how is that?

A. **The number of rail cars that came in to us, not -- not getting them on switches, that started in April. This all started in April. Lack of switches in April into May -- it all started with April -- if they had switched us in a timely manner in April, this -- this whole backlog would not have been created. So we lost revenue dollars.**

Q. And how do you lose revenue dollars because of backlog that occurs?

A. **We lose revenue dollars when there is no switching.**

Q. Because you can't move loaded cars out of the facility?

A. **No. No. No. Because Springfield Terminal is not bringing the cars out to us.**

Q. So, in other words, you have empty cars sitting at your facility waiting to be moved so that you can access full cars?

A. **No. There were full cars that are sitting in Rigby that we have received notification of to come out to us, and they're not bringing them out**

to us.
Q. So what happens -- what does Fore River do during that time?
A. **There is nothing we can do during that time. We're paying employees to sit and wait.**
Q. You have an 18 -- 18 sidecar capacity at your facility?
A. **Yes.**
Q. And so -- just so I get this figured out, what you're saying is that there were times when you had 18 empty cars sitting at your warehouse waiting to be moved out so that full cars could then be replaced?
A. **No empty cars. There were no empty cars sitting in my warehouse. There were cars that are full coming in to us waiting to be off-loaded.**
Q. Okay. But then you have your warehouse that has no cars available or that has empty cars sitting there?
A. **We don't -- we don't control any of the rail cars. We don't control any of the movement. That's a railroad issue, not a Fore River issue. It's between International Paper and the railroad to get the rail cars for reloading. So there's no rail cars at my facility just sitting there**

waiting to get loaded.
Q. It's an empty facility?
A. **It's an empty facility.**
Q. How often do you recall your warehouse being in effect shut down because there were no rail cars for you to either load or unload?
A. **In April, I'm going to guess -- I think 15 days off the top of my head.**
Q. What about in May?
A. **In May, I think there might have been five.**
Q. June?
A. **I think June, I think, we got switched -- starting in June, I think we got switched six days a week.**
Q. So that there were no issues in June?
A. **I would have to look at my records. I mean, there could have been some missed switches.**
Q. If you're -- if you're only making money when -- you're only unloading cars when switches occur, then prior to May of 2006 why is the norm that you only switch out three days -- switched out only three days a week?
A. **That was a railroad, not a Fore River. That was a railroad operating issue.**
Q. And the individuals that worked -- let's talk

before there became a backup. So let's talk January, February of 2006. The switches at that time, my understanding, were happening about three times a week?
A. **Yes.**
Q. And you have got a crew of three people working the warehouse --
A. **Right.**
Q. -- for the railway?
What does that crew do back in January when you're only switching three days a week?
A. **That's -- unfortunately, we -- we don't know when they're going to switch us. So they were supposed to switch us five days a week, not three. So we don't know when they're coming out.**
Again, that was a -- that was their operational issue, not ours. Our guys are -- they could have been relabeling product. They could be doing inventories. They could be sweeping floors.
Q. And is there a document between Fore River and Springfield Terminal that says that they're going to switch you five days a week?
A. **No. That's something that they talk about with International Paper.**

Q. And if International Paper is not providing the rail cars to support the switch five days a week, there would be no reason for them to switch you five days a week?
A. **That's an operational issue for Springfield Terminal.**
Q. And was Mr. McCallum correct when he said that back in 2006, about 98 percent of your rail car business was from IP Verso?
A. **I would say so. Yes.**
Q. Do you -- what is your understanding regarding who the consignee was of the International Paper shipments in 2006?
A. **As far as I know, it was International Paper.**
Q. And why would International Paper be the consignee if they were shipping their product from their facility to your facility?
A. **They own the product. Fore River does not own the product.**
Q. So is it your position that who the consignee is is dependent upon who owns the product?
A. **I would say so.**
Q. Not where the product is located?
A. **I would say it's who owns the product. We have no ownership in the product at all. We don't**

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negotiate rail rates with International Paper. That's all done with Springfield Terminal.

Q. What your -- but your negotiations with International Paper is the amount you're going to charge International Paper?

A. **Just storage and handling, that's it. As far as rail issues are concerned, it's between International Paper and the railroad.**

Q. So International Paper pays Springfield Terminal to transport the materials?

A. **Exactly.**

Q. And then International Paper pays Fore River to handle the product and store it at its facility?

A. **Yes.**

(Deposition Exhibit No. 7 was marked.)

BY MR. JACQUES:

Q. And during the time period that the product is at your facility, Fore River controls the product, right?

A. **We -- when it's in our warehouse, yes.**

Q. It's in a secure --

A. **Yes.**

Q. -- a secure facility?

And if International Paper wants the product to be shipped somewhere, it has to tell you where

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to ship it?

A. **Yes.**

Q. I'm handing you a document we have marked as Deposition Exhibit 7 and ask you if you recognize that document?

A. **Yes.**

Q. And I'll represent to you that that's an -- a declaration that was filed in the federal court in the Springfield Terminal versus Fore River litigation. Because it was filed electronically, your signature is typed on the bottom. But you reviewed this declaration prior to it being filed?

A. **Yes.**

Q. And in the last page, you're declaring under the penalty of perjury that the foregoing is true and correct?

A. **Yes.**

MR. JACQUES: Let me just have a second. We can go off the record for a few minutes.

(Deposition Exhibit No. 8 was marked.)

BY MR. JACQUES:

Q. I'm handing you a document that's been marked as Exhibit 7.

MR. ROSENTHAL: I think you mean 8.

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MR. JACQUES: 8.

BY MR. JACQUES:

Q. I'm handing you a document that we marked as Exhibit 8. And that -- I'm specifically calling your attention to the top e-mail. And just -- just that e-mail, I'll represent to you, indicates that -- and it's an e-mail from you, correct?

A. **It's from Bruce -- this looks like that was a response from Bruce. But down below -- oh, yes. Okay.**

Q. At the top --

A. **Yes.**

Q. -- from you to Bruce.

A. **Yes. Bruce Nelson, exactly. That's the name I forgot.**

Q. And that indicates that in April of 2006 it's your position that Pan Am had missed six switches during that month.

A. **Okay.**

Q. Is that correct?

A. **Yes.**

Q. And that's based upon -- represents that it's based upon review -- research that you have done into the backlog?

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A. **Yes.**

Q. And does that -- I think you testified a few minutes ago that they missed about 15 switches in April?

A. **I said I didn't -- I would have to look at it.**

Q. I'm just refreshing your recollection.

A. **Yes. Off --**

Q. I'm not suggesting --

A. **Yes. Off the top of my head, yes.**

Q. Other than the June 2006 meeting in which IP, Fore River and Springfield Terminal met to discuss the rail car situation at Fore River, were there any other meetings between the parties to discuss this issue?

A. **Not that I recall in person. I think we had some conference calls.**

Q. And the conference calls that you had, were they before or after the June 2006 meeting?

A. **I think they were after.**

Q. What were the -- what was the purpose of those conference calls?

A. **It was -- it was Mike Bostwick trying to settle this dispute.**

Q. And how was he trying to settle the dispute?

A. **He was trying to tell Fore River we were**

responsible for demurrage charges. And we were telling them that we're not responsible for demurrage charges, and that this is an International Paper issue.

Q. Did International Paper ever indicate to Fore River that International Paper felt that Fore River was responsible for demurrage charges?

A. **No.**

Q. I don't have any other questions.

Thank you.

MR. ROSENTHAL: I actually do have a couple.

EXAMINATION

BY MR. ROSENTHAL:

Q. Just to follow up, Mr. Cella, when -- you talked earlier about an unavailability of outbound rail cars --

A. **Yes.**

Q. -- is that right?

A. **Yes.**

Q. And I think what you were describing was a situation that you felt may have led to taking storage in transit cars, transitioning them to inbound to Fore River so that they could be unloaded; and now you have got an empty car for

outbound, correct?

A. **Yes.**

Q. Is that what you meant to describe?

A. **Yes.**

Q. Did you intend to suggest that a shortage of outbound cars had anything to do with any inability by Fore River to unload full cars?

A. **No.**

Q. Okay. Was Fore River, in fact, having any inability to unload full cars sent to it by the railroad?

A. **No.**

Q. Mr. Jacques showed you the demurrage bills. Do you recall that?

A. **Yes.**

Q. And you were asked some questions about aside from disputing the concept of being liable for demurrage at all, whether Fore River was disputing the calculations on the bills. Correct?

A. **Yes.**

Q. Have you sat down and -- let me back up.

You were present for Mr. Bostwick's deposition?

A. **Yes.**

Q. You heard his testimony about allowances?

A. **Yes.**

Q. Do you know, as you sit here today, whether to the extent that Springfield Terminal asserts that it did not charge Fore River for times when there was a missed switch, whether, in fact, that's accurate?

A. **I -- I don't know.**

Q. Okay.

MR. ROSENTHAL: That's all I have.

MR. JACQUES: I have no other questions. Thank you.

(The deposition was concluded at 12:37 p.m.)

- - - - - -

_____

MICHAEL CELLA

Subscribed and sworn to before me

This __ day of _____, 2009.

_____

Notary Public

Case Name: Springfield Terminal v. Fore River Warehousing
Deposition Date: September 17, 2009

CERTIFICATE

I, Claudette G. Mason, a Notary Public in and for the State of Maine, hereby certify that the within-named deponent was sworn to testify the truth, the whole truth and nothing but the truth, in the aforementioned cause of action.

I further certify that this deposition was stenographically reported by me and later reduced to print through Computer-Aided Transcription, and the foregoing is a full and true record of the testimony given by the deponent.

I further certify that I am a disinterested person in the event or outcome of the above-named cause of action.

IN WITNESS WHEREOF I subscribe my hand this __ day of _____, 2009.

Dated at Falmouth, Maine.

_____

Notary Public

My Commission Expires
June 9, 2012.

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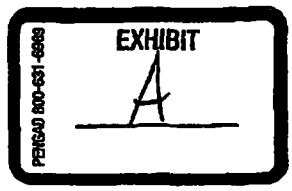
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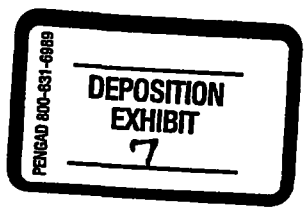
UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MAINE

THE SPRINGFIELD TERMINAL RAILWAY COMPANY,	*	
Plaintiff,	*	CIVIL ACTION DOCKET NO. 07-52-GZS
v.	*	
FORE RIVER WAREHOUSING AND STORAGE CO., INC.,	*	
Defendant.	*	

DECLARATION OF MICHAEL CELLA

Pursuant to 28 U.S.C. § 1746, I, Michael Cella, hereby declare as follows:

1. I am the President of Defendant Fore River Warehousing and Storage Co., Inc. ("Fore River").
2. Fore River owns and operates a warehousing facility in Portland, Maine. Fore River's customers ship their property to Fore River for paid storage by various modes of transportation, including rail. As relevant to this case, the customers consist of paper mills that use Plaintiff's rail service to ship large quantities of roll paper to and from Fore River in rail cars.
3. Arrangements for shipments to and from Fore River are made by and between the customers and Plaintiff, and Fore River is not involved in deciding the quantities shipped or the timing of shipments.
4. Likewise, Fore River has no involvement or awareness of the terms by which the shipments will occur -- *e.g.*, the rates, charges or fees that Plaintiff charges Fore River's customers or the types of rail cars to be used.





5. Fore River has no ownership interest in the goods that it stores for customers, and has no authority or rights as to the goods other than storing them and preparing them for shipment pursuant to the customers' instructions. Fore River cannot sell or otherwise dispose of the goods without instructions from the customers.

6. Fore River's relationship with Plaintiff is as follows:

    a. Fore River unloads full rail cars shipped to it and places the contents inside the warehouse for storage; and

    b. At the customer's instructions, Fore River loads the goods into empty rail cars to be shipped elsewhere.

    c. To the extent that goods are shipped to and from Fore River's facility by rail, Fore River is in regular contact with Plaintiff.

7. Fore River is not itself a party to any transportation contract with Plaintiff concerning the rail cars at issue in this case. Fore River does not receive bills of lading or any other contractual documents, and until this litigation was commenced had never seen any of the tariffs that Plaintiff claims apply here despite having asked for copies at least once.

8. Fore River never agreed with Plaintiff, in writing or otherwise, to any arrangement under which Fore River would be liable for demurrage charges -- or, for that matter, any other charges relating to the rail service that Plaintiff's customers use.

9. The facts and demurrage charges at issue in this case are disputed.

10. Plaintiff repeatedly missed "switches," *i.e.*, failed to haul away empty rail cars from Fore River's facility and replace them with full cars for unloading -- thus

causing the very delays that gave rise to the demurrage charges. These failures also resulted in damages to Fore River, *i.e.*, lost business due to Fore River's inabillty to receive additional inbound rail cars containing goods for which Fore River could have charged storage fees.

11. In addition, Plaintiff repeatedly made large groups of rail cars available for unloading all at once, well beyond what it knew to be Fore River's capacity to unload the cars -- and then sat back and watched the clock tick.

12. In addition, there is reason to believe that Plaintiff has included in its demurrage calculations rail cars as to which demurrage cannot be charged, including "storage-in-transit" cars. The concept of storage-in-transit is that a shipper pays the rail carrier a daily rate to hold goods in rail cars, pending instructions from the shipper on when and where to deliver the cars. Storage-in-transit is different than demurrage, under which the goods have been ordered delivered or picked up, but the cars are detained at the delivery or pickup point for a time longer than agreed-upon.

I declare under penalty of perjury that the foregoing is true and correct.

Dated: June 1, 2007

/s Michael Cella
Michael Cella

Bostwick, Mike

From: Michael Cella [mcella@foreriver.com]

Sent: Wednesday, May 03, 2006 2:04 PM

To: Nelson, Bruce

Cc: asocea@PIVOT.NET; Oudens, Dan; Crawford, Joe; Berg, Ken; Delegge, Kyle; Bostwick, Mike; Clements, Mike; Willey, Richard; Culliford, Syd; dmohn@panamrailways.com; Grimm, David; Dick McCallum; Kevin Mitchell

Subject: Re: AMERICAN CAN BUILDING NOT READY FOR A SWITCH

Bruce:

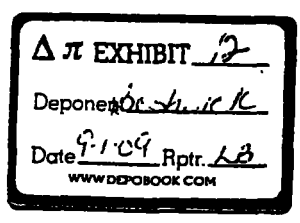
A quick follow up to your earlier email to me, while doing some further research into the cause to this "event", we have determined that Pan AM Railways missed a total of 6 switches in the month of April out of a possible 20. Had you not missed those switches, we wouldn't be in this situation.

FYI, as I type this email, Pan AM Railways has switched out the reloaded cars and are headed back to Rigby Yard. We were told, that we'll be getting 18 inbound cars later this afternoon. The same situation happened on Friday and you did not return with that switch. I'll follow up with your results tomorrow morning.

Mike

---- Original Message ----
From: Nelson, Bruce
To: mcella@foreriver.com
Cc: asocea@PIVOT.NET ; doudens@panamrailways.com ; jcrawford@panamrailways.com ; kberg@panamrailways.com ; Kyle Delegge (kdelegge@panmarailways.com) ; mbostwick@panamrailways.com ; Mike Clements (mclements@panamrailways.com) ; rwilley@panamrailways.com ; sculliford@panamrailways.com ; dmohn@panamrailways.com ; dgrimm@panamrailways.com ; rwilley@panamrailways.com
Sent: Wednesday, May 03, 2006 9:24 AM
Subject: AMERICAN CAN BUILDING NOT READY FOR A SWITCH

Mike,
As you are aware, Pan AM Railways is working closely with Fore River Distribution to clear up the back log of inbound shipments on hand at Rigby Yard. The on hand count has dropped recently and today is at 33 inbound loads. Yesterday, we lost an opportunity to reduce this on hand count due to your American Can building not being ready for a switch of 11 inbound loads. Please look into this event and determine what action is necessary to accommodate timely unloading and release of cars. With the upcoming heavy shipping schedule for IP Bucksport business, both Pan Am Railways and Fore River Distribution need to perform at a high level.
Bruce Nelson
Tel no 978-663-1032





FORM G.S 5E
Rev 9/1/78

EXHIBIT
tabbies
D

~~MAINE CENTRAL RAILROAD COMPANY~~
PORTLAND TERMINAL COMPANY

SIDETRACK ~~CONSTRUCTION~~ OPERATION AND MAINTENANCE

MEMORANDUM OF AGREEMENT

MADE the 22nd day of January in the year nineteen hundred and seventy-nine in duplicate between the PORTLAND TERMINAL COMPANY, a corporation duly established by law, hereinafter called the Railroad, and J.B.BROWN & SONS, a Maine corporation with an office at Portland, Maine,

hereinafter called the Industry.

WITNESSETH, that the Industry owns industrial track facilities, hereinafter called sidetracks, for the more economical and convenient conduct of its business at Deering Junction in said Portland

described as follows:— Three certain sidetracks known as Tracks Nos. 23, 25, and 27.

Track No. 23 begins in Track No. 3 of the Railroad at Valuation Station 117+32.5, Valuation Section 1A, Sheet 3 of Federal Valuation Plans and extends southerly and easterly on a curve to the left about 1145 feet running parallel with the southerly side of a building of the Industry.

Track No. 25 begins in said Track No. 23 about 215 feet southerly of the switch of said Track No. 23 and extends southerly and easterly about 187 feet, running parallel with and northerly of said Track No. 23.

Track No. 27 begins in Track No. 7 of the Railroad opposite Valuation Station 120+67 of said Valuation Plan and extends southerly and easterly on a curve to the left about 1019 feet running parallel with the northerly side of a factory building of the Industry.

Said directions are Railroad directions.

Continued on Page 3 which is made a part hereof.

Said sidetracks are located as shown in red and yellow colors on a plan hereto attached and made a part hereof.

WHEREAS, the operation of cars and engines over said sidetracks at other than the regularly established station facilities of the Railroad involves the risk of damage to or destruction of property and injury to or death of persons;

NOW THEREFORE, in consideration of the above premises, the covenants and agreements herein contained to be kept and performed by the parties hereto, and of the payments hereinafter to be made, it is mutually agreed that the said sidetracks shall be ~~constructed~~, maintained, and operated under the following terms and conditions:

RIGHT-OF-WAY.

1. The Industry shall furnish at its own expense all necessary right-of-way, outside of the right of way of the Railroad, required for the proper ~~construction and~~ operation of said sidetracks, said right of way to be satisfactory to the Chief Engineer of the Railroad.

The cost and expense of procuring or complying with any ordinance, permit or consent whatsoever required by municipal, state or other lawfully constituted authorities for the ~~construction~~, operation, maintenance and use of said sidetracks shall be borne by the Industry.

The Railroad shall have the right at all times to enter upon the property of the Industry for the purpose of constructing, maintaining and operating said sidetracks.

CONSTRUCTION.

2. The actual cost of constructing said sidetracks, including roadbed, trestles, bridges, culverts and all other appurtenances connected therewith, including cost of necessary investigations, surveys and plans shall be borne as follows:

The Industry shall bear the entire cost of construction of said sidetracks. Before construction is commenced, the Industry shall provide for such grading, drainage and ballast as may in the opinion of the Chief Engineer of the Railroad be required for construction of the sidetracks. The Industry shall also make an advance payment to the Railroad in an amount [illegible] which amount is the estimated cost of labor and materials to be furnished by the Railroad to the work to be performed during non-freezing weather up to completion of construction, the balance due on the bill to be rendered upon the basis of actual cost of labor and materials furnished.

MAINTENANCE.

3. Said sidetracks shall be maintained and renewed to the satisfaction of the Chief Engineer of the Railroad; the work shall be performed and the cost thereof borne as follows:

a. All maintenance of said tracks (shown in red color on the attached plan) will be performed by the Railroad at the expense of Industry.

b. All maintenance of said tracks (shown in yellow color on the attached plan) will be performed by the Railroad at the expense of Industry, however, Industry shall have the right and opportunity to elect to perform this work on a continuing basis at its expense upon giving due notice to the Chief Engineer of the Railroad. Said work is to be performed by the Industry in accordance with the standards and specifications of the Railroad.

c. Snow and ice removal in the switch area of Track No. 23 (shown in red color on the attached plan) will be performed by the Railroad at expense of Industry.

d. Snow and ice removal on the balance of the tracks (shown in yellow color on the attached plan) will be performed by Industry at Industry's expense.

The Railroad may disconnect said sidetracks or refuse to operate over them when their condition is unsatisfactory, however, the Railroad will give due notice to Industry of any defects which might exist and Industry will take prompt action consistent with the needs of the service to cure the defects before service is terminated.

CHANGES OR ENLARGEMENT.

6. If any change, re-arrangement, extension or enlargement of said sidetracks or their structures shall at any time be required by reason of any change in the track or tracks of the Railroad, or because of any changes in the operating practice of the Railroad, or for any other cause, all expense resulting therefrom shall be borne by Industry unless otherwise mutually agreed upon by the parties hereto.

CLEARANCES.

7. The Industry shall not install, construct or completely reconstruct any building, structure or other object, nor permit any material to be placed above top of rail within five feet eight inches (5'-8") of the nearest rail of any straight portion of track (or an additional one inch (1") for each degree on curve) or lower than twenty-two feet (22') above the plane of the tops of rails. Exceptions to the above clearance requirements shall be permitted only upon written authority of the Chief Engineer of the Railroad and compliance with all legal requirements. No structure, wire or cable shall be placed or strung at any height over such sidetracks without a separate agreement to cover the same.

ACCIDENTS.

8. The Industry agrees to exercise the greatest care in the use of said sidetracks to prevent cars or other obstructions from getting upon or too close to other tracks and generally to use such means and care as will avoid accidents of every kind.

LIABILITY.

9. (a) Fire. The Industry assumes all responsibility for and shall indemnify, hold harmless and defend the Railroad from and against loss or damage to property of the Industry or to property upon the premises of the Industry or upon said sidetracks arising from fire caused by the mechanical operation of locomotives or the movement of rolling stock while serving Industry, including expenses and attorneys' fees, regardless of whether or not said loss or damage is caused, in whole or in part, by the actionable negligence of the Railroad, its agents or employees; provided, however, that the Industry shall have no responsibility to indemnify the Railroad for loss or damage by fire as aforesaid to the property of the Railroad, or to locomotives and rolling stock belonging to the Railroad or to third parties, or to shipments then in the common carrier custody of the Railroad, unless such loss or damage is caused by actionable negligence on the part of the Industry, its agents or employees.

(b) Other Liability. Except as herein otherwise specifically provided, in respect of all loss or damage to property (other than by fire as aforesaid) and/or in respect of injury to or death of persons caused by or in connection with the construction, operation, maintenance, use, presence or removal of said sidetracks as between the parties hereto:

(i) the Railroad shall assume responsibility for and hold the Industry harmless and defend the Industry from all losses (including claims for injuries to employees of the Industry or of the Railroad), expenses, attorneys' fees, damages, claims and judgments arising from or growing out of the actionable acts or omissions of the Railroad, its agents or employees, solely or in conjunction with a third person;

(ii) the Industry shall assume responsibility for and hold the Railroad harmless and defend the Railroad from all losses (including claims for injuries to employees of the Industry or of the Railroad), expenses, attorneys' fees, damages, claims and judgments arising from or growing out of the actionable acts or omissions of the Industry, its agents or employees, solely or in conjunction with a third person;

(iii) the parties hereto shall equally bear all losses (including claims for injuries to employees of the Industry or the Railroad), expenses, attorneys' fees, damages, claims and judgments arising from or growing out of the joint or concurring actionable acts or omissions of both parties hereto, their respective agents or employees; and

(iv) notwithstanding anything contained in this Section 9 (b), and irrespective of any joint or concurring negligence of the Railroad, the Industry assumes sole responsibility for and agrees to indemnify, save harmless and defend the Railroad from and against all claims, actions or legal proceedings arising, in whole or in part, from the failure of the Industry to comply with clearance requirements set forth in Section 7 hereof; provided, however, that knowledge on the part of the Railroad of a violation of the clearance requirements of Section 7, whether such knowledge is actual or implied, shall not constitute a waiver and shall not relieve the Industry of its obligation to indemnify the Railroad for losses and claims resulting from any such violation.

DISCONTINUANCE.

10. The Industry shall assume and bear any and all loss or damage sustained by it in consequence of any temporary or permanent elimination of said sidetracks, or in event the disposition of the property of the Railroad or its future use or development shall make it impracticable in the judgment of said Chief Engineer to continue the connection, the Industry hereby waives any and all claims therefor.

CANCELLATION, TERMINATION AND REMOVAL

11. This agreement shall be terminable upon sixty (60) days written notice from either party to the other.

Upon termination of this agreement, the Railroad shall have the right to enter upon the property of the Industry and remove any or all of the material owned by the Railroad and shall not be liable to account in any way to anyone for any monies paid or expended on account of any of the track or tracks covered by this agreement, [illegible] Upon termination, the Railroad shall have the right to remove any portion of said sidetracks located on property of the Railroad at the expense of the Industry and shall have a lien upon such track materials removed to the extent of the cost of such removal.

12. It is understood and agreed that the terms and provisions hereof shall inure to the benefit of and be binding upon the respective [illegible] successors of the parties hereto.

Signed the day and year first above written.

WITNESS

J. E. Harding

PORTLAND TERMINAL COMPANY

By

Manager—Industrial Development,
Real Estate & Taxation

WITNESS

J. B. BROWN & SONS

By

(Title)

Form Approved:

Execution Approved:

04/10/06 **INTERNATIONAL PAPER** ANDROSCOGGIN MILL 17:1

EXHIBIT tabbies E

CARRIER : ST
TYPE : RAIL
VEHICLE ID: YKR20055
SHIP TO:
1 P C O
C/O FORE RIVER WHSE
DEERING JUNCTION, ME 04103

CUSTOMER ORDER NO: 89548
IP ORDER NO: KC9504
ORDER STATUS: PARTIAL
SEAL NO: 86677-678
TYPE LOADING: End Load
PLACARD: Y
CHECKED BY: JOHN EMERY
LOADED BY: JOHN EM-JOHN EM
GROUP CODE: 200604140053
SHIPMENT NO: 2006-04-14-0053

SOLD TO:
A.I. CLAYTON
300 ATLANTIC STREET
SEVENTH FLOOR
STAMFORD CT 06901

DELIVER TO:

MEMO BILL: 0316 BOOKING NO: Nike C-10

ITM	STOCK NO.	GRADE	GRADE DESCRIPTION	CAL.	BAS WT	COLOR FINISH CORE
	WIDTH	DIAM.	ROLL NO.	RLS	PKG-WT	LIN-YD	GROSS	PALL	TARE	NOM-WT
001			02207 ADVOCATE ROTO		38.00	WH C2SC 6 0621				
110	1/4	50.0	AR311747B	1	8937	28100	8937		48	8889
			AR311747C	1	8951	28100	8951		48	8903
			AR311748B	1	9003	28267	9003		48	8955
			AR311748C	1	9019	28267	9019		48	8971
			AR311805B	1	9063	28533	9063		48	9015
			AR311805C	1	9097	28533	9097		48	9049
			AR311806B	1	9008	28367	9008		48	8960
			AR311806C	1	9034	28367	9034		48	8986
			AR311809B	1	8932	28200	8932		48	8884
			AR311809C	1	8969	28200	8969		48	8921
			AR311810B	1	8810	27833	8810		48	8762
			AR311810C	1	8835	27833	8835		48	8787
			AR321801B	1	8915	27900	8915		48	8867
			AR321801C	1	8939	27900	8939		48	8891
			AR321802B	1	8913	27933	8913		48	8865
			AR321802C	1	8947	27933	8947		48	8899
			AR321803B	1	9241	28900	9241		48	9193
			AR321803C	1	9273	28900	9273		48	9225
			AR321804B	1	8921	27933	8921		48	8873
			AR321804C	1	8954	27933	8954		48	8906
			AR321808C	1	9071	28400	9071		48	9023
ITEM 001 TOTAL			21 pkgs 1814021 sy		21	592333	188832		1008	187824

SHIPPING TALLY - BELOW NOT APPLICABLE

ORIGINAL

Shippers imprint in lieu of stamp not Responsible Unless approved by Interstate Commerce Commission

the property, described above in apparent good order except as noted (contents and condition of contents of packages unknown) marked, consigned, and destined as indicated below which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or lawfully filed tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading including those on the back thereof, set forth in the classification or lawfully filed tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns

(If no street address of consignee For purposes of notification only)

Subject to SECTION 7 of Conditions of applicable bill of lading If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement	The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges	Received $ to apply in prepayment of the charges on the property described hereon	Per (The signature here acknowledges only the amount prepaid)	CHARGES ADVANCED
	(SIGNATURE OF CONSIGNOR)	AGENT OR CASHIER	This Shipment is Correctly Described Gross Weight is As Shown Above Subject To Verification by	IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE TO BE PREPAID
	SHIPPER PER	AGENT PER	Weighing & Inspection Subject to Authorized Tolerance	

INTERNATIONAL PAPER

06/11/06 ANDROSCOGGIN MILL 00:04

CARRIER : 51 CUSTOMER ORDER NO: 1395274

~~TYPE : F-11~~ ~~IP ORDER NO: KD4739~~

VEHICLE ID: FBOX502422 ORDER STATUS: PARTIAL

SHIP TO: SEAL NO: 09407 09

I P C O TYPE LOADING: End Load

C/O FORE RIVER WHSE PLACARD: Y

DEERING JUNCTION, ME 04103 CHECKED BY: TIMOTHY SELLOW

LOADED BY: TIMOTHY TIMOTHY

GROUP CODE: 200606110001

SOLD TO: SHIPMENT NO: 2006-06-11-0014

QUAD GRAPHICS DELIVER TO:

W224 N3322 DUPLAINVILLE

RD

PEWAUKEE WI 530724196

MEMO BILL: 3134 BOOKING NO:

122

ITM WIDTH	STOCK NO.	DIAM.	GRADE ROLL NO.	GRADE DESCRIPTION RLS	PKG-WT	CAL. LIN-YD	BAS WT	COLOR GROSS	FINISH PALL	CORE TARE	NOM-WT
001			02207	ADVOCATE ROTO			38.00	WH	C2SC	3	0381
94	1/2	50.0	AT311103Z	1	7433	27162		7433		24	7409
			AT311107Z	1	7679	28476		7679		24	7655
			AT311108Z	1	7810	28770		7810		24	7786
			AT311111Z	1	7623	28192		7623		24	7599
			AT311112Z	1	7790	28733		7790		24	7766
			AT311115Z	1	7748	28500		7748		24	7724
			AT311116Z	1	7469	27700		7469		24	7445
			AT311120Z	1	7520	27567		7520		24	7496
			AT321008Z2	1	7540	27997		7540		24	7516
			AT321109Z	1	7962	29332		7962		24	7938
			AT321110Z	1	7326	26880		7326		24	7302
			AT321113Z	1	7608	28133		7608		24	7584
			AT321114Z	1	7750	28600		7750		24	7726
			AT321117Z	1	7777	28506		7777		24	7753
			AT321118Z	1	7719	28510		7719		24	7695
			AT321121Z	1	7655	28233		7655		24	7631
			AT321122Z	1	7527	27900		7527		24	7503

ITEM 001 TOTAL 17 pkgs 1257876 sy 17 479191 129936 408 129528

-ORDER KD4739 TOTAL - - GROSS PALL TARE NOM WT

17 PKGS 17.00 RLS 479191 LY 1257876 SY 129936 408 129528

SHIPPING TALLY BELOW NOT APPLICABLE

ORIGINAL

the property, described above, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth in the Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or the applicable motor carrier classification or lawfully filed tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or lawfully filed tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Subject to SECTION 7 of Conditions of applicable bill of lading. If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement	The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges	Received $ to apply in prepayment of the charges on the property described hereon.		CHARGES ADVANCED
	(SIGNATURE OF CONSIGNOR)	AGENT OR CASHIER		IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID"

1

SHIPPER PER

AGENT PER

INTERNATIONAL PAPER
ANDROSCOGGIN MILL

04/19/06 13:11

CARRIER : ST
TYPE : RAIL
VEHICLE ID: FBOX502714
SHIP TO:
I P C O
C/O FORE RIVER WHSE
DEERING JUNCTION. ME 04103

CUSTOMER ORDER NO: 84348
IP ORDER NO: KG9504
ORDER STATUS: PARTIAL
SEAL NO: 86683-684
TYPE LOADING: End Load
PLACARD: Y
CHECKED BY: JOHN EMERY
LOADED BY: JOHN EM-JOHN EM
GROUP CODE: 200604140056
SHIPMENT NO: 2006-04-14-0056

SOLD TO:
A.T. CLAYTON
300 ATLANTIC STREET
SEVENTH FLOOR
STAMFORD CT 06901

DELIVER TO:

MEMO BILL: 0345 BOOKING NO: DOC-13

ITM	STOCK NO.	GRADE	GRADE DESCRIPTION	CAL.	BAS WT	COLOR	FINISH	CORE
	WIDTH	DIAM.	ROLL NO.	RLS	PKG-WT	LIN-YD	GROSS	PALL TARE	NOM-WT
001			02207 ADVOCATE ROTO		38.00	WH	C2SC	6	0621
110	1/4	50.0	AR311841B	1	9015	28425	9015	48	8967
			AR311841C	1	9042	28425	9042	48	8994
			AR311845B	1	9182	28867	9182	48	9134
			AR311845C	1	9202	28867	9202	48	9154
			AR311846B	1	8804	27600	8804	48	8756
			AR311846C	1	8830	27600	8830	48	8782
			AR311849B	1	9049	28467	9049	48	9001
			AR311849C	1	9073	28467	9073	48	9025
			AR311850B	1	8966	28233	8966	48	8918
			AR311850C	1	8987	28233	8987	48	8939
			AR321839B	1	9139	28567	9139	48	9091
			AR321839C	1	9162	28567	9162	48	9114
			AR321840C	1	9201	28767	9201	48	9153
			AR321843B	1	8878	27833	8878	48	8830
			AR321843C	1	8897	27833	8897	48	8849
			AR321844B	1	8847	27767	8847	48	8799
			AR321844C	1	8861	27767	8861	48	8813
			AR321847B	1	9066	28467	9066	48	9018
			AR321847C	1	9109	28467	9109	48	9061
			AR321848B	1	9076	28500	9076	48	9028
			AR321848C	1	9102	28500	9102	48	9054
ITEM 001 TOTAL		21 pkgs	1819796 sv		21	594216	189488	1008	188480

SHIPPING TALLY - BELOW NOT APPLICABLE

ORIGINAL

Shippers Imprint in Lieu of Stamp - Not Part of Bill of Lading Approved by Interstate Commerce Commission

The property described above, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariffs if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariffs which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee - For purposes of notification only)

Subject to SECTION 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement	The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges (SIGNATURE OF CONSIGNOR)	Received $ _____ to apply in prepayment of the charges on the property described hereon AGENT OR CASHIER	Per _____ (The signature here acknowledges only the amount prepaid) This Shipment is Correctly Described, Correct Weight is As Shown Above, Subject to Verification by _____	CHARGES ADVANCED IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE, "TO BE PREPAID"
	SHIPPER PER	AGENT PER	Weighing & Inspection Bureau According to Agreement	

INTERNATIONAL PAPER

04/19/06 ANDROSCOGGIN MILL 16:38

CARRIER : SI
TYPE : RAIL
VEHICLE ID: FBOX502129
SHIP TO:
I P C O
C/O FORE RIVER WHSE
DEERING JUNCTION. ME 04103

CUSTOMER ORDER NO: 89348
LP ORDER NO: KC9505
ORDER STATUS: PARTIAL
SEAL NO: 86686-685
TYPE LOADING: End Load
PLACARD: Y
CHECKED BY: JOHN EMERY
LOADED BY: JOHN EM-JOHN EM
GROUP CODE: 200604140058
SHIPMENT NO: 2006-04-14-0058

SOLD TO:
A.T. CLAYTON
300 ATLANTIC STREET
SEVENTH FLOOR
STAMFORD CT 06901

DELIVER TO:

MEMO BILL: 0352 BOOKING NO: Doc-13

ITM	STOCK NO.	GRADE	GRADE DESCRIPTION	CAL.	BAS WT	COLOR FINISH CORE
	WIDTH	DIAM.	ROLL NO.	RLS	PKG-WT LIN-YD	GROSS PALL TARE NOM-WT
001			02207 ADVOCATE ROTO		38.00	WH C2SC 6 0621
110	1/4	50.0	AR311903B	1	9109 28667	9109 48 9061
			AR311903C	1	9131 28667	9131 48 9083
			AR311904B	1	8979 28167	8979 48 8931
			AR311904C	1	8995 28167	8995 48 8947
			AR311907B	1	9128 28600	9128 48 9080
			AR311907C	1	9162 28600	9162 48 9114
			AR311908B	1	8500 26600	8500 48 8452
			AR311908C	1	8529 26600	8529 48 8481
			AR311911B	1	8990 28400	8990 48 8942
			AR311911C	1	9022 28400	9022 48 8974
			AR311912B	1	9076 28600	9076 48 9028
			AR321901B	1	9109 28667	9109 48 9061
			AR321901C	1	9128 28667	9128 48 9080
			AR321902B	1	9008 28300	9008 48 8960
			AR321902C	1	9030 28300	9030 48 8982
			AR321905B	1	8921 27900	8921 48 8873
			AR321905C	1	8965 27900	8965 48 8917
			AR321906B	1	8881 27900	8881 48 8833
			AR321906C	1	8947 27900	8947 48 8899
			AR321909C	1	9269 29000	9269 48 9221
			AR321910C	1	9129 28533	9129 48 9081
ITEM 001 TOTAL		21 pkgs	1014633 sy	21	592533	189008 1008 188000

SHIPPING TALLY - BELOW NOT APPLICABLE

ORIGINAL

Shippers imprint in lieu of stamp; not part of Bill of Lading approved by Interstate Commerce Commission

The property, described above in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariffs if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mail or street address of consignee - For purpose of notification only

Subject to SECTION 7 of Conditions of applicable bill of lading. If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement	The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. SIGNATURE OF CONSIGNOR	Received $ to apply in prepayment of the charges on the property described hereon. AGENT OR CASHIER	Per (The signature here acknowledges only the amount prepaid.) Charges Advanced: $
			The Shipper Declares Correct Weight is As Given Above Subject to Correction
SHIPPER PER	AGENT PER		Weighing & Inspection Bureau According to Agreement

INTERNATIONAL PAPER

08/10/06 ANDROSCOGGIN MILL 12:14

CARRIER : CI
TYPE : REEL
VEHICLE ID: CBOX502165
SHIP TO:
I P C O
C/O FORT RIVER WHSE
DEERING JUNCTION, ME 04103

CUSTOMER ORDER NO: 1095214
IP ORDER NO: 4084719
ORDER STATUS: PARTIAL
SEAL NO: 89447 48
TYPE LOADING: End Load
PLACARD: Y
CHECKED BY: TIMOTHY SHEDOW
LOADED BY: GLENN A TIMOTHY
GROUP CODE: 20060609D129
SHIPMENT NO: 2006 06-09 0129

SOLD TO:
QUAD GRAPHICS
W224 N3322 DUPLAINVILLE
RD
PEWAUKEE WI 530724145

DELIVER TO:

MEMO BILL: 3097 BOOKING NO:

147

ITM	STOCK NO.	GRADE	GRADE DESCRIPTION	CAL.	BAS WT	COLOR FINISH CORE
WIDTH	DIAM.	ROLL NO.	RLS PKG	WT	LIN-YD	GROSS	TARE	NOM WT
001		02207	ADVOCATE ROTO		38.00	UH	C2SC	3 0301
94 1/2	50.0	AT3110940Z	1	7584	27849	7584	24	7560
		AT3110966Z	1	7219	26530	7219	24	7195
		AT3110977Z	1	7897	28935	7897	24	7873
		AT3110987Z	1	7363	27290	7363	24	7339
		AT3110997Z	1	7862	28501	7862	24	7838
		AT3110147Z	1	7853	28833	7853	24	7829
		AT3110157Z	1	7656	28000	7656	24	7632
		AT3110187Z	1	7720	28300	7720	24	7696
		AT3110197Z	1	7666	28200	7666	24	7642
		AT3110227Z	1	7297	26667	7297	24	7273
		AT3110237Z	1	7499	27433	7499	24	7475
		AT3110267Z	1	7791	28513	7791	24	7767
		AT3110277Z	1	7505	27600	7505	24	7481
		AT3210017Z	1	7984	28102	7664	24	7660
		AT3210027Z	1	7824	28644	7824	24	7800
		AT3210052Z	1	7700	28425	7700	24	7676
		AT3210097Z	1	7748	28367	7748	24	7724
		AT3210127Z	1	7727	28267	7727	24	7703
		AT3210137Z	1	7619	27900	7619	24	7595
		AT3210167Z	1	7720	28267	7720	24	7704
		AT3210177Z	1	7519	27457	7519	24	7495
		AT3210207Z	1	7710	28200	7710	24	7686
		AT3210217Z	1	7629	27933	7629	24	7605
		AT3210267Z	1	7663	27967	7663	24	7639

SHIPPING TOKEN - BEING NOT APPLICABLE

ORIGINAL

Shipper's imprint in lieu of stamp; not a part of bill of lading approved by Interstate Commerce Commission

the property described above in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or lawfully filed tariffs if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or lawfully filed tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Must be signed by shipper or his agent. Not to be signed by driver.

Subject to SECTION 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement	The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.	Received $ ____ to apply in prepayment of the charges on the property described hereon.	Per ____ The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding ____	SHIPPER'S CERTIFICATION
	(SIGNATURE OF CONSIGNOR)	AGENT OR CASHIER	This Shipment is Fully Described, Correct Weight as Shown Above, Subject to Correction By ____	IF CHARGES ARE TO BE COLLECTED WRITE OR STAMP HERE "TO BE COLLECTED"
	SHIPPER PER	AGENT PER	Weighing & Inspection Bureau Number & Agreement	

INTERNATIONAL PAPER

04/19/06 ANDROSCOGGIN MILL 04:22

CARRIER : ST
TYPE : RAIL
VEHICLE ID: FBOX502103
SHIP TO:
1 P C O
C/O FORE RIVER WHSE
DEERING JUNCTION. ME 04103

CUSTOMER ORDER NO: 89348
IP ORDER NO: KC9505
ORDER STATUS: PARTIAL
SEAL NO: 86693-94
TYPE LOADING: End Load
PLACARD: N
CHECKED BY: GLENN ABBOTT
LOADED BY: ALFLOYD-ALFLOYD
GROUP CODE: 200604140060
SHIPMENT NO: 2006-04-14-0060

SOLD TO:
A.T. CLAYTON
300 ATLANTIC STREET
SEVENTH FLOOR
STAMFORD CT 06901

DELIVER TO:

20-IR3
1-124

MEMO BILL: 0370 BOOKING NO:

ITM	STOCK NO.	GRADE	GRADE DESCRIPTION	CAL.	BAS WT	COLOR FINISH CORE
	WIDTH	DIAM.	ROLL NO.	RLS	PKG-WT	LIN-YD	GROSS	PALL	TARE	NOM-WT
001			02207 ADVOCATE ROTO		38.00	WH C2SC 6 0621				
110	1/4	50.0	AR311923B	1	8784	27660	8784		48	8736
			AR311924B	1	9018	28385	9018		48	8970
			AR311927B	1	8964	28369	8964		48	8916
			AR311927C	1	9003	28369	9003		48	8955
			AR311928B	1	9106	28726	9106		48	9058
			AR311928C	1	9146	28726	9146		48	9098
			AR311930C	1	8832	27577	8832		48	8784
			AR311933B	1	8970	28230	8970		48	8922
			AR311933C	1	9004	28230	9004		48	8956
			AR311934B	1	8909	28064	8909		48	8861
			AR311934C	1	8901	28064	8901		48	8853
			AR321914C1	1	9163	28780	9163		48	9115
			AR321921B	1	9147	28732	9147		48	9099
			AR321921C	1	9186	28732	9186		48	9138
			AR321922B	1	9268	29150	9268		48	9220
			AR321925C	1	8979	28159	8979		48	8931
			AR321926B	1	9016	28597	9016		48	8968
			AR321926C	1	9053	28597	9053		48	9005
			AR321931C	1	8935	28092	8935		48	8887
			AR321932B	1	8610	27110	8610		48	8562
			AR321932C	1	8658	27110	8658		48	8610
ITEM 001 TOTAL.			21 pkgs 1817467 sy		21	593459	188652		1008	187644

SHIPPING TALLY - BELOW NOT APPLICABLE

ORIGINAL

*Shippers imprint in Lieu of stamp not Part of Bill of Lading approved by Interstate Commerce Commission

The property described above in apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned and destined as indicated below which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or lawfully filed tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or lawfully filed tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee - For purposes of notification only)

Subject to SECTION 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement	The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (SIGNATURE OF CONSIGNOR)	Received $ _____ to apply in prepayment of the charges on the property described hereon. AGENT OR CASHIER	Per _____ (The signature here acknowledges only the amount prepaid)	CHARGES ADVANCED
			This Shipment is Correctly Described, Correct Weight is As Shown Above Subject to Verification	FREIGHT CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"
1	SHIPPER PER	AGENT PER	Weighing & Inspection Bureau Association Agreement	

INTERNATIONAL PAPER

CARRIER : ST
TYPE : RAIL
VEHICLE ID: T BOX502796
SHIP TO:
I P C O
C/O FORE RIVER WHSE
DEERING JUNCTION, ME 04103

CUSTOMER ORDER NO: 89349
IP ORDER NO: 4018867
ORDER STATUS: PARTIAL
SEAL NO: 89451-57
TYPE LOADING: End Load
PLACARD: Y
CHECKED BY: TIMOTHY SHELDON
LOADED BY: OLLOYD TIMOTHY
GROUP CODE: 20060609090066
SHIPMENT NO: 2006 06 09 0066

SOLD TO:
A.T. CLAYTON
300 ATLANTIC STREET
SEVENTH FLOOR
STAMFORD CT 06901

DELIVER TO:

MEMO BILL: 3125 BOOKING NO:

20-128-1-R8

ITM	STOCK NO.	GRADE	GRADE DESCRIPTION	CAL	BAS WT	COLOR FINISH CORE
	WIDTH	DIAM.	ROLL NO.	RLS PKG WT LIN YD		GROSS PALL TARE NOM WT
001			C2207 ADVOCOTE ROTO		38.00	WH C2SC 6 0621
110	1/4	50.0	AT311040D	1 8652 27338	8652	48 8504
			AT311047A	1 9148 28918	9148	48 9100
			AT311101A	1 9019 28414	9019	48 8971
			AT311102A	1 9072 28601	9072	48 9024
			AT311103A	1 8652 27162	8652	48 8604
			AT311104C	1 8589 27062	8589	48 8541
			AT311107A	1 8951 28476	8951	48 8903
			AT311108A	1 9066 28770	9066	48 9018
			AT311111A	1 8876 28192	8876	48 8828
			AT311112A	1 9079 28733	9079	48 9031
			AT321008A1	1 8837 27860	8837	48 8789
			AT321042D	1 8993 28484	8993	48 8945
			AT321043A	1 9035 28533	9035	48 8987
			AT321044A	1 8793 27870	8793	48 8745
			AT321045A	1 9224 29150	9224	48 9176
			AT321105A	1 8846 27962	8846	48 8798
			AT321109A	1 9257 29332	9257	48 9209
			AT321110A	1 8531 26880	8531	48 8483
			AT321114A	1 9027 28600	9027	48 8979
			AT321117A	1 9040 28506	9040	48 8992
			AT321118A	1 8987 28510	8987	48 8939

ITM 001 TOTAL 21 pkgs 187168 Lb 21 59331 187674 1008 186665

SHIPPING TALLY BELOW NOT APPLICABLE

ORIGINAL

Shipper's part in the control of this property. Per [illegible] and regulations of the state Commerce Commission

the property, described above in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry, to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official Classification [illegible] in effect on the date of the issue of this Bill of Lading, or (2) in the applicable motor carrier classification or tariff filed [illegible] as a rail or rail-water shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff, which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee - For purposes of notification only)

Subject to SECTION 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SIGNATURE OF CONSIGNOR

Received $ _____ to apply in prepayment of the charges on the property described hereon.

AGENT OR CASHIER

Per _____ (The signature here acknowledges only the amount prepaid.)

This Shipment is Received, subject to Classifications and Tariffs in effect on the date of the issue of this Bill of Lading.

Weight is Shipper's Weight. Subject to Correction

SHIPPER PER

AGENT PER

Weight and inspection Bureau Accompany Agreement

CHARGES ADVANCED $

If charges are to be COLLECT, write or stamp here, "TO BE PREPAID."

EXHIBIT
tabbies
F

WAREHOUSE OPERATING AGREEMENT

This Agreement is made on this 1st day of June, 2003 by and between **International Paper Company**, a New York corporation ("International Paper") with offices at 6400 Poplar Avenue, Memphis, Tennessee 38197 and Fore River Distribution Center, AKA, FRDC, a Maine corporation with offices in Portland, Maine.

Whereas both parties have considered their respective legal obligations and responsibilities and the legal consequences of entering into a binding legal Agreement and are desirous of doing so; now, therefore, in consideration of the premises and of the mutual covenants set forth herein, the parties hereto agree as follows:

(1) Term. This Agreement shall commence on 6/1/03 and remain in effect for three (3) years unless otherwise modified or terminated in accordance with this Agreement. This three (3) year term is divided into three equal one (1) year periods, hereinafter referred to as a "Contract Year." Either party may terminate this Agreement at any time without penalty by providing written notice to the other party.

(2) Facilities. This Agreement covers all Warehouse Facilities operated by FRDC where International Paper product is or may be stored as set forth in the Rate Agreement attached to this Agreement as Appendix "A". FRDC agrees to provide space and services as demanded from time-to-time by International Paper, subject only to space availability at the Warehouse Facilities.

(3) Rates. The rates and charges contained in the Rate Agreement shall be effective during the term of this Agreement. Unless otherwise provided in this Agreement or otherwise agreed in writing by the parties, only the rates and charges that are set forth in the Rate Agreement will be paid by International Paper. All services or activities required of FRDC that are not separately set forth in the Rate Agreement, or as otherwise provided in this Agreement, shall be provided or conducted by FRDC at no additional charge to International Paper.

(4) Rate Adjustments. The Rate Agreement(6/1/2003) is not a commitment or guarantee of business, rather it serves only as an agreement of the rates and charges that shall be effective if and when International Paper employs Warehouse Facilities and services of FRDC. Requests for a rate change must be forwarded to the International Paper Agreement Administrator (in accordance with paragraph 23 of this Agreement) no later than forty-five (45) days in advance of the end of the applicable Contract Year. No request for a rate change shall become effective unless or until the rate change is agreed upon by both parties in the form of a written and executed amendment to the Rate Agreement.

(5) Accessorial Services Charges. International Paper shall pay charges for accessorial services as defined in the Accessorial Rate Agreement attached to this Agreement as Appendix "B", where International Paper orders such services in writing.

(6) Supplies. From time to time, it may be required that FRDC purchase supplies specifically to provide ordered services for International Paper. FRDC may seek reimbursement for the reasonable cost of such supplies from International Paper only after prior written approval has been received from International Paper. The cost of supplies purchased without prior written approval from International Paper will not be reimbursed to FRDC.

(7) Release of Product. FRDC shall not release any product except upon receipt of complete shipping instructions from an authorized representative of International Paper. Product shall not be released to carriers or customer trucks until a legible and signed copy of the Bill of Lading is obtained from the motor carrier or customer driver. FRDC shall ensure that the correct product is loaded in vehicles destined for the correct location or locations as set forth in the applicable shipping instructions. FRDC shall be responsible for losses and costs due to its failure to comply with this Paragraph 7, including without limitation, additional transportation and other related costs to correct any product shipping

errors by FRDC. FRDC shall reimburse International Paper for all losses and costs due to any such failure within fifteen (15) days after FRDC's receipt of demand therefore from International Paper.

(8) Alternate Facility. FRDC shall provide an alternate facility with the same or similar space and amenities to International Paper at no additional cost to International Paper within thirty (30) working days in the event that any Warehouse Facilities is determined by either FRDC or International Paper to be unsuitable for the storage and handling of International Paper's products, is condemned, or is damaged to the extent that either party determines that the Warehouse Facilities are no longer suitable for storage and handling of International Paper's products. Failure of FRDC to provide an alternate facility shall be a breach of this Agreement, and International Paper may pursue thereafter any remedy available at law or in equity, including, without limitation, termination of this Agreement.

(9) F.I.F.O. FRDC shall adhere to "first in, first out" inventory procedures.

(10) Cycle Counts and Physical Inventories. FRDC shall perform and complete regular cycle counts of product stored at Warehouse Facilities once every six (6) months in accordance with the terms and specifications set forth on the attached Appendix "D." Unless otherwise agreed, FRDC shall provide International Paper and its designated representatives reasonably necessary assistance during physical inventories that may be conducted, at International Paper's option, by International Paper. International Paper and FRDC may enter into a separate agreement where under FRDC shall conduct physical inventories with International Paper oversight. International Paper reserves the right to conduct physical inventories as it deems necessary, in its sole discretion, to effect the purposes of, and ensure compliance with, this Agreement. "Reasonable assistance" during physical inventories shall include, without limitation, requested activity shut downs and cutoffs for product movement, access to and assistance with any necessary paperwork relating to product movement, access to all areas of the Warehouse Facilities where product is stored or transported, access to and use of any necessary product handling equipment and operators, and any other reasonably requested assistance in counting the product inventory. All such requested or otherwise agreed assistance shall be provided in such a manner as to allow International Paper to properly and timely complete each physical inventory.

(11) Audits. FRDC shall maintain detailed records and accounts, satisfactory to International Paper, of all costs and charges billable to International Paper under this Agreement. International Paper or its designated representatives shall have the right but not the obligation at any reasonable time to audit FRDC's records, receipts, correspondence and accounts related to services performed under this Agreement. FRDC shall preserve such records, receipts, correspondence and accounts during the term of this Agreement and for a period of not less than eighteen (18) months following any termination of this Agreement or cessation of services provided hereunder.

(12) Compliance with International Paper Policies and Procedures. FRDC shall comply with the International Paper Policies and Procedures Manual, as may be revised by International Paper from time to time, provided to FRDC by International Paper.

(13) Inventory Shrinkage. For purposes of this Agreement, inventory shrinkage shall be determined by measuring the difference between the actual warehouse product count and the count showing in the International Paper Inventory System ("PPR") after any and all cycle counts or physical inventories. Inventory shrinkage shall be calculated as the deficit quantity shown between each cycle count or physical inventory, as applicable, and the count as shown on PPR at the time either a cycle count or physical inventory is performed. Any deficit quantity amount determined through a cycle count or physical inventory, as applicable, shall be reported by FRDC in accordance with this Agreement and accumulated over a twelve (12)-month Contract Year. At the end of each such twelve (12)-month period, International Paper shall deliver an invoice to FRDC for inventory shrinkage amounts due under this Agreement. Within fifteen (15) days after its receipt of International Paper's invoice, FRDC shall pay International Paper for the "loaded cost" of any inventory shrinkage that exceeds 0.25% (1/4 of one percent) of the average twelve (12)-month inventory count shown on PPR. The results of each cycle count or physical inventory, as applicable, must be reported by FRDC to International Paper's Inventory Accounting Department within five (5) working days of completion of such count or inventory, and all

variances between the cycle counts or inventories, as applicable, and the count on PPR shall be recorded by FRDC as an adjustment to PPR or otherwise reconciled or resolved by both parties within ten (10) working days after completion of the relevant count. All necessary adjustments to the PPR shall be made by FRDC immediately following this ten (10)-day period.

(14) Reporting. Unless otherwise agreed to in writing by FRDC and International Paper, FRDC shall maintain physical inventory of the product on PPR in accordance with guidelines outlined in Appendix D. FRDC shall update all PPR transactions, including without limitation, product receipts, shipments and necessary inventory adjustments (with explanation) on a daily basis so that the inventory balances on PPR reflect an accurate representation of International Paper's product. Reporting from the FRDC system, including summary reports of product transactions including summary of product receipt, product shipments, and otherwise necessary adjustments (with explanation) may be requested by International Paper from time to time. FRDC shall provide such requested reports within five (5) business days after receipt of International Paper's request. The cost of these reports is an element of the handling charge stated in the Rate Agreement and no separate charge shall be made for any inventory report unless International Paper requests additional reports in writing and applicable charges are agreed upon in writing by the parties.

(15) Damage Reporting. FRDC shall report within three (3) working days to International Paper's originating mill by e-mail with pictures showing transit damage and by returning the mill feedback form via telecopy (fax) upon receipt of any product in a visibly (or otherwise discovered) damaged condition, or in the event any damage is discovered or caused after transit. FRDC shall comply with International Paper's Transit Advantage procedures with proper documentation so transit damage claims may be filed against transportation carriers. FRDC shall be fully responsible for product damage that is discovered or caused after transit or not reported in accordance with this Paragraph 15, except when FRDC adequately demonstrates that the damage was caused in transit, was concealed and could not have been reasonable discovered by FRDC at the time of receipt.

(16) Insurance. FRDC agrees that during the term of this Agreement it shall maintain in full force and affect such policies of insurance in such minimum amounts as set forth in the Insurance Requirements attached to this Agreement as Appendix "C". FRDC also agrees to provide to International Paper's designated Insurance Certificate Administrator listed in Paragraph 23 with a valid Certificate of Insurance indicating that the Insurance Requirements have been met and including International Paper as an additional insured. FRDC shall notify International Paper in advance of any changes related to its insurance and will supply International Paper with a valid certificate upon any renewal of its applicable policies. All insurance renewal certificates shall be forwarded to the Insurance Certificate Administrator.

(17) Liability. FRDC shall store and handle International Paper's product with care and shall keep the product clean, dry and sanitary at all times. Any product becoming lost or damaged, including, without limitation, dirty, wet or unsanitary, while in the custody and care of FRDC, which loss or damage is not the result of International Paper's negligence, shall be the responsibility of FRDC. FRDC shall reimburse International Paper the Loaded Costs of any lost or damaged product within fifteen (15) days after FRDC's receipt of demand from International Paper. "Loaded Costs" is defined as the sum of the cost to manufacture product, transportation to the warehouse, warehouse handling and total storage accrued on the items lost or damaged.

(18) Indemnification. FRDC shall defend, indemnify and hold harmless International Paper against all claims, loss, liability, and expense (including, without limitation, attorney's fees and expenses) on account of any loss or damage to property or injury or death of persons arising out of any act or omission of FRDC or its performance under this Agreement including without limitation, the unloading, loading, storing, or handling of the goods tendered to FRDC hereunder, including that caused by the negligence, gross negligence, or willful or wanton acts or omissions of FRDC or any of its employees, agents, or subcontractors, except for any portion of the damages determined by a court

of competent jurisdiction to be due to International Paper's negligence. This indemnity obligation of FRDC shall survive the expiration, termination, or cancellation of this Agreement.

(19) Title. The product stored and transported under this Agreement is, and will remain, at all times the sole and exclusive property of International Paper, and FRDC has no rights to the product, nor shall it take, cause or suffer any action, or allow any such action by any other party, to assert or perfect any lien or other such claims or encumbrances against the product. FRDC shall protect International Paper from the claims and encumbrances of any third party, any of FRDC's judgment creditors, any sheriff or constable levying or attempting to levy upon International Paper's product, upon execution of any judgment against FRDC, or any actions of FRDC's creditors against the product, by filing objections to the levy, sale or any other judicial or nonjudicial action (and any attempt for possession of the product) for the benefit of International Paper.

(20) Independent Contractor. FRDC shall perform the services required under this Agreement as an independent contractor, and neither FRDC nor any of its employees is an employee of, or a joint venture with, International Paper. FRDC shall have and exercise exclusive control and direction of the persons providing such services.

(21) Confidentiality. FRDC acknowledges that access to and information concerning International Paper's product, as well as the existence of this Agreement and its terms, shall, at all times, be restricted to those persons specifically authorized by International Paper or necessary for FRDC to perform its obligations under this Agreement.

(22) Force Majeure. Except as otherwise provided, the obligations of FRDC to furnish and of International Paper to use the services provided for in this Agreement shall be temporarily abated during any periods in which either of the parties is unable to comply with the requirements of this Agreement by reasons of an Act of God or public enemy, or other similar contingencies, beyond the reasonable control of the affected party. The party affected shall promptly notify the other party in writing, stating reasons for its inability to comply with the provisions of this Agreement. Should FRDC invoke force majeure, International Paper shall have the right, among any other rights it may have under this Agreement or otherwise, to use other vendors of similar services and remove its product from any of the Warehouse Facilities. During any period of force majeure, payments required under this Agreement shall be abated or proportionately reduced, as appropriate to the circumstances.

(23) Notices. For purposes of this Agreement, all required notices shall be in writing, to the following:

If to International Paper's Agreement Administrator:
Don Miller
PO Box 20
Jay, Maine 04239

If to International Paper's Insurance Certificate Administrator:
International Paper Insurance Compliance
Gloria Fournier
P.O. Box 20
Jay, Maine 04239

If to :

FORE RIVER DISTRIBUTION CENTER
Attn: Mike Cella
217 Read Street
Portland, Maine 04103
Ph 207-772-4653
Fx 207-772-3127

(24) Applicable Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Maine, without regard to its conflicts or choice of law provisions.

(25) Assignment. Neither Party shall assign this Agreement, in whole or in part, without the prior written consent of the other party.

(26) Waiver. The failure of either party to insist on the strict performance of any of the provisions of this Agreement shall not operate as a waiver of any rights under this Agreement.

(27) Severance. If any specific term of this Agreement shall be determined to be invalid or unenforceable, the remaining terms and provisions shall survive in full force and effect and shall constitute the full agreement between the parties.

(28) Binding Agreement. Except as may be specifically provided in this Agreement to the contrary, this Agreement shall be binding upon and inure to the benefit of the parties, and their respective successors and assigns.

(29) Entire Agreement. This Agreement and the attached Appendices constitute the entire agreement between FRDC and International Paper with respect to the subject matter hereof and supersede all prior agreements and understandings, written and oral. No supplement, amendment, alteration, modification, or waiver of this Agreement shall be binding unless executed in writing by both parties hereto.

In witness whereof, the parties have caused this Agreement to be duly executed as of the date first written above.

FORE RIVER DISTRIBUTION CENTER	INTERNATIONAL PAPER COMPANY
By: Charles E. Parnell	By: Donald E. Miller
Name: CHARLES E. PARNELL	Name: DONALD E. MILLER
Title: President	Title: Sr. Buyer
Date: 5/23/03	Date: 6/18/2003

APPENDIX "D"

Inventories

Date:

Cycle Counts and Physical Inventories and Reporting:

Cycle counts will be done at least twice each calendar year for all roll products with International Paper Stock Codes. The interval between counts would be six months a part for each stock code, ie, January's count would be done again in June, etc. The warehouse may elect to do more frequent counts at their discretion. The counts would show the number of rolls for each stock code actually in the warehouse, compared to counts in the International Paper PPR inventory system, and the warehouse's own inventory system. The results of each count would be sent preferably via e-mail in an Excel spreadsheet attachment to your assigned Inventory Accounting person in Memphis, TN. A comparable spreadsheet may also be faxed to Inventory Accounting as a substitute. This reporting must be submitted within (5) business days after completion of the count to International Paper.

APPENDIX "A"
RATE AGREEMENT

Date: 6/1/2003

ADDRESS OF WAREHOUSE	ADDRESS FOR CORRESPONDENCE
FORE RIVER DISTRIBUTION CENTER **217 READ STREET** **PORTLAND, MAINE 04103**	**SAME AS WAREHOUSE**

MIKE CELLA 207-772-4653

Business Group: **COATED & SC PAPERS**
Product: **PAPER ROLLS- VARYING DIAMETERS & WIDTHS**
10/02 - 9/03

Service:	Rate:
Storage	$2.51 per ton per month - 10/02 - 9/03 $1.26 per ton (split month) $2.58 per ton per month - 10/03 - 9/04 $1.29 per ton (split month) $2.66 per ton per month - 10/04 - 9/05 $1.33 per ton (split month)
Handling	$3.52 per ton/in & out - 10/02 - 9/03 $3.63 per ton/in & out - 10/03 - 9/04 $3.74 per ton/in & out - 10/04 - 9/05
Order Processing	Covered in pricing above.
Transportation	N/A

This Rate Agreement is attached to and incorporated into the Warehouse Operating Agreement, dated 6/1/2003.

By signature below, both parties agreed to the above listed rates.

FORE RIVER DISTRIBUTION CENTER	INTERNATIONAL PAPER COMPANY
By: Charles E. Prinn	By: Donald E. Miller
Name: CHARLES E. PRINN	Name: Donald E. Miller
Title: President	Title: Sr. Buyer
Date: 6/8/03	Date: 6/18/2003

APPENDIX "B"
ACCESSORIAL RATE AGREEMENT

Date: 6/1/2003

ADDRESS OF WAREHOUSE

FORE RIVER DISTRIBUTION CENTER
217 READ STREET
PORTLAND, MAINE 04103

MIKE CELLA 207-772-4653

ADDRESS FOR CORRESPONDENCE

SAME

Business Group: COATED & SC PAPERS
Product: PAPER ROLLS- VARYING DIAMETERS & WIDTHS
10/02 - 9/03

Service:	Rate:
Extra Hand Labor	$45 per man hour
Extra Labor with Equipment	$70 per man hour
Stenciling	$45 per man hour
Overtime Labor	1.5% of normal labor rate
Supplies	Cost

This Accessorial Rate Agreement is attached to and incorporated into the Warehouse Operating Agreement, dated 6/1/2003

By signature below, both parties agreed to the above listed rates.

FORE RIVER DISTRIBUTION CENTER

By: Charles E. Peterson
Name: CHARLES E. PETERSON
Title: President
Date: 6/9/03

INTERNATIONAL PAPER COMPANY

By: Donald E. Miller
Name: DONALD E. MILLER
Title: Sr. Buyer
Date: 6/13/2003

APPENDIX "C"
Insurance Requirements

Date: 6/1/2003

General Liability. $1,000,000 bodily injury and property damage (combined single limit occurrence) and name International Paper as an additional insured,

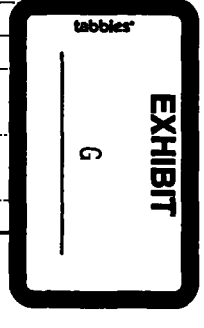
Automobile Liability.).- Not Applicable

Worker's Compensation. As required by statute.

Warehouseman's Legal Liability. Minimum of $1,000,000.

These Insurance Requirements are attached to and incorporated into the Warehouse Operating Agreement, dated 5/1/2003.

		Release Date	Released From	Constructively Placed	Placed		Date Put in SIT	Date Release from SIT	
GMRC	25016	4/15/2006	Rumford	4/19/2006	5/1/2006				
MEC	20022	4/17/2006	Bucksport	4/20/2006	5/1/2006				
CRLE	6264	4/17/2006	Bucksport	4/20/2006	5/1/2006				
CRLE	6295	4/17/2006	Bucksport	4/20/2006	5/1/2006				
FBOX	502124	4/17/2006	Bucksport	4/20/2006	5/1/2006				
YKR	20271	4/17/2006	Rileys	4/21/2006	5/1/2006				
GMRC	24049	4/23/2006	Rileys	4/24/2006	5/3/2006				
FBOX	502103	4/20/2006	Rileys	4/24/2006	5/1/2006				
FBOX	502241	4/20/2006	Rileys	4/24/2006	5/1/2006				
FBOX	502745	4/20/2006	Rileys	4/24/2006	5/1/2006				
FBOX	502129	4/19/2006	Rileys	4/24/2006	5/1/2006				
FBOX	502714	4/19/2006	Rileys	4/24/2006	5/1/2006				
GMRC	7141	4/19/2006	Rileys	4/24/2006	5/1/2006				
FBOX	502578	4/18/2006	Rileys	4/24/2006	5/1/2006				
FBOX	502259	4/20/2006	Rileys	4/24/2006	5/1/2006				
AOK	731605	4/20/2006	Rileys	4/24/2006	5/1/2006				
GMRC	77294	4/20/2006	Rileys	4/24/2006	5/1/2006				
FBOX	502149	4/20/2006	Rileys	4/24/2006	5/1/2006				
CRLE	6202	4/20/2006	Bucksport	4/26/2006	5/2/2006				
GMRC	100108	4/20/2006	Bucksport	4/26/2006	5/2/2006				
FBOX	504364	4/20/2006	Bucksport	4/26/2006	5/2/2006				
FBOX	502694	4/20/2006	Bucksport	4/26/2006	5/2/2006				
GMRC	23002	4/20/2006	Bucksport	4/26/2006	5/2/2006				
FBOX	504263	4/19/2006	Bucksport	4/26/2006	5/4/2006				
FBOX	502316	4/19/2006	Bucksport	4/26/2006	5/4/2006				
MEC	20098	4/19/2006	Bucksport	4/26/2006	5/4/2006				
EEC	462	4/19/2006	Bucksport	4/26/2006	5/4/2006				
GMRC	23092	4/19/2006	Bucksport	4/26/2006	5/4/2006				
YKR	20000	4/18/2006	Bucksport	4/26/2006	5/4/2006				
MEC	20077	4/18/2006	Bucksport	4/26/2006	5/4/2006				
SLR	155	4/18/2006	Bucksport	4/26/2006	5/4/2006				
FBOX	502485	4/18/2006	Bucksport	4/26/2006	5/4/2006				
FBOX	502491	4/18/2006	Bucksport	4/26/2006	5/4/2006				
YKR	20002	4/21/2006	Bucksport	4/26/2006	5/4/2006				
CRLE	6246	4/21/2006	Bucksport	4/26/2006	5/4/2006				
SLR	138	4/21/2006	Bucksport	4/26/2006	5/4/2006				
FBOX	502587	4/21/2006	Bucksport	4/26/2006	5/4/2006				
FBOX	502581	4/21/2006	Bucksport	4/26/2006	5/4/2006				
RBOX	30084	4/21/2006	Bucksport	4/26/2006	5/4/2006				



		Release Date	Released From	Constructively Placed	Placed		Date Put in SIT	Date Release from SIT
SOU	531288	4/21/2006	Bucksport	4/26/2006	5/4/2006			
FBOX	502471	4/21/2006	Bucksport	4/26/2006	5/5/2006			
FBOX	502336	4/22/2006	Bucksport	4/26/2006	5/5/2006			
GMRC	100058	4/22/2006	Bucksport	4/26/2006	5/5/2006			
FBOX	502657	4/18/2006	Bucksport	4/26/2006	5/5/2006			
GMRC	10354	4/18/2006	Bucksport	4/26/2006	5/5/2006			
RBOX	33995	4/18/2006	Bucksport	4/26/2006	5/5/2006			
YKR	20028	4/18/2006	Bucksport	4/26/2006	5/5/2006			
GMRC	21088	4/23/2006	Rileys	5/6/2006	5/9/2006	DEEJCT		
GMRC	24128	4/24/2006	Rileys	5/6/2006	5/9/2006	DEEJCT		
FBOX	502454	4/25/2006	Rileys	5/6/2006	5/9/2006	DEEJCT		
FBOX	502116	4/22/2006	Rileys	5/6/2006	5/9/2006	DEEJCT		
YKR	20231	4/25/2006	Rileys	4/26/2006	5/9/2006	DEEJCT		
YKR	20249	4/25/2006	Rileys	4/26/2006	5/9/2006	DEEJCT		
FBOX	502413	4/23/2006	Rileys	4/28/2006	5/4/2006	DEEJCT		
YKR	20025	4/29/2006	Rileys	5/1/2006	5/2/2006	DEEJCT		
GMRC	78213	4/26/2006	Rileys	5/1/2006	5/5/2006	DEEJCT		
CAN	405718	4/26/2006	Rileys	5/1/2006	5/5/2006	DEEJCT		
CAN	405747	4/26/2006	Rileys	5/1/2006	5/5/2006	DEEJCT		
RBOX	34776	4/25/2006	Bucksport	5/1/2006	5/8/2006			
AOK	375646	4/25/2006	Bucksport	5/1/2006	5/8/2006			
GMRC	77234	4/24/2006	Bucksport	5/1/2006	5/8/2006			
CRLE	6262	4/25/2006	Bucksport	5/1/2006	5/8/2006			
SLGG	86149	5/14/2006	Bucksport	5/21/2006	5/26/2006			
MEC	31911	4/27/2006	Rileys	5/4/2006	5/5/2006			
GMRC	77201	4/30/2006	Rileys	5/4/2006	5/5/2006			
GMRC	24104	4/30/2006	Rileys	5/4/2006	5/8/2006			
YKR	20143	4/30/2006	Rileys	5/4/2006	5/8/2006			
YKR	20253	4/28/2006	Rileys	5/4/2006	5/8/2006			
FBOX	504155	4/28/2006	Rileys	5/4/2006	5/8/2006			
FBOX	502265	4/29/2006	Rileys	5/4/2006	5/8/2006			
YKR	20036	4/28/2006	Rileys	5/4/2006	5/8/2006			
GMRC	78241	4/27/2006	Rileys	5/4/2006	5/8/2006			
FBOX	502385	4/27/2006	Rileys	5/4/2006	5/8/2006			
YKR	20150	4/27/2006	Rileys	5/4/2006	5/8/2006			
FBOX	502166	4/30/2006	Rileys	5/4/2006	5/8/2006			
FBOX	502738	4/29/2006	Rileys	5/4/2006	5/8/2006			
FBOX	502695	4/29/2006	Rileys	5/4/2006	5/8/2006			
FBOX	502164	4/27/2006	Rileys	5/4/2006	5/10/2006			

		Release Date	Released From	Constructively Placed	Placed		Date Put in SIT	Date Release from SIT	
FBOX	502335	4/27/2006	Rileys	5/4/2006	5/10/2006				
FBOX	502004	4/29/2006	Rileys	5/4/2006	5/10/2006				
FBOX	502753	4/29/2006	Rileys	5/4/2006	5/10/2006				
FBOX	502372	4/29/2006	Rileys	5/4/2006	5/10/2006				
FBOX	502036	4/29/2006	Rileys	5/4/2006	5/10/2006				
FBOX	502488	4/30/2006	Rileys	5/4/2006	5/10/2006				
GMRC	24123	4/28/2006	Rileys	5/4/2006	5/8/2006				
FBOX	502128	4/27/2006	Rileys	5/4/2006	5/11/2006				
YKR	20189	4/28/2006	Rileys	5/4/2006	5/11/2006				
FBOX	502367	4/28/2006	Rileys	5/4/2006	5/11/2006				
FBOX	502126	4/30/2006	Bucksport	5/4/2006	5/16/2006				
GMRC	24113	4/30/2006	Bucksport	5/4/2006	5/16/2006				
GMRC	100119	5/1/2006	Bucksport	5/4/2006	5/16/2006				
FBOX	502381	4/28/2006	Rileys	5/4/2006	5/23/2006				
FBOX	502146	4/23/2006	Bucksport	5/5/2006	5/9/2006				
GMRC	22029	5/2/2006	Bucksport	5/5/2006	5/10/2006				
GMRC	50054	5/2/2006	Bucksport	5/5/2006	5/10/2006				
GMRC	24065	5/2/2006	Bucksport	5/5/2006	5/10/2006				
MEC	31973	5/2/2006	Bucksport	5/5/2006	5/10/2006				
GMRC	24089	5/2/2006	Bucksport	5/5/2006	5/10/2006				
SLGG	10070	5/2/2006	Hinton	5/5/2006	5/10/2006				
GMRC	21023	5/2/2006	Bucksport	5/5/2006	5/10/2006				
RBOX	31343	4/26/2006	Bucksport	5/5/2006	5/10/2006				
GMRC	76075	4/26/2006	Bucksport	5/5/2006	5/10/2006				
CRLE	6225	4/24/2006	Bucksport	5/5/2006	5/10/2006				
GMRC	25043	4/29/2006	Bucksport	5/5/2006	5/11/2006				
GMRC	100014	4/23/2006	Bucksport	5/5/2006	5/11/2006				
GMRC	78561	4/23/2006	Bucksport	5/5/2006	5/11/2006				
GMRC	24191	5/2/2006	Lincoln	5/8/2006	5/16/2006	DEEJCT			
FBOX	502085	5/5/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
FBOX	502477	5/5/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
FBOX	502472	5/5/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
FBOX	502169	5/6/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
GMRC	21082	5/2/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
YKR	20190	5/2/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
FBOX	502643	5/2/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
YKR	20084	4/30/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
GMRC	23024	5/2/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			
YKR	20029	4/25/2006	Rileys	5/9/2006	5/11/2006	DEEJCT			

		Release Date	Released From	Constructively Placed	Placed		Date Put in SIT	Date Release from SIT	
FBOX	502459	4/28/2006	Rileys	5/12/2006	5/15/2006	DEEJCT			
FBOX	502100	4/29/2006	Rileys	5/9/2006	5/16/2006	DEEJCT			
FBOX	502743	5/3/2006	Rileys	5/9/2006	5/16/2006	DEEJCT			
FBOX	502143	5/3/2006	Rileys	5/9/2006	5/16/2006	DEEJCT			
FBOX	502142	5/4/2006	Rileys	5/10/2006	5/11/2006	DEEJCT			
CRLE	6283	5/4/2006	Bucksport	5/11/2006	5/15/2006				
SOU	527449	5/8/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
RBOX	38186	5/8/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
EEC	1245	5/8/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
YKR	20272	5/8/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
MEC	32125	5/7/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
FBOX	502633	5/7/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
GMRC	21008	5/7/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
FBOX	502460	5/7/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
FBOX	502507	5/7/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
FBOX	502712	5/7/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
SOU	523167	5/9/2006	Rileys	5/11/2006	5/16/2006	DEEJCT			
GMRC	24131	5/3/2006	Bucksport	5/11/2006	5/18/2006				
RBOX	39554	5/3/2006	Bucksport	5/11/2006	5/18/2006				
FBOX	502589	5/3/2006	Bucksport	5/11/2006	5/18/2006				
YKR	20043	5/3/2006	Bucksport	5/11/2006	5/18/2006				
CRLE	6208	5/3/2006	Bucksport	5/11/2006	5/18/2006				
GMRC	7157	5/3/2006	Bucksport	5/11/2006	5/18/2006				
RBOX	36056	5/3/2006	Bucksport	5/11/2006	5/18/2006				
CSXT	138188	5/3/2006	Bucksport	5/11/2006	5/18/2006				
GMRC	25026	5/4/2006	Bucksport	5/11/2006	5/18/2006				
GMRC	77145	5/4/2006	Shawmut	5/11/2006	5/18/2006				
CSXT	128430	5/4/2006	Bucksport	5/11/2006	5/18/2006				
FBOX	502778	5/4/2006	Bucksport	5/11/2006	5/18/2006				
FBOX	502498	5/4/2006	Bucksport	5/11/2006	5/18/2006				
YKR	20048	5/4/2006	Bucksport	5/11/2006	5/18/2006				
YKR	20014	5/4/2006	Bucksport	5/11/2006	5/18/2006				
SLR	137	5/4/2006	Bucksport	5/11/2006	5/18/2006				
FBOX	502283	5/4/2006	Bucksport	5/11/2006	5/18/2006				
FBOX	502008	5/4/2006	Bucksport	5/11/2006	5/18/2006				
YKR	20000	5/8/2006	Rileys	5/11/2006	5/19/2006	DEEJCT			
FBOX	502491	5/9/2006	Rileys	5/11/2006	5/20/2006	DEEJCT			
YKR	20002	5/9/2006	Rileys	5/11/2006	5/20/2006	DEEJCT			
FBOX	502587	5/9/2006	Rileys	5/11/2006	5/20/2006	DEEJCT			

		Release Date	Released From	Constructively Placed	Placed		Date Put in SIT	Date Release from SIT	
FBOX	502581	5/8/2006	Rileys	5/11/2006	5/20/2006	DEEJCT			
FBOX	502413	5/8/2006	Rileys	5/11/2006	5/20/2006	DEEJCT			
GMRC	76038	5/8/2006	Rileys	5/11/2006	5/20/2006	DEEJCT			
FBOX	502387	5/5/2006	Bucksport	5/11/2006	5/25/2006				
FBOX	502243	5/4/2006	Bucksport	5/11/2006	5/25/2006				
FBOX	502214	5/5/2006	Bucksport	5/11/2006	5/25/2006				
CSXT	126331	5/5/2006	Bucksport	5/11/2006	5/25/2006				
RBOX	41192	5/5/2006	Bucksport	5/11/2006	5/25/2006				
RBOX	39122	5/5/2006	Bucksport	5/11/2006	5/25/2006				
CRLE	6311	5/6/2006	Bucksport	5/15/2006	5/15/2006				
CRLE	6323	5/6/2006	Bucksport	5/15/2006	5/19/2006				
GMRC	77207	5/6/2006	Bucksport	5/15/2006	5/19/2006				
FBOX	502386	5/6/2006	Bucksport	5/15/2006	5/19/2006				
FBOX	502047	5/6/2006	Bucksport	5/15/2006	5/19/2006				
FBOX	502537	5/6/2006	Bucksport	5/15/2006	5/19/2006				
CRLE	6238	5/6/2006	Bucksport	5/15/2006	5/19/2006				
YKR	20169	5/8/2006	Bucksport	5/15/2006	5/19/2006				
CRLE	6257	5/8/2006	Bucksport	5/15/2006	5/19/2006				
GMRC	78198	5/11/2006	Rileys	5/15/2006	5/25/2006	DEEJCT			
FBOX	502273	5/10/2006	Rileys	5/15/2006	5/25/2006	DEEJCT			
MEC	31834	5/13/2006	Rileys	5/17/2006	5/25/2006	DEEJCT			
MEC	32059	5/14/2006	Shawmut	5/17/2006	5/25/2006	DEEJCT			
GMRC	24181	5/17/2006	Bucksport	5/21/2006	5/22/2006	DEEJCT			
CRLE	6312	5/17/2006	Bucksport	5/21/2006	5/22/2006				
GMRC	23085	5/17/2006	Bucksport	5/21/2006	5/22/2006				
FBOX	502742	5/10/2006	Bucksport	5/21/2006	5/22/2006				
FBOX	502171	5/10/2006	Bucksport	5/21/2006	5/22/2006				
CSXT	137733	5/10/2006	Bucksport	5/21/2006	5/23/2006				
FBOX	502241	5/12/2006	Bucksport	5/21/2006	5/23/2006				
RBOX	36751	5/15/2006	Bucksport	5/21/2006	5/23/2006		5/9/2006	5/15/2006	
RBOX	30285	5/18/2006	Bucksport	5/21/2006	5/23/2006				
FBOX	502748	5/18/2006	Bucksport	5/21/2006	5/23/2006				
RBOX	36196	5/18/2006	Bucksport	5/21/2006	5/23/2006				
YKR	20253	5/18/2006	Bucksport	5/21/2006	5/23/2006				
CRLE	6292	5/17/2006	Bucksport	5/21/2006	5/24/2006				
YKR	20191	5/19/2006	Bucksport	5/21/2006	5/24/2006				
MEC	20064	5/19/2006	Bucksport	5/21/2006	5/24/2006				
RBOX	41055	5/19/2006	Bucksport	5/21/2006	5/24/2006				
LVRC	6221	5/19/2006	Bucksport	5/21/2006	5/24/2006				

		Release Date	Released From	Constructively Placed	Placed		Date Put in SIT	Date Release from SIT	
CRLE	6253	5/14/2006	Bucksport	5/21/2006	5/24/2006				
CRLE	6285	5/14/2006	Bucksport	5/21/2006	5/24/2006				
CRLE	6217	5/16/2006	Bucksport	5/21/2006	5/26/2006				
GMRC	21009	5/16/2006	Bucksport	5/21/2006	5/26/2006				
FBOX	502655	5/16/2006	Bucksport	5/21/2006	5/26/2006				
FBOX	502317	5/16/2006	Bucksport	5/21/2006	5/26/2006				
SLGG	86149	5/14/2006	Bucksport	5/21/2006	5/26/2006				
FBOX	502182	5/15/2006	Bucksport	5/21/2006	5/26/2006				
CRLE	6262	5/14/2006	Bucksport	5/21/2006	5/26/2006				
CRLE	6302	5/18/2006	Bucksport	5/21/2006	5/29/2006				
FBOX	502231	5/18/2006	Bucksport	5/21/2006	5/29/2006				
YKR	20040	5/18/2006	Bucksport	5/21/2006	5/29/2006				
ATW	8043	5/18/2006	Bucksport	5/21/2006	5/29/2006				
CRLE	6259	5/16/2006	Bucksport	5/21/2006	5/29/2006				
MEC	20142	5/16/2006	Bucksport	5/21/2006	5/29/2006				
RBOX	1045	5/11/2006	Bucksport	5/21/2006	5/29/2006				
GMRC	23097	5/11/2006	Bucksport	5/21/2006	5/29/2006				
GMRC	78382	5/11/2006	Bucksport	5/21/2006	5/29/2006				
RBOX	40402	5/16/2006	Bucksport	5/21/2006	5/29/2006				
GMRC	78287	5/11/2006	Bucksport	5/21/2006	5/29/2006				
FBOX	502595	5/18/2006	Rileys	5/22/2006	5/24/2006				

		Release Date	Released From	Constructively Placed	Placed	Release as an empty		Date Put in SIT	Date Release from SIT
CSXT	503099	6/12/2006	Bucksport		6/18/2006			6/12/2006	
GMRC	24023	6/12/2006	Bucksport		6/18/2006			6/12/2006	
NS	407220	6/12/2006	Bucksport		6/18/2006			6/12/2006	
FBOX	502541	6/12/2006	Bucksport		6/18/2006			6/11/2006	
FBOX	504364	6/12/2006	Bucksport		6/18/2006			6/11/2006	
FBOX	502552	6/12/2006	Bucksport		6/18/2006			6/11/2006	
YKR	20099	6/12/2006	Bucksport		6/18/2006			6/11/2006	
YKR	20256	6/12/2006	Bucksport		6/18/2006			6/11/2006	
RBOX	37799	6/19/2006	Bucksport		6/26/2006				
RBOX	39014	6/19/2006	Bucksport		6/26/2006				
MEC	31914	6/19/2006	Bucksport		6/26/2006				
MEC	31915	6/20/2006	Bucksport		6/26/2006				
MEC	31939	6/20/2006	Bucksport		6/26/2006				
MEC	32013	6/20/2006	Bucksport		6/26/2006				
GMRC	23046	6/20/2006	Bucksport		6/26/2006				
GMRC	100076	6/20/2006	Bucksport		6/26/2006				
MEC	32111	6/20/2006	Bucksport		6/26/2006				
RBOX	20628	6/21/2006	Bucksport		6/28/2006				
RBOX	30636	6/21/2006	Bucksport		6/28/2006				
YKR	20049	6/23/2006	Rileys		6/28/2006	DEEJCT		6/16/2006	6/23/2006
FBOX	502167	6/15/2006	Rileys		6/28/2006	DEEJCT		6/10/2006	6/15/2006
GMRC	24041	6/21/2006	Bucksport		6/28/2006				
CRLE	6249	6/21/2006	Bucksport		6/28/2006				
GMRC	7149	6/21/2006	Bucksport		6/28/2006				
RBOX	31990	6/21/2006	Bucksport		6/28/2006				
GMRC	78424	6/16/2006	Bucksport		6/28/2006			6/6/2006	6/16/2006
RBOX	35514	6/16/2006	Bucksport		6/28/2006			6/4/2006	6/16/2006
GMRC	76023	6/16/2006	Bucksport		6/28/2006			6/3/2006	6/16/2006
FBOX	502299	6/16/2006	Bucksport		6/28/2006			6/10/2006	6/16/2006
NS	406846	6/16/2006	Bucksport		6/28/2006			6/6/2006	6/16/2006
CAN	406418								
FBOX	502662	5/6/2006	Rileys	5/15/2006	5/30/2006				
FBOX	502723	5/7/2006	Rileys	5/15/2006	5/30/2006				
FBOX	502579	5/6/2006	Rileys	5/15/2006	5/30/2006				
FBOX	502599	5/6/2006	Rileys	5/15/2006	5/30/2006				
FBOX	502739	5/6/2006	Rileys	5/15/2006	5/30/2006				
FBOX	502658	5/6/2006	Rileys	5/15/2006	5/30/2006				
GMRC	78424	5/10/2006	Rileys	5/15/2006	5/30/2006				
GMRC	77164	5/10/2006	Rileys	5/15/2006	5/31/2006				
FBOX	502515	5/11/2006	Rileys	5/15/2006	6/8/2006				
FBOX	502242	5/11/2006	Rileys	5/15/2006	6/8/2006				
MEC	31999	5/11/2006	Rileys	5/15/2006	6/8/2006				
FBOX	502682	5/10/2006	Rileys	5/15/2006	6/8/2006				
MEC	31913	5/8/2006	Bucksport	5/16/2006	6/1/2006				
CSXT	137704	5/9/2006	Bucksport	5/16/2006	6/7/2006				
RBOX	43023	5/9/2006	Bucksport	5/16/2006	6/8/2006				
FBOX	502103	5/9/2006	Bucksport	5/16/2006	6/8/2006				
RBOX	34702	5/9/2006	Bucksport	5/16/2006	6/8/2006				

		Release Date	Released From	Constructively Placed	Placed	Release as an empty		Date Put in SIT	Date Release from SIT
FBOX	502145	5/9/2006	Bucksport	5/16/2006	6/8/2006				
SOU	523352	5/9/2006	Bucksport	5/16/2006	6/8/2006				
MEC	20029	5/8/2006	Bucksport	5/16/2006	6/13/2006				
MEC	31814	5/8/2006	Bucksport	5/16/2006	6/13/2006				
YKR	20213	5/17/2006	Rileys	5/22/2006	5/31/2006	6/7/2006	DEEJCT		
WC	21287	5/20/2006	Rileys	5/22/2006	6/1/2006			5/19/2006	5/20/2006
GMRC	25015	5/20/2006	Rileys	5/22/2006	6/2/2006			5/19/2006	5/20/2006
YKR	20119	5/20/2006	Rileys	5/22/2006	6/2/2006			5/19/2006	5/20/2006
SLGG	86185	5/20/2006	Rileys	5/22/2006	6/2/2006			5/19/2006	5/20/2006
MEC	31921	5/20/2006	Rileys	5/22/2006	5/30/2006			5/20/2006	5/20/2006
FBOX	502504	5/14/2006	Rileys	5/18/2006	5/31/2006				
SLR	2052	5/15/2006	Rileys	5/18/2006	5/31/2006				
FBOX	502029	5/14/2006	Rileys	5/18/2006	5/31/2006				
FBOX	502684	5/15/2006	Rileys	5/18/2006	5/31/2006				
BM	3249	5/3/2006	Rileys	5/18/2006	5/5/2006				
GMRC	22010	5/15/2006	Rileys	5/19/2006	5/31/2006				
GMRC	7104	5/15/2006	Rileys	5/19/2006	5/31/2006				
MEC	32009	5/15/2006	Rileys	5/19/2006	5/31/2006				
MEC	32101	5/16/2006	Rileys	5/19/2006	5/31/2006				
MEC	32045	5/16/2006	Rileys	5/19/2006	5/31/2006				
YKR	20030	5/15/2006	Rileys	5/19/2006	5/31/2006				
GMRC	100025	5/10/2006	Bucksport	5/21/2006	6/13/2006				
RBOX	33098	5/20/2006	Rileys	5/22/2006		6/6/2006		5/19/2006	5/20/2006
WC	21089	5/20/2006	Rileys	5/22/2006		6/6/2006		5/20/2006	5/20/2006
YKR	20031	5/20/2006	Rileys	5/22/2006		6/6/2006		5/18/2006	5/20/2006
YKR	20290	5/20/2006	Rileys	5/22/2006		6/6/2006		5/18/2006	5/20/2006
FBOX	502276	5/20/2006	Rileys	5/22/2006		6/6/2006		5/19/2006	5/20/2006
FBOX	504200	5/20/2006	Rileys	5/22/2006		6/6/2006		5/18/2006	5/20/2006
GMRC	23026	5/21/2006	Rileys	5/22/2006	6/7/2006				
FBOX	502219	5/21/2006	Rileys	5/22/2006	6/7/2006				
FBOX	502298	5/21/2006	Rileys	5/22/2006	6/7/2006				
CN	407656	5/20/2006	Rileys	5/22/2006	6/7/2006				
MEC	20056	5/21/2006	Rileys	5/22/2006	6/7/2006				
SLGG	86123	5/21/2006	Rileys	5/22/2006	6/7/2006				
FBOX	502239	5/22/2006	Rileys	5/22/2006	6/9/2006				
LVRC	6242	5/14/2006	Rileys	5/22/2006	6/13/2006				
YKR	20179	5/18/2006	Rileys	5/22/2006	6/13/2006				
YKR	20294	5/18/2006	Rileys	5/22/2006	6/13/2006				
TR	18211	5/24/2006		5/24/2006	6/5/2006	6/6/2006			
RBOX	35628	5/24/2006	Bucksport	5/30/2006	6/1/2006				
FBOX	502463	5/23/2006	Rileys	5/30/2006	6/1/2006				
FBOX	502654	5/24/2006	Rileys	5/30/2006	6/1/2006				
FBOX	502279	5/24/2006	Rileys	5/30/2006	6/1/2006				
FBOX	502244	5/24/2006	Rileys	5/30/2006	6/1/2006				
RBOX	38142	5/24/2006	Bucksport	5/30/2006	6/4/2006				
FBOX	502482	5/24/2006	Bucksport	5/30/2006	6/4/2006				
GMRC	7089	5/20/2006	Bucksport	5/30/2006	6/4/2006				
CRLE	6322	5/20/2006	Bucksport	5/30/2006	6/4/2006				

		Release Date	Released From	Constructively Placed	Placed	Release as an empty		Date Put in SIT	Date Release from SIT
FBOX	502095	5/20/2006	Bucksport	5/30/2006	6/4/2006				
GMRC	24188	5/23/2006	Bucksport	5/30/2006	6/5/2006				
RBOX	39741	6/16/2006	Bucksport	6/20/2006	6/20/2006			6/10/2006	6/16/2006
SLR	2903	5/21/2006	Bucksport	5/30/2006	6/5/2006				
CRLE	6265	5/20/2006	Bucksport	5/30/2006	5/31/2006				
RBOX	20658	5/22/2006	Bucksport	5/30/2006	5/31/2006				
YKR	20121	5/21/2006	Bucksport	5/30/2006	6/7/2006				
FBOX	502225	5/21/2006	Bucksport	5/30/2006	6/7/2006				
FBOX	502455	5/21/2006	Bucksport	5/30/2006	6/7/2006				
RBOX	38234	5/23/2006	Bucksport	5/30/2006	6/7/2006				
BM	3380	5/23/2006	Bucksport	5/30/2006	6/9/2006				
GMRC	23037	5/23/2006	Bucksport	5/30/2006	6/9/2006				
GMRC	23098	5/20/2006	Bucksport	5/30/2006	6/9/2006				
GMRC	7167	5/20/2006	Bucksport	5/30/2006	6/9/2006				
GMRC	77135	5/20/2006	Bucksport	5/30/2006	6/9/2006				
LW	9084	5/23/2006	Rileys	6/5/2006	6/9/2006				
FBOX	502733	5/23/2006	Rileys	5/30/2006	6/9/2006				
GMRC	24152	5/23/2006	Bucksport	5/30/2006		6/12/2006			
FBOX	502144	5/28/2006	Rileys	5/31/2006	6/9/2006				
MEC	31995	5/28/2006	Rileys	5/31/2006	6/13/2006				
FBOX	502189	5/28/2006	Rileys	5/31/2006	6/13/2006				
FBOX	502740	5/21/2006	Bucksport	5/30/2006	6/5/2006				
FBOX	502303	5/21/2006	Bucksport	5/30/2006	6/5/2006				
BM	79040	5/21/2006	Bucksport	5/30/2006	6/5/2006				
CRLE	6276	5/21/2006	Bucksport	5/30/2006	6/5/2006				
BM	3291	5/21/2006	Bucksport	5/30/2006	6/5/2006				
MEC	20136	5/24/2006	Bucksport	6/1/2006	6/7/2006				
FBOX	502382	5/27/2006	Bucksport	6/2/2006	6/7/2006				
RBOX	34871	5/27/2006	Bucksport	6/2/2006	6/7/2006				
FBOX	502760	5/27/2006	Bucksport	6/2/2006	6/7/2006				
GMRC	100029	5/26/2006	Bucksport	6/2/2006	6/7/2006				
CRLE	6206	5/26/2006	Bucksport	6/2/2006	6/7/2006				
GMRC	78581	5/26/2006	Bucksport	6/2/2006	6/7/2006				
RBOX	39851	5/25/2006	Bucksport	6/2/2006	6/7/2006				
MEC	31809	5/25/2006	Bucksport	6/2/2006	6/7/2006				
FBOX	502394	5/29/2006	Rileys	6/2/2006	6/8/2006		DEEJCT		
GMRC	25042	5/29/2006	Rileys	6/2/2006	6/8/2006		DEEJCT		
YKR	20208	5/29/2006	Rileys	6/2/2006	6/8/2006		DEEJCT		
FBOX	502544	5/25/2006	Rileys	6/2/2006	6/8/2006		DEEJCT		
GMRC	78019	5/26/2006	Rileys	6/2/2006	6/8/2006		DEEJCT		
YKR	20186	5/29/2006	Rileys	6/2/2006	6/13/2006		DEEJCT		
YKR	20010	5/29/2006	Rileys	6/2/2006	6/13/2006		DEEJCT		
YKR	20034	5/29/2006	Rileys	6/2/2006	6/13/2006		DEEJCT		
YKR	20033	5/29/2006	Rileys	6/2/2006	6/13/2006		DEEJCT		
BM	3266	5/29/2006	Rileys	6/5/2006	6/15/2006		DEEJCT		
YKR	20168	5/31/2006	Rileys	6/5/2006	6/15/2006		DEEJCT		
RBOX	34459	5/31/2006	Bucksport	6/7/2006	6/13/2006			5/9/2006	5/31/2006
YKR	20028	5/30/2006	Bucksport	6/7/2006	6/15/2006			5/13/2006	5/30/2006

		Release Date	Released From	Constructively Placed	Placed	Release as an empty	Date Put in SIT	Date Release from SIT
CRLE	6244	5/29/2006	Bucksport	6/7/2006	6/15/2006			
GMRC	76078	5/30/2006	Bucksport	6/8/2006	6/13/2006			
CRLE	6203	5/31/2006	Bucksport	6/8/2006	6/15/2006		5/17/2006	5/31/2006
FBOX	502205	5/28/2006	Bucksport	6/8/2006	6/15/2006			
FBOX	502750	5/28/2006	Bucksport	6/8/2006	6/15/2006			
CRLE	6309	5/28/2006	Bucksport	6/8/2006	6/15/2006			
GMRC	7137	5/30/2006	Bucksport	6/8/2006	6/15/2006		5/18/2006	5/30/2006
FBOX	502487	5/30/2006	Bucksport	6/8/2006	6/15/2006		5/18/2006	5/30/2006
FBOX	502664	5/16/2006	Bucksport	6/8/2006	6/15/2006			
FBOX	502510	6/9/2006	Rileys	6/13/2006	6/15/2006			
ATW	40196	6/14/2006	Bucksport	6/20/2006	6/20/2006			
CRLE	6237	6/14/2006	Bucksport	6/20/2006	6/20/2006			
RBOX	43023	6/14/2006	Bucksport	6/20/2006	6/20/2006			
BM	3224	6/14/2006	Bucksport	6/20/2006	6/20/2006			
NS	406376	6/13/2006	Bucksport	6/20/2006	6/20/2006			
BM	3309	6/13/2006	Bucksport	6/20/2006	6/20/2006			
YKR	20182	6/15/2006	Bucksport	6/20/2006	6/20/2006		6/9/2006	6/15/2006
MSDR	192304	6/15/2006	Bucksport	6/20/2006	6/20/2006		6/9/2006	6/15/2006
RBOX	41259	6/16/2006	Bucksport	6/20/2006	6/20/2006			
CRLE	6219	6/16/2006	Bucksport	6/20/2006	6/20/2006			
CRLE	6267	6/16/2006	Bucksport	6/20/2006	6/20/2006		6/11/2006	6/16/2006
SLR	3031	6/16/2006	Bucksport	6/20/2006	6/20/2006		6/11/2006	6/16/2006
RBOX	39741	6/16/2006	Bucksport	6/20/2006	6/20/2006		6/10/2006	6/16/2006
FBOX	502592	6/16/2006	Bucksport	6/20/2006	6/20/2006		6/10/2006	6/16/2006
FBOX	502740	6/16/2006	Bucksport	6/20/2006	6/21/2006			
CSXT	151359	6/16/2006	Bucksport	6/20/2006	6/21/2006		6/10/2006	6/16/2006
FBOX	502291	6/16/2006	Bucksport	6/20/2006	6/21/2006		6/10/2006	6/16/2006
YKR	20211	6/16/2006	Bucksport	6/20/2006	6/21/2006		6/10/2006	6/16/2006
YKR	20032	6/17/2006	Bucksport	6/21/2006	6/21/2006			
CRLE	6284	6/16/2006	Bucksport	6/21/2006	6/21/2006		6/3/2006	6/16/2006
MEC	20141	6/16/2006	Bucksport	6/21/2006	6/21/2006		6/3/2006	6/16/2006
MEC	32081	6/16/2006	Bucksport	6/21/2006	6/21/2006		6/3/2006	6/16/2006
GMRC	7157	6/18/2006	Bucksport	6/21/2006	6/21/2006			
GMRC	25026	6/18/2006	Bucksport	6/21/2006	6/21/2006			
GMRC	21068	6/17/2006	Bucksport	6/21/2006	6/21/2006			
MEC	31811	6/15/2006	Bucksport	6/21/2006	6/23/2006			
FBOX	502477	6/15/2006	Bucksport	6/21/2006	6/23/2006			
RBOX	35361	6/15/2006	Bucksport	6/21/2006	6/23/2006			
TR	405387	6/21/2006			6/23/2006			
TR	405392	6/21/2006			6/23/2006			
QGRY	80574	6/21/2006			6/23/2006	6/26/2006		
QGRY	85187	6/21/2006			6/23/2006	6/26/2006		
FBOX	502422	6/15/2006	Rileys	6/26/2006	6/29/2006		6/11/2006	6/15/2006
WC	21188	6/15/2006	Rileys	6/26/2006	6/29/2006		6/11/2006	6/15/2006
YKR	20078	6/15/2006	Rileys	6/26/2006	6/29/2006		6/11/2006	6/15/2006
FBOX	502185	6/15/2006	Rileys	6/26/2006	6/29/2006		6/10/2006	6/15/2006
FBOX	502564	6/24/2006	Rileys	6/29/2006	6/29/2006			

		Release Date	Released From	Constructively Placed	Placed	Release as an empty	Date Put in SIT	Date Release from SIT	
GMRC	10304	6/16/2006	Rileys		6/28/2006		6/3/2006	6/16/2006	
RBOX	35745	6/20/2006	Rileys		7/3/2006				
CSXT	13639								
FBOX	502795	6/15/2006	Rileys		7/3/2006		6/11/2006	6/15/2006	
FBOX	502020	6/25/2006	Bucksport		7/3/2006				
GMRC	100045	6/27/2006	Bucksport		7/3/2006				
GNWR	523232	6/27/2006	Bucksport		7/3/2006				
MEC	32148	6/27/2006	Bucksport		7/3/2006				
FBOX	502268	6/28/2006	Bucksport		7/3/2006				
FBOX	502151	6/26/2006	Rileys		7/3/2006				
LVRC	6220	6/26/2006	Rileys		7/3/2006				
MEC	77262	6/26/2006	Bucksport		7/3/2006				
RBOX	38063	6/26/2006	Bucksport		7/3/2006				
FBOX	502357	7/1/2006	Rileys		7/3/2006				
GMRC	200038	6/28/2006	Rileys		7/3/2006				
GMRC	24099	7/2/2006	Rileys		7/7/2006				
FBOX	502370	6/25/2006	Rileys		7/7/2006				
FBOX	502436	7/6/2006	Rileys		7/11/2006				
GMRC	10316	7/7/2006	Rileys		7/11/2006				
FBOX	502159	7/7/2006	Rileys		7/11/2006				
NS	407120	7/4/2006	Rileys		7/11/2006				
GMRC	77165	7/15/2006	Rileys		7/21/2006				
GMRC	24176	7/16/2006	Rileys		7/21/2006				
SLR	238	7/18/2006	Rileys		7/25/2006				
LVRC	6228	7/15/2006	Rileys		7/25/2006				
MEC	31988	7/15/2006	Rileys		7/25/2006				
YKR	20034	7/19/2006	Rileys		7/25/2006				
BM	3324	7/20/2006	Bucksport		7/28/2006				
FBOX	502462	7/22/2006	Bucksport		7/28/2006				
GMRC	100067	7/22/2006	Bucksport		7/28/2006				
SOU	527611	7/14/2006	Bucksport		7/28/2006				
RBOX	39371	7/19/2006	Bucksport		7/28/2006				
FBOX	502332	6/15/2006	Bucksport	6/26/2006	6/29/2006	7/3/2006	6/13/2006	6/15/2006	
RBOX	35170	7/1/2006	Bucksport	7/5/2006	7/6/2006				
GMRC	24085	6/29/2006	Bucksport	7/5/2006	7/6/2006				
CSXT	138588	7/1/2006	Bucksport	7/5/2006	7/6/2006				
RBOX	34058	7/1/2006	Bucksport	7/5/2006	7/6/2006				
RBOX	20236	7/1/2006	Bucksport	7/5/2006	7/6/2006				
RBOX	36048	7/1/2006	Bucksport	7/5/2006	7/6/2006				
SLR	2072	7/2/2006	Rileys	7/5/2006	7/6/2006				
MEC	20007	7/8/2006	Shawmut	7/12/2006	7/14/2006				
YKR	20019	7/8/2006	Rileys	7/12/2006	7/14/2006				
MEC	29229	7/8/2006	Rileys	7/12/2006	7/14/2006				
MEC	32117	7/12/2006	Bangor	7/17/2006	7/19/2006				
GMRC	25000	7/12/2006	Bangor	7/17/2006	7/19/2006				
MEC	31903	7/12/2006	Bangor	7/17/2006	7/19/2006				
MEC	31968	7/12/2006	Bangor	7/17/2006	7/19/2006				
MEC	32015	7/12/2006	Bangor	7/17/2006	7/19/2006				
MEC	32107	7/12/2006	Bangor	7/17/2006	7/19/2006				
RBOX	33674	7/12/2006	Bangor	7/17/2006	7/19/2006				
RBOX	34376	7/12/2006	Bangor	7/17/2006	7/19/2006				

		Release Date	Released From	Constructively Placed	Placed	Release as an empty	Date Put in SIT	Date Release from SIT	
RBOX	34133	7/12/2006	Bangor	7/17/2006	7/19/2006				
RBOX	42914	7/12/2006	Bangor	7/17/2006	7/19/2006				
RBOX	33348	7/12/2006	Bangor	7/17/2006	7/19/2006				
SRN	5415	7/12/2006	Bangor	7/17/2006	7/19/2006				
RBOX	40574	7/13/2006	Bangor	7/17/2006	7/19/2006				
GMRC	24132	7/12/2006	Bangor	7/17/2006	7/19/2006				
CRLE	6307	7/12/2006	Bangor	7/17/2006	7/19/2006	7/25/2006			
CRLE	6234	7/12/2006	Bucksport	7/17/2006	7/21/2006	7/24/2006			
RBOX	32185	7/4/2006	Bucksport	7/17/2006	7/21/2006				
GMRC	24034	7/4/2006	Bucksport	7/17/2006	7/21/2006				
CRLE	6228	7/12/2006	Bucksport	7/17/2006	7/24/2006				
GMRC	24024	7/12/2006	Bucksport	7/17/2006	7/24/2006				
RBOX	41203	7/12/2006	Bucksport	7/17/2006	7/24/2006				
RBOX	41013	7/12/2006	Bucksport	7/17/2006	7/24/2006				
GMRC	21070	7/12/2006	Bucksport	7/17/2006	7/24/2006				
GMRC	77159	7/8/2006	Portland	7/17/2006	7/18/2006				
RBOX	41269	7/8/2006	Shawmut	7/17/2006	7/18/2006				
GMRC	24048	7/9/2006	Shawmut	7/17/2006	7/18/2006				
MEC	31963	7/10/2006	Rumford	7/17/2006	7/18/2006				
VCY	764908	7/9/2006	Rileys	7/17/2006	7/18/2006				
CSXT	507749	7/10/2006	Bucksport	7/17/2006	7/18/2006				
NOKL	560825	7/9/2006	Shawmut	7/17/2006	7/18/2006				
GMRC	78643	7/9/2006	Shawmut	7/17/2006	7/18/2006				
MEC	20018	7/8/2006	Shawmut	7/17/2006	7/18/2006				
YKR	20170	7/9/2006	Rileys	7/17/2006	7/19/2006				
CSXT	150126	7/12/2006	Rumford	7/18/2006	7/24/2006				
GMRC	78700	7/16/2006	Rileys	7/20/2006	7/21/2006				
BM	3250	7/15/2006	Rileys	7/20/2006	7/21/2006				
FBOX	502244	7/11/2006	Bucksport	7/25/2006	7/26/2006				
FBOX	502266	7/11/2006	Bucksport	7/25/2006	7/26/2006				
FBOX	504238	7/16/2006	Bucksport	7/25/2006	7/26/2006				
RBOX	33764	7/13/2006	Bucksport	7/25/2006	7/26/2006				
RBOX	37241	7/16/2006	Bucksport	7/25/2006	7/26/2006				
SOU	528194	7/16/2006	Bucksport	7/25/2006	7/26/2006				
MSDR	192300	7/16/2006	Bucksport	7/25/2006	7/28/2006				
RBOX	1515	7/13/2006	Bucksport	7/25/2006	7/28/2006				
RBOX	42869	7/13/2006	Bucksport	7/25/2006	7/28/2006				
FBOX	502679	7/11/2006	Bucksport	7/25/2006	7/28/2006				
GMRC	77041	7/17/2006	Bucksport	7/25/2006	7/28/2006				
GMRC	77201	7/14/2006	Bucksport	7/25/2006	7/28/2006				
MEC	31942	7/14/2006	Bucksport	7/25/2006	7/28/2006				

		Release Date	Released From	Constructively Placed	Placed	Release as an empty	Date Put in SIT	Date Release from SIT
FBOX	502596	7/2/2006	Riley's		7/31/2006	8/1/2006		
FBOX	502103	7/19/2006	Bucksport		7/31/2006	8/1/2006		
FBOX	502225	7/18/2006	Bucksport		7/31/2006	8/1/2006		
YKR	20058	7/18/2006	Bucksport		7/31/2006	8/1/2006		
FBOX	502273	7/19/2006	Bucksport		7/31/2006	8/1/2006		
GMRC	100024	7/21/2006	Bucksport		7/31/2006	8/1/2006		
CSXT	130398	7/20/2006	Bucksport		7/31/2006	8/1/2006		
SOU	531978	7/20/2006	Bucksport		7/31/2006	8/1/2006		
FBOX	502100	7/31/2006	Riley's		7/31/2006	8/1/2006	6/24/2006	7/31/2006
RBOX	31318	7/18/2006	Bucksport		7/31/2006	8/2/2006		
	31828							
RBOX	30455	7/17/2006	Bucksport		7/31/2006	8/2/2006		
GMRC	25045	7/28/2006	Bucksport		8/3/2006	8/3/2006		
GMRC	24029	7/28/2006	Bucksport		8/3/2006	8/3/2006		
CSXT	158711	7/28/2006	Bucksport		8/3/2006	8/3/2006		
CSXT	141624	7/28/2006	Bucksport		8/3/2006	8/3/2006		
CRLE	6227	7/27/2006	Bucksport		8/3/2006	8/3/2006		
FBOX	502594	7/27/2006	Bucksport		8/3/2006	8/3/2006		
FBOX	502696	7/27/2006	Bucksport		8/3/2006	8/3/2006		
QGRY	85093	7/27/2006	Bucksport		8/3/2006	8/3/2006		
MEC	20066	7/27/2006	Bucksport		8/3/2006	8/3/2006		
GMRC	24071	7/27/2006	Bucksport		8/3/2006	8/3/2006		
BM	3259	7/23/2006	Bucksport		8/3/2006	8/3/2006		
LW	406488							
CAN	404475	8/3/2006	WELBEACH		8/4/2006	8/4/2006		
FBOX	504392	8/17/2006			8/25/2006	8/26/2006		
SOU	532437	7/22/2006	Shawmut	7/28/2006	7/31/2006	8/1/2006		
GMRC	24111	7/31/2006	Bucksport	8/3/2006	8/4/2006	8/4/2006		
CSXT	151257	7/31/2006	Bucksport	8/3/2006	8/4/2006	8/4/2006		
CRLE	6265	7/30/2006	Bucksport	8/3/2006	8/4/2006	8/4/2006		
RBOX	30147	7/30/2006	Bucksport	8/3/2006	8/4/2006	8/4/2006		
RBOX	35727	7/30/2006	Bucksport	8/3/2006	8/4/2006	8/4/2006		
FBOX	502794	7/30/2006	Bucksport	8/3/2006	8/4/2006	8/4/2006		
YKR	20046	7/29/2006	Bucksport	8/3/2006	8/8/2006	8/8/2006		
GMRC	24125	7/30/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
GMRC	100109	7/29/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
CSXT	139456	7/21/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
FBOX	504366	7/30/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
FBOX	502579	7/30/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
FBOX	502658	7/30/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
GMRC	21089	7/30/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
GMRC	100084	7/30/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
CRLE	6252	7/30/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
RBOX	31771							
GMRC	7141	7/28/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
NKCR	9059	7/29/2006	Bucksport	8/4/2006	8/8/2006	8/8/2006		
SOU	528003	8/1/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		
CRLE	6312	8/1/2006	Bucksport	8/8/2006	8/13/2006	8/14/2006		
FBOX	502119	8/1/2006	Bucksport	8/8/2006	8/13/2006	8/14/2006		
YKR	20036	8/1/2006	Bucksport	8/8/2006	8/15/2006	8/15/2006		
FBOX	502153	8/1/2006	Bucksport	8/8/2006	8/15/2006	8/15/2006		
CRLE	6247	8/1/2006	Bucksport	8/8/2006	8/16/2006	8/16/2006		
CRLE	6304	7/25/2006	Bucksport	8/8/2006	8/13/2006	8/14/2006		
FBOX	502593	7/26/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		

		Release Date	Released From	Constructively Placed	Placed	Release as an empty	Date Put in SIT	Date Release from SIT
CRLE	6212	7/26/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		
CRLE	6214	7/26/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		
FBOX	502736	7/26/2006	Bucksport	8/14/2006	8/16/2006	8/16/2006		
CRLE	6276	7/26/2006	Bucksport	8/14/2006	8/16/2006	8/16/2006		
MEC	32020	8/2/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		
MEC	20129	8/2/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		
SLR	113	7/25/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		
CRLE	6311	7/24/2006	Bucksport	8/14/2006	8/15/2006	8/15/2006		
FGLK	26058	8/1/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
RBOX	40033	7/26/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
GMRC	24165	8/2/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
KCS	749221	7/26/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
RBOX	33519	7/26/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
RBOX	38421	7/25/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
RBOX	33735	7/26/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
RBOX	41013	8/1/2006	Bucksport	8/8/2006	8/22/2006	8/23/2006		
MEC	20049	8/1/2006	Bucksport	8/8/2006	8/22/2006	8/22/2006		
CRLE	6310	8/1/2006	Bucksport	8/8/2006	8/22/2006	8/22/2006		
RBOX	33012	7/25/2006	Bucksport	8/8/2006	8/22/2006	8/22/2006		
SOU	530564	7/24/2006	Bucksport	8/22/2006	8/23/2006	8/24/2006		
GMRC	24177	8/2/2006	Bucksport	8/8/2006	8/22/2006	8/23/2006		
CSXT	507140	8/2/2006	Bucksport	8/8/2006	8/23/2006	8/24/2006		
FGLK	26240	8/2/2006	Bucksport	8/8/2006	8/22/2006	8/23/2006		
RBOX	30555	8/2/2006	Bucksport	8/8/2006	8/22/2006	8/23/2006		
RBOX	37547	8/6/2006	Bucksport	8/8/2006	8/22/2006	8/23/2006		
RBOX	20658	7/29/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
GMRC	24074	7/29/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
RBOX	38247	7/29/2006	Bucksport	8/17/2006	8/17/2006	8/18/2006		
GMRC	25003	7/29/2006	Bucksport	8/22/2006	8/23/2006	8/24/2006		
RBOX	34286	8/4/2006	Bucksport	8/22/2006	8/23/2006	8/24/2006		
YRC	6231							
YRC	100017							
	585 CARS total							
	53 SIT cars total							

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 36751** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60520	1200	NMWA20	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60520	900	NMWA20	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60515	742	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60513	2000	BKBA13	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60513	1800	BKBA13	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60509	2359	WB0510	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60508	2200	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60508	1410	BABK08	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60508	1200	BABK08	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60508	530	NM1-07	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60508	300	WANM07	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60507	1900	WANM07	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60507	700	PONM06	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60506	2110	PONM06	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60504	500	AYPO03	00246	00536	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 36751** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60530	2354	EDMO30	00418	NS	PAPER P	RICHWOOD	KY	ROOPAPER	MCV	NS
_	AR	60530	2344	EDMO30	00169	00418	PAPER P	RICHWOOD	KY	ROOPAPER	MCV	NS
_	AC	60530	1500	EDMO30	00169	00169	PAPER P	RICHWOOD	KY	ROOPAPER	MCV	NS
_	AR	60529	1405	POSX28	00536	00169	PAPER P	RICHWOOD	KY	ROOPAPER	MCV	NS
_	AC	60528	822	POSX28	00536	00536	PAPER P	RICHWOOD	KY	ROOPAPER	MCV	NS
_	RL	60525	2359	WB0526	FRD01	00536	PAPER P	RICHWOOD	KY	ROOPAPER	MCV	NS
_	PL	60525	1010	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60525	1000	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60523	2030	P05-23	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60521	855	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60521	823	RELEAS	SHOP	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	BO	60521	822	XXXXXX	00536	BADOR	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60521	630	WAPO21	00243	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60521	100	WAPO21	00243	00243	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60520	1330	WAPO20	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 036751** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0510

MOVE date & Time	**Type of MOVE (RL)**	
5/09/2006 23:59	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237355 **Date:** 5/10/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237355 **Date:** 5/10/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc:** 2621345
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 036751** Kind: B314 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
5/15/2006 7:42	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00204)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186257 **Date:** 5/15/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186257 **Date:** 5/15/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 155576 **Tare:** **Allow:** **Net:** 137747
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**55 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 036751** Kind: B314 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
5/25/2006 10:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** **54159** **Date:** 5/24/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 54159 **Date:** 5/24/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CSXT 503099** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60612	800	WB0612	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60611	1000	PLACED	00033	IPA31	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1900	BABK10	00014	00033	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1655	BABK10	00014	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1300	BAMA10	00204	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	PU	60610	1230	WANM09	00294	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1100	BAMA10	00204	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	801	WANM09	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	800	WANM09	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	PU	60610	330	POWA08	00068	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	RL	60602	2300	WB0605	IPA93	00068	EMPTY	AUTCREEK	AL	INTPAPER	BRBER	CSXT

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CSXT 503099** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60627	2215	EDRJ27	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60627	2200	EDRJ27	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60627	905	EDRJ27	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60627	901	EDRJ27	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60627	900	EDRJ27	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60626	1238	POSE24	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60626	600	POSE24	00021	00021	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60624	1900	POSE24	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60619	1500	WB0620	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60619	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60619	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CSXT 503099** Kind: A302 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 8:00	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 238209** **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238209 **Date:** 6/12/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CSXT 503099** Kind: A302 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187050 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187050 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 158859 **Tare:** **Allow:** **Net:** 158859
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**22**	**ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT		
2 RIVER ROAD	217 READ ST			
BUCKSPORT ME	PORTLAND ME			

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CSXT 503099** Kind: A302 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/19/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** **60247** **Date:** 6/19/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60247 **Date:** 6/19/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 24023** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**AR**	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**RL**	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**RL**	60612	800	WB0612	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	**PL**	60611	1000	PLACED	00033	IPA31	MTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	1900	BABK10	00014	00033	MTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	1655	BABK10	00014	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	1300	BAMA10	00204	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	**PU**	60610	1230	WANM09	00294	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	1100	BAMA10	00204	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	801	WANM09	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	800	WANM09	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	**PU**	60610	330	POWA08	00068	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	**RI**	60607	1100	##0944	SLR	00068	EMPTY	RILEYS	ME	IPCOJAY		
_	**DI**	60508	1800	INTERC	00068	SLR	PAPER P	SUSSEX	WI	QUAGRAPHI	DANVJ	CN

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 24023** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60627	2200	EDRJ27	00169	00580	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	AC	60627	905	EDRJ27	00169	00169	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	AR	60627	901	EDRJ27	00169	00169	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	AC	60627	900	EDRJ27	00169	00169	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	AR	60626	1238	POSE24	00536	00169	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	AC	60626	600	POSE24	00021	00021	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	AC	60624	1900	POSE24	00536	00536	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	RL	60619	1500	WB0620	FRD01	00536	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	PL	60619	1205	PLACED	00536	FRD01	EMPTY	PORTLAND	ME	CLEANOUT		
_	RL	60619	1200	RELEAS	FRD01	00536	EMPTY	PORTLAND	ME	CLEANOUT		
_	PL	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 024023** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 8:00	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238212 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238212 **Date:** 6/12/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 024023** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187051 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187051 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 130243 **Tare:** **Allow:** **Net:** 130243
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **24** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 024023** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/19/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: **Description:** EMPTY **Waybill #:** **60246** **Date:** 6/19/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** CLEANOUT **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60246 **Date:** 6/19/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **AGE24** Consignee: **CLE01** **Stcc:**
AGENT ST / CAR MGMT CLEANOUT
X

NO BILLERICA MA PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **NS 407220** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60612	800	WB0612	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60611	1000	PLACED	00033	IPA31	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1900	BABK10	00014	00033	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1655	BABK10	00014	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1300	BAMA10	00204	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	PU	60610	1230	WANM09	00294	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1100	BAMA10	00204	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	801	WANM09	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	800	WANM09	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	PU	60610	330	POWA08	00068	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	RL	60607	2300	WB0608	IPA93	00068	EMPTY	AUTCREEK	AL	INTPAPER	BRBER	CSXT
_	PL	60607	1330	DJ1-07	00068	IPA93	PLPBDFB	DANJCT	ME	INTPAPER		
_	AR	60606	600	POWA05	00536	00068	PLPBDFB	DANJCT	ME	INTPAPER		

More...

3TI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **NS 407220** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60628	440	EDMO27	00418	NS	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60628	430	EDMO27	00169	00418	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60627	1700	EDMO27	00169	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60626	1238	POSE24	00536	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60626	600	POSE24	00021	00021	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60624	1900	POSE24	00536	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	RL	60620	1200	WB0620	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	PL	60619	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60619	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **NS 407220** Kind: A302 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 8:00	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 238204** **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238204 **Date:** 6/12/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **NS 407220** Kind: A302 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187049 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187049 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 153699 **Tare:** **Allow:** **Net:** 153699
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **21** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **NS 407220** Kind: A302 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/19/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** **60245** **Date:** 6/19/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60245 **Date:** 6/19/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502541** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**AC**	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**RL**	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**RL**	60611	700	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	**PL**	60610	2330	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	1900	BABK10	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	1655	BABK10	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	1300	BAMA10	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**PU**	60610	1230	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	1100	BAMA10	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	801	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	800	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60609	1700	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60609	700	PONM08	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60608	1730	PONM08	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60607	535	EDPO06	00246	00536	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502541** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60708	1800	EXTR08	00068	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60708	1200	EXTR08	00068	00068	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RI	60705	1345	##5029	SLR	00068	EMPTY	PORTLAND	ME	INTERNATI		
_	DI	60622	2025	POWA22	00068	SLR	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AR	60622	2000	POWA22	00536	00068	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AC	60622	1215	POWA22	00536	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	RL	60619	1500	WB0620	FRD01	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	PL	60619	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60619	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502541** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**	
6/11/2006 7:00	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238197 **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238197 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502541** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187046 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187046 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 189362 **Tare:** **Allow:** **Net:** 189362
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **20 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502541** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/19/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** **60249** **Date:** 6/19/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60249 **Date:** 6/19/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 504364** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60611	2359	WB0612	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60610	2330	PLACED	00033	IPA31	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1900	BABK10	00014	00033	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1655	BABK10	00014	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1300	BAMA10	00204	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	PU	60610	1230	WANM09	00294	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1100	BAMA10	00204	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	801	WANM09	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 504364** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60722	1200	RURJ22	00236	00236	PAPER P	DANVILLE	KY	RRDONNELL	MCV	NS
_	AC	60722	755	RURJ22	00243	00243	PAPER P	DANVILLE	KY	RRDONNELL	MCV	NS
_	RL	60721	800	WB0721	SIT01	00243	PAPER P	DANVILLE	KY	RRDONNELL	MCV	NS
_	RL	60714	2359	WB0716	MPU01	00243	PAPER P	RUMFORD	ME	SITMEAPUP		
_	PL	60714	2222	PLACED	00243	MPU01	EMPTY	SHAWMUT	ME	SAPPI		
_	AR	60712	2350	PORI12	00068	00243	EMPTY	SHAWMUT	ME	SAPPI		
_	AC	60712	1716	PORI12	00068	00068	EMPTY	SHAWMUT	ME	SAPPI		
_	RI	60712	1030	##4292	SLR	00068	EMPTY	PORTLAND	ME	INTERNATI		
_	DI	60627	415	DELVRY	00068	SLR	PAPER P	LOMIRA	WI	QUAGRAPHI	DANVJ	CN
_	AR	60627	400	PONM26	00536	00068	PAPER P	LOMIRA	WI	QUAGRAPHI	DANVJ	CN
_	AC	60626	1515	PONM26	00536	00536	PAPER P	LOMIRA	WI	QUAGRAPHI	DANVJ	CN
_	RL	60621	1500	WB0622	FRD01	00536	PAPER P	LOMIRA	WI	QUAGRAPHI	DANVJ	CN
_	PL	60621	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60621	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 504364** Kind: A406 L/E: **Load**

HISTORY Location **Train:** WB0612
MOVE date & Time **Type of MOVE (RL)**
6/11/2006 23:59 **Release** from **INTERNATIONAL PAPER** **(IPA31)**
at **BUCKSPORT** **ME** **(00033)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 238206** **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238206 **Date:** 6/12/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31** Consignee: **SIT05** **Stcc: 2621345**
INTERNATIONAL PAPER SIT IP BUCKSPORT PRINTING PAPER
2 RIVER ROAD

BUCKSPORT ME BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
OSPHST

Car#: **FBOX 504364** Kind: A406 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187048 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187048 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 188158 **Tare:** **Allow:** **Net:** 188158
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **20** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 504364** Kind: A406 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/21/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345	**Description:** EMPTY	**Waybill #:** 60241	**Date:** 6/19/2006	
Orig: PORTLAND ME	**Shipper:** FORRIVDIS	**Oncoming:**	Orig RR: ST	
Dest: BUCKSPORT ME	**Consignee:** INTPAPER	**Offgoing:**	Dest RR: ST	

WAYBILL Information **Waybill**

Waybill #: 60241 **Date:** 6/19/2006	**Type: MTY**	**Ppd/Col:**	
WGT Code:			
Gross:	**Tare:**	**Allow:**	**Net:**

Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502552** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60611	700	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60609	2300	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1540	BABK07	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	1340	BABK07	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1300	BAMA07	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	1000	BAMA07	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60606	1500	WANM06	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60606	1200	WANM06	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60605	1530	PONM05	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60605	1330	PONM05	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60604	300	EDPO03	00169	00536	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502552** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60726	115	SEPO25	00786	00021	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60725	2250	SEPO25	00786	00786	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RI	60725	1829	##6170	CSXT	00786	EMPTY	BARSTATIO	MA	CMSPIIDIR		
_	DI	60702	355	EDRJ01	00580	CSXT	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	AR	60702	340	EDRJ01	00169	00580	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	AC	60701	1325	EDRJ01	00169	00169	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	AR	60630	2121	POSE28	00536	00169	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	AC	60628	2345	POSE28	00536	00536	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	RL	60621	1500	WB0622	FRD01	00536	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	PL	60621	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60621	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502552** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611
MOVE date & Time **Type of MOVE (RL)**
6/11/2006 7:00 **Release** from **INTERNATIONAL PAPER** **(IPA31)**
at **BUCKSPORT** **ME** **(00033)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238192 **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238192 **Date:** 6/11/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31** Consignee: **SIT05** **Stcc: 2621345**
INTERNATIONAL PAPER SIT IP BUCKSPORT PRINTING PAPER
2 RIVER ROAD

BUCKSPORT ME BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502552** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187044 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187044 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 189516 **Tare:** **Allow:** **Net:** 189516
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **20** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502552** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/21/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc:	**Description:** EMPTY	**Waybill #:** 60242	**Date:**	6/19/2006
Orig: PORTLAND ME	**Shipper:** AGESTCAR	**Oncoming:**	Orig RR:	ST
Dest: BUCKSPORT ME	**Consignee:** INTPAPER	**Offgoing:**	Dest RR:	ST

WAYBILL Information

Waybill #: 60242	**Date:** 6/19/2006	**Waybill Type:** MTY	**Ppd/Col:**		
WGT Code:					
Gross:	**Tare:**	**Allow:**	**Net:**		

Route: **ST**

Shipper: **AGE24** Consignee: **IPA31** **Stcc:**

AGENT ST / CAR MGMT
INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20099** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**RL**	60611	700	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	**PL**	60610	2330	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	1900	BABK10	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	1655	BABK10	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	1300	BAMA10	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**PU**	60610	1230	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	1100	BAMA10	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60610	801	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60610	800	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60609	1700	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60609	700	PONM08	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60608	1730	PONM08	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**RL**	60607	1545	XXXXXX	SHOP	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**BO**	60604	400	XXXXXX	00536	BADOR	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60604	45	SEPX30	00169	00536	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20099** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**RI**	60712	1030	##4292	SLR	00068	EMPTY	PORTLAND	ME	INTERNATI		
_	**DI**	60627	415	DELVRY	00068	SLR	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**AR**	60627	400	PONM26	00536	00068	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**AC**	60626	1515	PONM26	00536	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**RL**	60621	1500	WB0622	FRD01	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**PL**	60621	1205	PLACED	00536	FRD01	EMPTY	MADISON	ME	MADPAPIND		
_	**RL**	60621	1200	RELEAS	FRD01	00536	EMPTY	MADISON	ME	MADPAPIND		
_	**PL**	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**RL**	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020099** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**	
6/11/2006 7:00	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238194 **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238194 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020099** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187047 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187047 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 189710 **Tare:** **Allow:** **Net:** 189710
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **20 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020099** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/21/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **60250** **Date:** 6/19/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: MADISON ME **Consignee:** MADPAPIND **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60250 **Date:** 6/19/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **AGE24** Consignee: **MPA03** **Stcc:**
AGENT ST / CAR MGMT
MADISON PAPER INDUST
ACCOUNTS PAYABLE
P.O. BOX 129
NO BILLERICA MA MADISON ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20256** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60614	800	NMWA14	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60612	1330	WB0612	IPA31	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60611	700	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60610	2330	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1900	BABK10	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1655	BABK10	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1300	BAMA10	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60610	1230	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1100	BAMA10	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	801	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	800	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	1700	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	700	PONM08	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20256** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**AC**	60725	1300	MD2-25	00294	00294	EMPTY	MADIOSN	ME	MADPAPIND		
_	**AR**	60725	1030	POWA24	00536	00294	EMPTY	SHAWMUT	ME	SAPPI		
_	**AC**	60724	300	POWA24	00536	00536	EMPTY	SHAWMUT	ME	SAPPI		
_	**PU**	60717	2000	RURJ17	00068	00536	EMPTY	SCABEACH	ME	MCBWAREHO		
_	**RI**	60712	1030	##4292	SLR	00068	EMPTY	PORTLAND	ME	INTERNATI		
_	**DI**	60627	415	DELVRY	00068	SLR	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**AR**	60627	400	PONM26	00536	00068	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**AC**	60626	1515	PONM26	00536	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**RL**	60621	1500	WB0622	FRD01	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	**PL**	60621	1205	PLACED	00536	FRD01	EMPTY	SCABEACH	ME	MCBWAREHO		
_	**RL**	60621	1200	RELEAS	FRD01	00536	EMPTY	SCABEACH	ME	MCBWAREHO		
_	**PL**	60618	245	P05-17	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60616	1430	WAPO15	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60615	2200	WAPO15	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60614	1400	NMWA14	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020256** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**	
6/11/2006 7:00	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 238193** **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238193 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020256** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0612

MOVE date & Time	**Type of MOVE (RL)**	
6/12/2006 13:30	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187045 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187045 **Date:** 6/12/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 190475 **Tare:** **Allow:** **Net:** 190475
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**20** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020256** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/21/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **60248** **Date:** 6/19/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: SCABEACH ME **Consignee:** MCBWAREHO **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60248 **Date:** 6/19/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **MCB02** **Stcc:**
AGENT ST / CAR MGMT MCBRADYS WAREHOUSE
C/O NORTHEAST PAPER

NO BILLERICA MA SCARBOROGH ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20049** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**AR**	60708	2345	EDMO08	00169	00418	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**AC**	60708	920	EDMO08	00169	00169	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**DO**	60706	1600	EDMO06	00418	NS	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**AR**	60705	1900	POED04	00536	00169	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**AC**	60704	1010	POED04	00536	00536	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**RL**	60628	1349	WB0629	FRD01	00236	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**PL**	60628	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**RL**	60628	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**PL**	60628	25	P05-27	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	**RL**	60623	1128	RELEAS	SIT02	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	**AR**	60618	2140	RURJ18	00236	00536	PAPER P	RILEYS	ME	SITIPRILE		
_	**AC**	60618	1105	RURJ18	00236	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	**RL**	60616	1600	WB0618	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	**PL**	60616	1000	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	**AR**	60615	2018	PORI15	00536	00236	EMPTY	RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020049** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0618

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 16:00	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238365 **Date:** 6/18/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238365 **Date:** 6/18/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc:** 2621345
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020049** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/23/2006 11:28	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS ME**	**(00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187451 **Date:** 6/24/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187451 **Date:** 6/24/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 186771
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

—

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020049** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/28/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** 62563 **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62563 **Date:** 6/28/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502167** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60617	2255	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2250	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2145	RURJ17	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	1100	RURJ17	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60615	816	WB0616	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60610	1259	WB0611	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60609	800	TRK 41	00236	IPA28	MTY	RILEYS	ME	INTPAPER		
_	AR	60608	1700	PORI08	00536	00236	MTY	RILEYS	ME	INTPAPER		
_	AC	60608	800	PORI08	00536	00536	MTY	RILEYS	ME	INTPAPER		
_	AR	60605	1700	DJ1X05	00068	00536	EMPTY	SHAWMUT	ME	SAPPI		
_	AC	60605	822	DJ1X05	00068	00068	EMPTY	SHAWMUT	ME	SAPPI		
_	RI	60604	1330	##0301	SLR	00068	EMPTY	MADISON	ME	MADPAPE		
_	DI	60513	2359	WAPO13	00068	SLR	PAPER G	LOMIRA	WI	QUAGRAPHI	DANVJ	CN
_	AR	60513	2359	WAPO13	00294	00068	PAPER G	LOMIRA	WI	QUAGRAPHI	DANVJ	CN
_	AC	60513	1700	WAPO13	00294	00294	PAPER G	LOMIRA	WI	QUAGRAPHI	DANVJ	CN

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502167** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RI	60724	1637	##7134	CSXT	00786	EMPTY	BARSTATIO	MA	AGENTST		
_	DI	60708	515	EDRJ07	00580	CSXT	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AR	60708	445	EDRJ07	00169	00580	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AC	60707	1800	EDRJ07	00169	00169	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	DO	60707	333	EDRJ07	00580	CSXT	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AR	60705	1900	POED04	00536	00169	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AC	60704	1010	POED04	00536	00536	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	RL	60628	1500	WB0630	FRD01	00536	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	PL	60628	1205	PLACED	00536	FRD01	EMPTY	MADISON	ME	MADPAPIND		
_	RL	60628	1200	RELEAS	FRD01	00536	EMPTY	MADISON	ME	MADPAPIND		
_	PL	60628	25	P05-27	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60625	822	EDPO24	00169	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60624	1120	EDPO24	00169	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60618	2225	RURJ17	00536	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2300	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502167** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**		
6/10/2006 12:59	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238173 **Date:** 6/11/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238173 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502167** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 8:16	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187175 **Date:** 6/16/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187175 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 189524
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502167** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/28/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: **Description:** EMPTY **Waybill #:** **62578** **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: MADISON ME **Consignee:** MADPAPIND **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62578 **Date:** 6/28/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **AGE24** Consignee: **MPA03** **Stcc:**

AGENT ST / CAR MGMT
MADISON PAPER INDUST
ACCOUNTS PAYABLE
P.O. BOX 129
NO BILLERICA MA MADISON ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 78424** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60629	1500	WB0630	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	PL	60629	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60629	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60628	25	P05-27	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60625	1600	WAPO24	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60624	1500	WAPO24	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60624	1230	NMWA24	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60624	845	NMWA24	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60606	2000	BKBA06	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60606	1745	BKBA06	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60606	900	WB0606	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60605	2200	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60605	1645	BABK05	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60605	1435	BABK05	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 078424** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**	
6/06/2006 9:00	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238047 **Date:** 6/06/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238047 **Date:** 6/06/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 078424** Kind: A402 L/E: **Load**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/16/2006 14:00 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00204)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187210 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187210 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 148896 **Tare:** **Allow:** **Net:** 148896
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345** **21** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 078424** Kind: A402 L/E: **Load**

HISTORY Location **Train:** P05-27

MOVE date & Time		**Type of MOVE (PL)**		
6/28/2006	25	**Placement**	to	**FORE RIVER DIST CENTER (FRD01)**
			at	**PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187210 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187210 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 148896 **Tare:** **Allow:** **Net:** 148896
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**21**	**ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT		
2 RIVER ROAD	217 READ ST			
BUCKSPORT ME	PORTLAND ME			

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 078424** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/29/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** 62550 **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62550 **Date:** 6/28/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 35514** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**RL**	60616	1400	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60605	2000	BKBA05	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	**AC**	60605	1755	BKBA05	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	**RL**	60604	928	WB0604	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	**PL**	60603	900	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60531	1620	BABK31	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60531	1350	BABK31	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60531	1300	BAMA31	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60531	1030	BAMA31	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60530	1500	WANM30	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60530	1100	WANM30	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**PU**	60530	400	POWA29	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60527	1745	AYPO26	00021	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AC**	60527	111	AYPO26	00021	00021	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**AR**	60525	320	SEPO24	00786	00021	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 35514** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60709	1115	EDMO09	00418	CPRS	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	AR	60709	1110	EDMO09	00169	00418	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	DO	60709	405	EDMO09	00418	CPRS	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	AC	60709	335	EDMO09	00169	00169	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	DO	60706	1600	EDMO06	00418	NS	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	AR	60705	1900	POED04	00536	00169	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	AC	60704	1010	POED04	00536	00536	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	RL	60629	1500	WB0630	FRD01	00536	PAPER P	EGREENVIL	PA	BROPRINTI	MCV	NS
_	PL	60629	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60629	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60628	25	P05-27	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60625	1600	WAPO24	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60624	1500	WAPO24	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60624	1230	NMWA24	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60624	845	NMWA24	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 035514** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0604

MOVE date & Time	**Type of MOVE (RL)**	
6/04/2006 9:28	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237991 **Date:** 6/04/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237991 **Date:** 6/04/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31** Consignee: **SIT05** **Stcc: 2621345**
INTERNATIONAL PAPER SIT IP BUCKSPORT PRINTING PAPER
2 RIVER ROAD

BUCKSPORT ME BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 035514** Kind: B314 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00204)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 187208** **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187208 **Date:** 6/16/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: 148478 **Tare:** **Allow:** **Net:** 148478
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc: 2621345** **21** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 035514** Kind: B314 L/E: **Load**

HISTORY Location **Train:** P05-27

MOVE date & Time		**Type of MOVE (PL)**		
6/28/2006	25	**Placement**	to	**FORE RIVER DIST CENTER (FRD01)**
			at	**PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187208 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187208 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 148478 **Tare:** **Allow:** **Net:** 148478
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**21 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 035514** Kind: B314 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/29/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** **62548** **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62548 **Date:** 6/28/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 76023** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60624	1230	NMWA24	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60624	845	NMWA24	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60605	2000	BKBA05	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60605	1755	BKBA05	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60603	2359	WB0604	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60603	900	PLACED	00033	IPA31	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60531	1620	BABK31	00014	00033	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60531	1350	BABK31	00014	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60531	1300	BAMA31	00204	00014	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60531	1030	BAMA31	00204	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60530	1500	WANM30	00294	00204	MTY	BUCKSPORT	ME	INTPAPER		
_	AC	60530	1100	WANM30	00294	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	PU	60530	400	POWA29	00536	00294	MTY	BUCKSPORT	ME	INTPAPER		
_	AR	60527	1745	AYPO26	00021	00536	MTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 76023** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**AR**	60722	2220	MOPO22	00418	00169	EMPTY	RUMFORD	ME	NEWPAGE		
_	**AC**	60722	1500	MOPO22	00418	00418	EMPTY	RUMFORD	ME	NEWPAGE		
_	**RI**	60722	515	##3418	CPRS	00418	EMPTY	PORTLAND	ME	NORSOURA		
_	**DI**	60708	2355	EDMO08	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	**AR**	60708	2345	EDMO08	00169	00418	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	**AC**	60708	920	EDMO08	00169	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	**DO**	60706	1600	EDMO06	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	**AR**	60705	1900	POED04	00536	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	**AC**	60704	1010	POED04	00536	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	**RL**	60629	1432	WB0630	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	**PL**	60629	1205	PLACED	00536	FRD01	EMPTY	RUMFORD	ME	NEWPAGE		
_	**RL**	60629	1200	RELEAS	FRD01	00536	EMPTY	RUMFORD	ME	NEWPAGE		
_	**PL**	60628	25	P05-27	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60625	1600	WAPO24	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60624	1500	WAPO24	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 076023** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0604

MOVE date & Time	**Type of MOVE (RL)**	
6/03/2006 23:59	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237990 **Date:** 6/04/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237990 **Date:** 6/04/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 076023** Kind: A402 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**			
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**		**(SIT05)**
		at **BUCKSPORT**	**ME**	**(00204)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187205 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187205 **Date:** 6/16/2006 **Type:** **LOC** **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 149230 **Tare:** **Allow:** **Net:** 149230
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**21**	**ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT		
2 RIVER ROAD	217 READ ST			
BUCKSPORT ME	PORTLAND ME			

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 076023** Kind: A402 L/E: **Load**

HISTORY Location **Train:** P05-27

MOVE date & Time		**Type of MOVE (PL)**		
6/28/2006	25	**Placement**	to	**FORE RIVER DIST CENTER (FRD01)**
			at	**PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187205 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187205 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 149230 **Tare:** **Allow:** **Net:** 149230
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**21 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 076023** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/29/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: **Description:** EMPTY **Waybill #:** **62546** **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: RUMFORD ME **Consignee:** NEWPAGE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62546 **Date:** 6/28/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **AGE24**
AGENT ST / CAR MGMT
NO BILLERICA MA

Consignee: **MPU01**
NEWPAGE CORP
35 HARTFORD STREET
ATTN: CALVIN HINKLEY
RUMFORD ME

Stcc:

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502299** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60616	1400	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60610	2300	BKBA10	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60610	2050	BKBA10	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60610	700	WB0610	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60609	900	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1540	BABK07	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	1340	BABK07	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1300	BAMA07	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	1000	BAMA07	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60606	1500	WANM06	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60606	1200	WANM06	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60605	1530	PONM05	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60605	1330	PONM05	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60604	300	EDPO03	00169	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60603	1220	EDPO03	00169	00169	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502299** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**RI**	60725	515	##0264	CPRS	00418	EMPTY	PORTLAND	ME	NORSOURA		
_	**DI**	60708	2355	EDMO08	00418	NS	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**AR**	60708	2345	EDMO08	00169	00418	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**AC**	60708	920	EDMO08	00169	00169	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**DO**	60706	1600	EDMO06	00418	NS	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**AR**	60705	1900	POED04	00536	00169	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**AC**	60704	1010	POED04	00536	00536	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**RL**	60629	1418	WB0630	FRD01	00536	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	**PL**	60629	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**RL**	60629	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**PL**	60628	25	P05-27	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60625	1600	WAPO24	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60624	1500	WAPO24	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60624	1230	NMWA24	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60624	845	NMWA24	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502299** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0610

MOVE date & Time	**Type of MOVE (RL)**	
6/10/2006 7:00	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238160 **Date:** 6/10/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238160 **Date:** 6/10/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502299** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00204)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187202 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187202 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 172586 **Tare:** **Allow:** **Net:** 172586
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**18** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502299** Kind: A405 L/E: **Load**

HISTORY Location **Train:** P05-27

MOVE date & Time		**Type of MOVE (PL)**		
6/28/2006	25	**Placement**	to	**FORE RIVER DIST CENTER (FRD01)**
			at	**PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187202 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187202 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 172586 **Tare:** **Allow:** **Net:** 172586
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**18 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502299** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/29/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **62543** **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62543 **Date:** 6/28/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **NS 406846** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60616	800	WB0616	SIT01	00243	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	RL	60606	2359	WB0607	MPU01	00243	PAPER P	RUMFORD	ME	SITMEAPUP		
_	PL	60604	1000	TRK 21	00243	MPU01	EMPTY	AUTCREEK	AL	INTPAPER	BRBER	CSXT
_	AR	60604	530	PORI03	00068	00243	EMPTY	AUTCREEK	AL	INTPAPER	BRBER	CSXT
_	AC	60603	1605	PORI03	00068	00068	EMPTY	AUTCREEK	AL	INTPAPER	BRBER	CSXT
_	RL	60601	1500	WB0602	IPA93	00068	EMPTY	AUTCREEK	AL	INTPAPER	BRBER	CSXT
_	PL	60601	1228	DJ1-01	00068	IPA93	PLPBDFB	DANJCT	ME	INTPAPER		
_	AR	60601	300	POWA31	00536	00068	PLPBDFB	DANJCT	ME	INTPAPER		
_	AC	60531	1345	POWA31	00536	00536	PLPBDFB	DANJCT	ME	INTPAPER		
_	AR	60531	1300	POWA31	00536	00536	PLPBDFB	DANJCT	ME	INTPAPER		
_	AC	60531	1135	POWA31	00536	00536	PLPBDFB	DANJCT	ME	INTPAPER		
_	AR	60528	600	SEPX26	00169	00536	PLPBDFB	DANJCT	ME	INTPAPER		
_	AC	60527	300	SEPX26	00169	00169	PLPBDFB	DANJCT	ME	INTPAPER		
_	AR	60527	15	SEPO26	00786	00021	PLPBDFB	DANJCT	ME	INTPAPER		
_	AC	60526	2248	SEPO26	00786	00786	PLPBDFB	DANJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **NS 406846** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RI	60930	1828	##4335	CSXT	00786	PLPBDFB	DANJUNCTI	ME	INTPAPER		
_	DI	60708	2355	EDMO08	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AR	60708	2345	EDMO08	00169	00418	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60708	920	EDMO08	00169	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	DO	60706	1600	EDMO06	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AR	60705	1900	POED04	00536	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60704	1010	POED04	00536	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	RL	60629	1445	WB0630	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	PL	60629	1205	PLACED	00536	FRD01	EMPTY	RUMFORD	ME	NEWPAGE		
_	RL	60629	1200	RELEAS	FRD01	00536	EMPTY	RUMFORD	ME	NEWPAGE		
_	PL	60628	25	P05-27	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	PU	60625	1330	WAPO24	00068	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AR	60618	1530	RURJ18	00243	00068	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60618	1105	RURJ18	00236	00236	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60618	730	RURJ18	00243	00243	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS

More...

GT1100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **NS 406846** Kind: A302 L/E: **Load**

HISTORY Location **Train:** WB0607

MOVE date & Time	**Type of MOVE (RL)**		
6/06/2006 23:59	**Release**	from **NEWPAGE CORP**	**(MPU01)**
		at **RUMFORD** **ME**	**(00243)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238087 **Date:** 6/07/2006
Orig: RUMFORD ME **Shipper:** NEWPAGE **Oncoming:** Orig RR: ST
Dest: RUMFORD ME **Consignee:** SITMEAPUP **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238087 **Date:** 6/07/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **MPU01**	Consignee: **SIT01**	**Stcc: 2621345**
NEWPAGE CORP	SIT MEAD PUPLISHING	PRINTING PAPER
35 HARTFORD STREET		
ATTN: CALVIN HINKLEY		
RUMFORD ME	RUMFORD ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **NS 406846** Kind: A302 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 8:00	**Release**	from **SIT NEWPAGE**	**(SIT01)**
		at **RUMFORD ME**	**(00243)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 913011** **Date:** 6/16/2006
Orig: RUMFORD ME **Shipper:** NEWPAGE **Oncoming:** Orig RR: ST
Dest: LANCASTER PA **Consignee:** RRDONNHAR **Offgoing:** MCV NS Dest RR: NS

WAYBILL Information **Waybill**
Waybill #: 913011 **Date:** 6/16/2006 **Type: FWD** **Ppd/Col: Prepaid**
WGT Code:
Gross: 143386 **Tare:** **Allow:** **Net:** 143386
Route: **ST MCV NS**

Shipper: **NEW18**	Consignee: **RRD26**	**Stcc: 2621345**	**48 ROL**
NEWPAGE CORP	RR DONNELLEY(HARRISB	PRINTING PAPER SLC	
RUMFORD MILL	1375 HARRISBURG PIKE		
35 HARTFORD STREET			
RUMFORD ME	LANCASTER PA		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **NS 406846** Kind: A302 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/29/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** EMPTY **Waybill #:** **62545** **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: RUMFORD ME **Consignee:** NEWPAGE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62545 **Date:** 6/28/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **MPU01**	**Stcc: 2621345**
FORE RIVER DIST CENT	NEWPAGE CORP	EMPTY CAR, LAST CONTAINED
217 READ ST	35 HARTFORD STREET	PRINTING PAPER
	ATTN: CALVIN HINKLEY	RETURN REVERSE ROUTE
PORTLAND ME	RUMFORD ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **WC 21287** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	PL	60602	1205	PLACED	00536	FRD01	EMPTY	RILEYS	ME	INTPAPER		
_	RL	60602	1200	RELEAS	FRD01	00536	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60601	2140	P05-01	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	PU	60528	1100	RURJ28	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	1000	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60519	1828	WB0520	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60519	1000	TRK 41	00236	IPA28	PAPER P	RILEYS	ME	INTPAPER		
_	CP	60430	245	CONPLA	00236	IPA28	PAPER P	RILEYS	ME	INTPAPER		
_	AR	60430	240	PORI29	00536	00236	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60430	120	PORI29	00206	00206	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60429	1720	PORI29	00068	00068	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60429	822	PORI29	00536	00536	PAPER P	RILEYS	ME	INTPAPER		
_	BO	60429	200	XXXXXX	00536	BADOR	PAPER P	RILEYS	ME	INTPAPER		
_	AR	60428	600	RURX28	00243	00536	PAPER P	RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **WC 21287** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60818	415	INTCHG	00068	SLR	EMPTY	FONDDULAC	WI	WARSPEIN	DANVJ	CN
_	AR	60815	1500	DJ1X15	00536	00068	EMPTY	FONDDULAC	WI	WARSPEIN	DANVJ	CN
_	AC	60815	1111	DJ1X15	00536	00536	EMPTY	FONDDULAC	WI	WARSPEIN	DANVJ	CN
_	AR	60811	940	SEPO10	00021	00536	EMPTY	FONDDULAC	WI	WARSPEIN	DANVJ	CN
_	AC	60811	242	SEPO10	00021	00021	EMPTY	FONDDULAC	WI	WARSPEIN	DANVJ	CN
_	AR	60810	2349	SEPO10	00786	00021	EMPTY	FONDDULAC	WI	WARSPEIN	DANVJ	CN
_	AC	60810	2113	SEPO10	00786	00786	EMPTY	FONDDULAC	WI	WARSPEIN	DANVJ	CN
_	RI	60810	1855	##6670	CSXT	00786	PAPER P	PORTLAND	ME	AGENTRAIL		
_	RD	60623	1215	##0941	CSXT	00580	EMPTY	PORTLAND	ME	AGENTRAIL		
_	DI	60612	1705	EDRJ12	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60612	1650	EDRJ12	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60612	730	EDRJ12	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60609	1133	POSE07	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60607	2300	POSE07	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60602	1525	WB0604	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021287** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0520

MOVE date & Time	**Type of MOVE (RL)**		
5/19/2006 18:28	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237543 **Date:** 5/20/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237543 **Date:** 5/20/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc:** 2621345
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021287** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**	
5/20/2006 10:00	**Release**	from **SIT VERSO RILEYS** **(SIT02)**
		at **RILEYS** **ME** **(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186445 **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186445 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 185419
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021287** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/02/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** 56377 **Date:** 6/02/2006
Orig: DEEJCT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 56377 **Date:** 6/02/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA61**	Consignee: **IPA28**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
FORE RIVER DIST CTR	ANDROSCOGGIN MILL	PRINTING PAPER SLC
217 READ STREET	P.O. BOX 20	RETURN REVERSE ROUTE
PORTLAND ME	JAY ME	

*** Press ENTER To Continue ***

GT1100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 25015** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60607	1215	POWA06	00536	00294	EMPTY	SHAWMUT	ME	SAPPI		
_	AC	60606	2300	POWA06	00536	00536	EMPTY	SHAWMUT	ME	SAPPI		
_	RL	60602	1500	WB0602	FRD01	00147	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60602	1100	P04-02	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	PU	60528	1100	RURJ28	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	958	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60519	751	WB0520	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60518	2130	TRK 41	00236	IPA28	MTY	RILEYS	ME	INTPAPER		
_	AR	60518	1930	PORI18	00536	00236	MTY	RILEYS	ME	INTPAPER		
_	AC	60518	900	PORI18	00536	00536	MTY	RILEYS	ME	INTPAPER		
_	AR	60517	900	WAPX17	00068	00536	MTY	RILEYS	ME	INTPAPER		
_	AC	60517	555	WAPX17	00068	00068	MTY	RILEYS	ME	INTPAPER		
_	RI	60514	1700	##8900	SLR	00068	EMPTY	RILEYS	ME	IPCOJAY		
_	DI	60427	2215	RURJ27	00068	SLR	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 025015** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0520

MOVE date & Time	**Type of MOVE (RL)**		
5/19/2006 7:51	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237537 **Date:** 5/20/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237537 **Date:** 5/20/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc:** 2621345
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 025015** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 9:58	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** **186442** **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186442 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 155300
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 025015** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** WB0602

MOVE date & Time	**Type of MOVE (RL)**	
6/02/2006 15:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00147)**

CAR RECORD

Stcc: 2621345	**Description:** EMPTY	**Waybill #:** 56521	**Date:** 6/02/2006
Orig: DEEJCT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: RILEYS ME	**Consignee:** INTPAPER	**Offgoing:**	Dest RR: ST

WAYBILL Information **Waybill**

Waybill #: 56521 **Date:** 6/02/2006 **Type: MTY** **Ppd/Col:**

WGT Code:

Gross: **Tare:** **Allow:** **Net:**

Route: **ST**

Shipper: **IPA61**	Consignee: **IPA28**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
FORE RIVER DIST CTR	ANDROSCOGGIN MILL	PRINTING PAPER SLC
217 READ STREET	P.O. BOX 20	RETURN REVERSE ROUTE
PORTLAND ME	JAY ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20119** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	PU	60528	1100	RURJ28	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	959	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60519	1357	WB0520	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60518	2130	TRK 41	00236	IPA28	MTY	RILEYS	ME	INTPAPER		
_	AR	60518	1930	PORI18	00536	00236	MTY	RILEYS	ME	INTPAPER		
_	AC	60518	900	PORI18	00536	00536	MTY	RILEYS	ME	INTPAPER		
_	AR	60517	900	WAPX17	00068	00536	MTY	RILEYS	ME	INTPAPER		
_	AC	60517	555	WAPX17	00068	00068	MTY	RILEYS	ME	INTPAPER		
_	RI	60514	1700	##8900	SLR	00068	PAPER P	RILEYS	ME	INTERNATI		
_	DI	60420	1900	RURJ20	00068	SLR	PAPER P	HARTFORD	WI	QUAGRAPHI	DANVJ	CN
_	AR	60420	1830	RURJ20	00236	00068	PAPER P	HARTFORD	WI	QUAGRAPHI	DANVJ	CN
_	AC	60420	1300	RURJ20	00068	00068	PAPER P	RILEYS	ME	SITIPRILE		
_	AC	60420	1145	RURJ20	00236	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	RL	60419	1303	WB0420	SIT02	00236	PAPER P	HARTFORD	WI	QUAGRAPHI	DANVJ	CN

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20119** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60703	1600	POWA03	00536	00294	EMPTY	MADISON	ME	MADPAPIND		
_	AC	60703	300	POWA03	00536	00536	EMPTY	MADISON	ME	MADPAPIND		
_	AR	60701	2300	AYPO01	00021	00536	EMPTY	MADISON	ME	MADPAPIND		
_	AC	60701	1145	AYPO01	00021	00021	EMPTY	MADISON	ME	MADPAPIND		
_	AR	60626	1430	SEPO25	00786	00021	EMPTY	MADISON	ME	MADPAPIND		
_	AC	60626	857	SEPO25	00786	00786	EMPTY	MADISON	ME	MADPAPIND		
_	RI	60626	39	##5664	CSXT	00786	EMPTY	MADISON	ME	MADPAPER		
_	DI	60610	2300	EDRJ10	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60610	2200	EDRJ10	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60610	1111	EDRJ10	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60609	1133	POSE07	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60607	2300	POSE07	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60602	1532	WB0604	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60602	1505	PLACED	00536	FRD01	EMPTY	MADISON	ME	MADPAPIND		
_	PL	60602	1100	P04-02	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020119** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0520

MOVE date & Time	**Type of MOVE (RL)**		
5/19/2006 13:57	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237540 **Date:** 5/20/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237540 **Date:** 5/20/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020119** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**	
5/20/2006 9:59	**Release**	from **SIT VERSO RILEYS** **(SIT02)**
		at **RILEYS** **ME** **(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186443 **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186443 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 184778
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020119** Kind: A405 L/E: **Load**

HISTORY Location **Train:** P04-02

MOVE date & Time	**Type of MOVE (PL)**		
6/02/2006 11:00	**Placement**	to	**FORE RIVER DIST CENTER (FRD01)**
		at	**PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186443 **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186443 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 184778
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020119** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** PLACED

MOVE date & Time	**Type of MOVE (PL)**		
6/02/2006 15:05	**Placement**	to	**FORE RIVER DIST CENTER (FRD01)**
		at	**PORTLAND ME (00536)**

CAR RECORD

Stcc:	**Description:** EMPTY	**Waybill #:** 56522	**Date:** 6/02/2006
Orig: PORTLAND ME	**Shipper:** AGESTCAR	**Oncoming:**	Orig RR: ST
Dest: MADISON ME	**Consignee:** MADPAPIND	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 56522	**Date:** 6/02/2006	**Waybill Type: MTY**	**Ppd/Col:**
WGT Code:			
Gross:	**Tare:**	**Allow:**	**Net:**

Route: **ST**

Shipper: **AGE24**	Consignee: **MPA03**	**Stcc:**
AGENT ST / CAR MGMT	MADISON PAPER INDUST	
	ACCOUNTS PAYABLE	
	P.O. BOX 129	
NO BILLERICA MA	MADISON ME	

*** Press ENTER To Continue ***

G11100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **SLGG 86185** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60519	1331	WB0520	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60518	2130	TRK 41	00236	IPA28	MTY	RILEYS	ME	INTPAPER		
_	AR	60518	1930	PORI18	00536	00236	MTY	RILEYS	ME	INTPAPER		
_	AC	60518	900	PORI18	00536	00536	MTY	RILEYS	ME	INTPAPER		
_	AR	60517	900	WAPX17	00068	00536	MTY	RILEYS	ME	INTPAPER		
_	AC	60517	555	WAPX17	00068	00068	MTY	RILEYS	ME	INTPAPER		
_	RI	60514	1700	##8900	SLR	00068	EMPTY	RILEYS	ME	INTPAPER		
_	DI	60420	1900	RURJ20	00068	SLR	PAPER P	HARTFORD	WI	QUAGRAPHI	DANVJ	CN
_	AR	60420	1830	RURJ20	00236	00068	PAPER P	HARTFORD	WI	QUAGRAPHI	DANVJ	CN
_	AC	60420	1300	RURJ20	00068	00068	PAPER P	RILEYS	ME	SITIPRILE		
_	AC	60420	1145	RURJ20	00236	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	RL	60419	1303	WB0420	SIT02	00236	PAPER P	HARTFORD	WI	QUAGRAPHI	DANVJ	CN
_	RL	60414	1809	WB0415	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60413	2300	TRK 45	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60413	55	PORI12	00536	00236	EMPTY	RILEYS	ME	INTPAPER		

More...

GT1100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **SLGG 86185** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**AR**	60704	1630	SEPO03	00786	00536	EMPTY	MADISON	ME	MADPAPIND		
_	**AC**	60704	330	SEPO03	00786	00786	EMPTY	MADISON	ME	MADPAPIND		
_	**RI**	60703	2147	##3076	CSXT	00786	PAPER P	OUTREMONT	PQ	AGENTRAIL		
_	**DI**	60610	2300	EDRJ10	00580	CSXT	PAPER P	GLASGOW	KY	RRDONNELL	ROTTJ	CSXT
_	**AR**	60610	2200	EDRJ10	00169	00580	PAPER P	GLASGOW	KY	RRDONNELL	ROTTJ	CSXT
_	**AC**	60610	1111	EDRJ10	00169	00169	PAPER P	GLASGOW	KY	RRDONNELL	ROTTJ	CSXT
_	**AR**	60609	1133	POSE07	00536	00169	PAPER P	GLASGOW	KY	RRDONNELL	ROTTJ	CSXT
_	**AC**	60607	2300	POSE07	00536	00536	PAPER P	GLASGOW	KY	RRDONNELL	ROTTJ	CSXT
_	**RL**	60605	700	WB0606	FRD01	00536	PAPER P	GLASGOW	KY	RRDONNELL	ROTTJ	CSXT
_	**PL**	60602	1505	PLACED	00536	FRD01	EMPTY	RILEYS	ME	INTPAPER		
_	**RL**	60602	1500	RELEAS	FRD01	00536	EMPTY	RILEYS	ME	INTPAPER		
_	**PL**	60602	1100	P04-02	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	**PU**	60528	1100	RURJ28	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	**CP**	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	**RL**	60520	959	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		

More...

DSPHST **Guilford RAIL System** INQUIRY

Car#: **SLGG 086185** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0520

MOVE date & Time **Type of MOVE (RL)**

5/19/2006 13:31 **Release** from **VERSO PAPER** **(IPA28)**
at **JAY** **ME** **(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237541 **Date:** 5/20/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237541 **Date:** 5/20/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** 2621345
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GI1100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **SLGG 086185** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 9:59	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186447 **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186447 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 168794
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

DSPHST **Guilford RAIL System** INQUIRY

Car#: **SLGG 086185** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time **Type of MOVE (RL)**

6/02/2006 15:00 **Release** from **FORE RIVER DIST CENTER (FRD01**
at **PORTLAND ME (00536**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** 56523 **Date:** 6/02/200
Orig: DEEJCT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**

Waybill #: 56523 **Date:** 6/02/2006 **Type: MTY** **Ppd/Col:**

WGT Code:

Gross: **Tare:** **Allow:** **Net:**

Route: **ST**

Shipper: **IPA61**	Consignee: **IPA28**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
FORE RIVER DIST CTR	ANDROSCOGGIN MILL	PRINTING PAPER SLC
217 READ STREET	P.O. BOX 20	RETURN REVERSE ROUTE
PORTLAND ME	JAY ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **MEC 31921** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60606	1100	WB0606	FRD01	00236	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60530	2140	RURJ30	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60530	1140	RURJ30	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	1000	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	49	WB0520	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60519	1000	TRK 41	00236	IPA28	MTY	RILEYS	ME	INTPAPER		
_	AR	60518	1930	PORI18	00536	00236	MTY	RILEYS	ME	INTPAPER		
_	AC	60518	900	PORI18	00536	00536	MTY	RILEYS	ME	INTPAPER		
_	AR	60517	900	WAPX17	00068	00536	MTY	RILEYS	ME	INTPAPER		
_	AC	60517	555	WAPX17	00068	00068	MTY	RILEYS	ME	INTPAPER		
_	RI	60514	1700	##8900	SLR	00068	PAPER P	RILEYS	ME	INTERNATI		
_	FI	60514	1700	118441	SLR	ST		DANJCT	ME			
_	FI	60513	2150	131166	SLQ	SLR		ISLPOND	VT			
_	FI	60513	1200	024526	CN	SLQ		RICHMOND	PQ			

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 031921** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0520
MOVE date & Time **Type of MOVE (RL)**
5/20/2006 49 **Release** from **VERSO PAPER** **(IPA28)**
at **JAY** **ME** **(00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237544 **Date:** 5/20/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237544 **Date:** 5/20/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** **2621345**
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 031921** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 10:00	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #:** 186444	**Date:** 5/21/2006
Orig: RILEYS ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: DEEJCT ME	**Consignee:** INTPAPER	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 186444	**Date:** 5/21/2006	**Waybill Type:** LOC	**Ppd/Col:** **Prepaid**
WGT Code:			
Gross:	**Tare:**	**Allow:**	**Net:** 156124

Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 031921** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0606
MOVE date & Time **Type of MOVE (RL)**
6/06/2006 11:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 912037 **Date:** 6/06/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: WARSAW IN **Consignee:** RRDONNELL **Offgoing:** ROTTJ CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 912037 **Date:** 6/06/2006 **Type:** FWD **Ppd/Col:** Prepaid
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 156124
Route: **ST ROTTJ CSXT**

Shipper: **IPA28** Consignee: **RRD12** **Stcc: 2621345**
INTERNATIONAL PAPER R R DONNELLEY & SONS PRINTING PAPER SLC
ANDROSCOGGIN MILL RTE 30 1 7 MILE WEST
P.O. BOX 20
JAY ME WARSAW IN

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 33098** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60610	2300	EDRJ10	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60610	2200	EDRJ10	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60610	1111	EDRJ10	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60609	1133	POSE07	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60607	2300	POSE07	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60606	1100	WB0606	FRD01	00236	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60523	2045	RURJ23	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60523	1200	RURJ23	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	958	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60519	749	WB0520	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60518	2130	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60517	2115	PORI17	00536	00236	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60517	830	PORI17	00536	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60515	1750	EDPO14	00021	00536	EMPTY	RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 033098** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0520

MOVE date & Time	**Type of MOVE (RL)**		
5/19/2006 7:49	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237536 **Date:** 5/20/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237536 **Date:** 5/20/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc:** 2621345
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 033098** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 9:58	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186441 **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186441 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 154328
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 033098** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0606
MOVE date & Time **Type of MOVE (RL)**
6/06/2006 11:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 912043** **Date:** 6/06/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: WARSAW IN **Consignee:** RRDONNELL **Offgoing:** ROTTJ CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 912043 **Date:** 6/06/2006 **Type: FWD** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 154328
Route: **ST ROTTJ CSXT**

Shipper: **IPA28**	Consignee: **RRD12**	**Stcc: 2621345**
INTERNATIONAL PAPER	R R DONNELLEY & SONS	PRINTING PAPER SLC
ANDROSCOGGIN MILL	RTE 30 1 7 MILE WEST	
P.O. BOX 20		
JAY ME	WARSAW IN	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **WC** **21089** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60520	1001	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	406	WB0520	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60519	1000	TRK 41	00236	IPA28	PAPER P	RILEYS	ME	INTPAPER		
_	CP	60430	245	CONPLA	00236	IPA28	PAPER P	RILEYS	ME	INTPAPER		
_	AR	60430	240	PORI29	00536	00236	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60430	120	PORI29	00206	00206	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60429	1720	PORI29	00068	00068	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60429	822	PORI29	00536	00536	PAPER P	RILEYS	ME	INTPAPER		
_	AR	60428	600	RURX28	00243	00536	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60428	300	RURX28	00243	00243	PAPER P	RILEYS	ME	INTPAPER		
_	RI	60427	1240	##8138	SLR	00068	PAPER P	RILEYS	ME	INTPAPER		

Bottom

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **WC 21089** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60712	858	SEPO11	00021	00021	EMPTY	SHAWMUT	ME	SAPPI		
_	AR	60712	730	SEPO11	00786	00021	EMPTY	SHAWMUT	ME	SAPPI		
_	AC	60711	2125	SEPO11	00786	00786	EMPTY	SHAWMUT	ME	SAPPI		
_	RI	60711	1853	##8564	CSXT	00786	EMPTY	RILEYS	ME	AGENTRAIL		
_	DI	60622	415	EDRJ21	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60622	400	EDRJ21	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60621	1535	EDRJ21	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60619	930	POSE16	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60616	2030	POSE16	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60612	822	RELEAS	SHOP	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	BO	60608	1545	XXXXXX	00536	BADOR	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60606	1000	WB0606	FRD01	00236	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60530	2140	RURJ30	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60530	1140	RURJ30	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021089** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0520

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 4:06	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237545 **Date:** 5/20/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237545 **Date:** 5/20/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc:** 2621345
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021089** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 10:01	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** **186446** **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186446 **Date:** 5/21/2006 **Type:** **LOC** **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 176503
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021089** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0606
MOVE date & Time **Type of MOVE (RL)**
6/06/2006 10:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 912042** **Date:** 6/06/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: WARSAW IN **Consignee:** RRDONNELL **Offgoing:** ROTTJ CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 912042 **Date:** 6/06/2006 **Type: FWD** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 176503
Route: **ST ROTTJ CSXT**

Shipper: **IPA28**	Consignee: **RRD12**	**Stcc: 2621345**
INTERNATIONAL PAPER	R R DONNELLEY & SONS	PRINTING PAPER SLC
ANDROSCOGGIN MILL	RTE 30 1 7 MILE WEST	
P.O. BOX 20		
JAY ME	WARSAW IN	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20031** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content		Dest-City	ST	Consignee	Jctn	Road
_	AR	60616	430	EDRJ15	00169	00580	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60615	1635	EDRJ15	00169	00169	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60615	1630	EDRJ15	00169	00169	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60614	1755	AYED13	00246	00169	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60613	1510	AYED13	00246	00246	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60609	355	POSE07	00536	00246	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60607	2300	POSE07	00536	00536	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60606	1100	WB0606	FRD01	00236	PAPER	P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60523	2045	RURJ23	00236	00536	PAPER	P	DEEJCT	ME	INTPAPER		
_	AC	60523	1200	RURJ23	00236	00236	PAPER	P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER	P	DEEJCT	ME	INTPAPER		
_	RL	60520	956	WB0521	SIT02	00236	PAPER	P	DEEJCT	ME	INTPAPER		
_	RL	60518	1248	WB0519	IPA28	00236	PAPER	P	RILEYS	ME	SITIPRILE		
_	PL	60518	230	TRK 41	00236	IPA28	EMPTY		RILEYS	ME	INTPAPER		
_	AR	60517	2115	PORI17	00536	00236	EMPTY		RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020031** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0519

MOVE date & Time	**Type of MOVE (RL)**		
5/18/2006 12:48	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237517 **Date:** 5/19/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237517 **Date:** 5/19/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc: 2621345**
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020031** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 9:56	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186449 **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186449 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 182426
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020031** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0606
MOVE date & Time **Type of MOVE (RL)**
6/06/2006 11:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 912040** **Date:** 6/06/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: WARSAW IN **Consignee:** RRDONNELL **Offgoing:** ROTTJ CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 912040 **Date:** 6/06/2006 **Type: FWD** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 182426
Route: **ST ROTTJ CSXT**

Shipper: **IPA28**	Consignee: **RRD12**	**Stcc: 2621345**
INTERNATIONAL PAPER	R R DONNELLEY & SONS	PRINTING PAPER SLC
ANDROSCOGGIN MILL	RTE 30 1 7 MILE WEST	
P.O. BOX 20		
JAY ME	WARSAW IN	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20290** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60520	956	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60518	1833	WB0519	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60516	2200	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60515	1825	PORI15	00536	00236	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60515	800	PORI15	00536	00536	EMPTY	RILEYS	ME	INTPAPER		
_	PU	60513	1500	WAPO12	00068	00536	EMPTY	RILEYS	ME	INTPAPER		
_	RI	60508	855	##1886	SLR	00068	EMPTY	RILEYS	ME	INTERNATI		
_	DI	60423	1430	RURJ23	00068	SLR	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AR	60423	1400	RURJ23	00236	00068	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AC	60423	1000	RURJ23	00236	00236	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	RL	60420	1130	WB0421	SIT02	00236	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	RL	60413	1700	WB0414	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60413	900	TRK 05	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60413	55	PORI12	00536	00236	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60412	930	PORI12	00536	00536	EMPTY	RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20290** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60704	1630	SEPO03	00786	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60704	330	SEPO03	00786	00786	EMPTY	RILEYS	ME	INTPAPER		
_	RI	60703	2147	##3076	CSXT	00786	EMPTY	PORTLAND	ME	PAPERLOA		
_	DI	60616	445	EDRJ15	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60616	430	EDRJ15	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60615	1635	EDRJ15	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60615	1630	EDRJ15	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60614	1755	AYED13	00246	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60613	1510	AYED13	00246	00246	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60609	355	POSE07	00536	00246	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60607	2300	POSE07	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60606	1100	WB0606	FRD01	00236	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60523	2045	RURJ23	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60523	1200	RURJ23	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020290** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0519

MOVE date & Time	**Type of MOVE (RL)**			
5/18/2006 18:33	**Release**	from **VERSO PAPER**		**(IPA28)**
		at **JAY**	**ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237518 **Date:** 5/19/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237518 **Date:** 5/19/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc:** 2621345
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020290** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 9:56	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186448 **Date:** 5/21/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186448 **Date:** 5/21/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 181911
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc:** 2621345
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020290** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**	
6/06/2006 11:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 912039 **Date:** 6/06/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: WARSAW IN **Consignee:** RRDONNELL **Offgoing:** ROTTJ CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 912039 **Date:** 6/06/2006 **Type:** FWD **Ppd/Col:** Prepaid
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 181911
Route: **ST ROTTJ CSXT**

Shipper: **IPA28**	Consignee: **RRD12**	**Stcc: 2621345**
INTERNATIONAL PAPER	R R DONNELLEY & SONS	PRINTING PAPER SLC
ANDROSCOGGIN MILL	RTE 30 1 7 MILE WEST	
P.O. BOX 20		
JAY ME	WARSAW IN	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502276** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60610	2200	EDRJ10	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60610	1111	EDRJ10	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60609	1133	POSE07	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60607	2300	POSE07	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60606	1100	WB0606	FRD01	00236	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60523	2045	RURJ23	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60523	1200	RURJ23	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60520	957	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60519	218	WB0519	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60518	2130	TRK 41	00236	IPA28	MTY	RILEYS	ME	INTPAPER		
_	AR	60518	1930	PORI18	00536	00236	MTY	RILEYS	ME	INTPAPER		
_	AC	60518	900	PORI18	00536	00536	MTY	RILEYS	ME	INTPAPER		
_	AR	60517	900	WAPX17	00068	00536	MTY	RILEYS	ME	INTPAPER		
_	AC	60517	555	WAPX17	00068	00068	MTY	RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502276** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0519

MOVE date & Time	**Type of MOVE (RL)**		
5/19/2006 2:18	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 237519** **Date:** 5/19/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237519 **Date:** 5/19/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502276** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 9:57	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345		**Description:** PAPER P	**Waybill #: 186440**	**Date:**	5/21/2006
Orig: RILEYS	ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR:	ST
Dest: DEEJCT	ME	**Consignee:** INTPAPER	**Offgoing:**	Dest RR:	ST

WAYBILL Information **Waybill**

Waybill #: 186440 **Date:** 5/21/2006 **Type: LOC** **Ppd/Col: Prepaid**

WGT Code:

Gross: **Tare:** **Allow:** **Net:** 186300

Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502276** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**	
6/06/2006 11:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 912038 **Date:** 6/06/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: WARSAW IN **Consignee:** RRDONNELL **Offgoing:** ROTTJ CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 912038 **Date:** 6/06/2006 **Type:** FWD **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 186300
Route: **ST ROTTJ CSXT**

Shipper: **IPA28**	Consignee: **RRD12**	**Stcc: 2621345**
INTERNATIONAL PAPER	R R DONNELLEY & SONS	PRINTING PAPER SLC
ANDROSCOGGIN MILL	RTE 30 1 7 MILE WEST	
P.O. BOX 20		
JAY ME	WARSAW IN	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 504200** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60520	955	WB0521	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60518	935	WB0519	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60517	900	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPCOM		
_	AR	60515	1825	PORI15	00536	00236	EMPTY	RILEYS	ME	INTPAPCOM		
_	AC	60515	800	PORI15	00536	00536	EMPTY	RILEYS	ME	INTPAPCOM		
_	PU	60513	1500	WAPO12	00068	00536	EMPTY	RILEYS	ME	INTPAPCOM		
_	RI	60508	855	##1886	SLR	00068	EMPTY	RILEYS	ME	INTPAPCOM		
_	DI	60423	1430	RURJ23	00068	SLR	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AR	60423	1400	RURJ23	00236	00068	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AC	60423	1000	RURJ23	00236	00236	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	RL	60420	1130	WB0421	SIT02	00236	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	RL	60414	137	WB0414	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60413	2300	TRK 41	00236	IPA28	12FTDR	RUMFORD	ME	NEWPAGE		
_	AC	60412	1500	RURJ12	00236	00236	12FTDR	RUMFORD	ME	NEWPAGE		
_	AR	60412	1330	RURJ12	00243	00236	12FTDR	RUMFORD	ME	NEWPAGE		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 504200** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60724	620	SEPO23	00786	00246	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60724	241	SEPO23	00786	00786	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RI	60723	1720	##9313	CSXT	00786	EMPTY	ROTJCT	NY	SPRTERRAI		
_	DI	60616	445	EDRJ15	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60616	430	EDRJ15	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60615	1635	EDRJ15	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60615	1630	EDRJ15	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60614	1755	AYED13	00246	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60613	1510	AYED13	00246	00246	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60609	355	POSE07	00536	00246	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60607	2300	POSE07	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60606	1100	WB0606	FRD01	00236	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60523	2045	RURJ23	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60523	1200	RURJ23	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60522	1515	CONPLA	00236	FRD01	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 504200** Kind: A406 L/E: **Load**

HISTORY Location **Train:** WB0519
MOVE date & Time **Type of MOVE (RL)**
5/18/2006 9:35 **Release** from **VERSO PAPER** **(IPA28)**
at **JAY** **ME** **(00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237516 **Date:** 5/19/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237516 **Date:** 5/19/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **IPA28** Consignee: **SIT02** **Stcc:** **2621345**
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 504200** Kind: A406 L/E: **Load**

HISTORY Location **Train:** WB0521

MOVE date & Time	**Type of MOVE (RL)**		
5/20/2006 9:55	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #:** 186450	**Date:** 5/21/2006
Orig: RILEYS ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: DEEJCT ME	**Consignee:** INTPAPER	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 186450	**Date:** 5/21/2006	**Waybill Type:** LOC	**Ppd/Col:** **Prepaid**
WGT Code:			
Gross:	**Tare:**	**Allow:**	**Net:** 186292

Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 504200** Kind: A406 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**	
6/06/2006 11:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00236)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #:** 912041	**Date:** 6/06/2006		
Orig: RILEYS ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST		
Dest: WARSAW IN	**Consignee:** RRDONNELL	**Offgoing:** ROTTJ CSXT	Dest RR: CSXT		

WAYBILL Information **Waybill**

Waybill #: 912041 **Date:** 6/06/2006 **Type:** **FWD** **Ppd/Col:** **Prepaid**

WGT Code:

Gross: **Tare:** **Allow:** **Net:** 186292

Route: **ST ROTTJ CSXT**

Shipper: **IPA28**	Consignee: **RRD12**	**Stcc: 2621345**
INTERNATIONAL PAPER	R R DONNELLEY & SONS	PRINTING PAPER SLC
ANDROSCOGGIN MILL	RTE 30 1 7 MILE WEST	
P.O. BOX 20		
JAY ME	WARSAW IN	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 39741** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60610	2359	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60610	800	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	1655	BABK09	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	1445	BABK09	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	955	BAMA09	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	900	BAMA09	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1730	WANM08	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60608	1530	WANM08	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1430	PONM07	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	2345	PONM07	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60607	1601	PONM07	00294	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1600	PONM07	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 39741** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60628	440	EDMO27	00418	NS	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60628	430	EDMO27	00169	00418	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60627	1700	EDMO27	00169	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60626	1238	POSE24	00536	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60626	600	POSE24	00021	00021	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60624	1900	POSE24	00536	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	RL	60622	1500	WB0623	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	PL	60622	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60622	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60620	1340	P04-20	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 039741** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**	
6/10/2006 23:59	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 238195** **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238195 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 039741** Kind: B314 L/E: **Load**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/16/2006 14:00 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00136)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 187209** **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187209 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 156865 **Tare:** **Allow:** **Net:** 156865
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **41** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 039741** Kind: B314 L/E: **Load**

HISTORY Location **Train:** P04-20
MOVE date & Time **Type of MOVE (PL)**
6/20/2006 13:40 **Placement** to **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187209 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187209 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** Prepaid
WGT Code:
Gross: 156865 **Tare:** **Allow:** **Net:** 156865
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** 2621345 **41** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 039741** Kind: B314 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/22/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **60916** **Date:** 6/21/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60916 **Date:** 6/21/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 34459** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60604	900	NMWA04	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60604	831	NMWA04	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60604	830	NMWA04	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60531	1335	WB0531	SIT05	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60512	2300	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60512	2049	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60509	2359	WB0510	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60508	2200	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60508	1410	BABK08	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60508	1200	BABK08	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60508	530	NM1-07	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60508	300	WANM07	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60507	1900	WANM07	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60507	700	PONM06	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60506	2110	PONM06	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 34459** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60621	1105	POSE19	00786	CSXT	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	DD	60621	445	POSE19	00786	CSXT	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	AR	60621	430	POSE19	00576	00786	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	AC	60620	700	POSE19	00576	00576	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	AR	60620	513	POSE19	00536	00576	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	AC	60620	230	POSE19	00021	00021	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	AC	60619	2330	POSE19	00536	00536	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	RL	60614	1530	WB0615	FRD01	00536	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	PL	60614	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60614	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60613	2210	P05-13	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60607	805	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60606	2200	WAPO05	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60605	2200	WAPO05	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60604	1120	NMWA04	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 034459** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0510

MOVE date & Time	**Type of MOVE (RL)**	
5/09/2006 23:59	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237353 **Date:** 5/10/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237353 **Date:** 5/10/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 034459** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0531

MOVE date & Time	**Type of MOVE (RL)**		
5/31/2006 13:35	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00033)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #: 186728**	**Date:** 5/31/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: PORTLAND ME	**Consignee:** FORRIVDIS	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 186728	**Date:** 5/31/2006	**Waybill Type: LOC**	**Ppd/Col: Prepaid**

WGT Code:

Gross:	**Tare:**	**Allow:**	**Net:** 152608

Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 034459** Kind: B314 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/14/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** EMPTY **Waybill #:** **59176** **Date:** 6/14/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 59176 **Date:** 6/14/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20028** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60604	1120	NMWA04	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60604	900	NMWA04	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60604	831	NMWA04	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60604	830	NMWA04	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60530	1330		SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60515	1830	BKBA15	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60515	1630	BKBA15	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60513	2359	WB0514	CIN08	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60513	1705	PLACED	00033	CIN08	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60513	1700	BABK13	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60513	1500	BABK13	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60513	1500	BABK13	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60512	2115	WANM12	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60512	1700	WANM12	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60512	1300	POWA12	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20028** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**DI**	60623	1740	EDRJ23	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AR**	60623	1725	EDRJ23	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AC**	60623	803	EDRJ23	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AR**	60622	1201	6 WEST	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AC**	60622	1200	6 WEST	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AR**	60622	955	POMO22	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AC**	60621	1904	POMO22	00470	00470	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AC**	60621	345	POMO22	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**RL**	60615	1453	WB0616	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**PL**	60615	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**RL**	60615	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**PL**	60615	1030	P04-15	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**CP**	60607	805	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60606	2200	WAPO05	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60605	2200	WAPO05	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020028** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0514

MOVE date & Time	**Type of MOVE (RL)**	
5/13/2006 23:59	**Release**	from **CHAMPION INTERNATIONAL (CIN08)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #: 237415**	**Date:** 5/14/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: NMAINEJCT ME	**Consignee:** SITIPBUCK	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 237415	**Date:** 5/14/2006	**Waybill Type: CM**	**Ppd/Col:**
WGT Code:			
Gross:	**Tare:**	**Allow:**	

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020028** Kind: A405 L/E: **Load**

HISTORY Location **Train:**
MOVE date & Time **Type of MOVE (RL)**
5/30/2006 13:30 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00204)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186725 **Date:** 5/31/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186725 **Date:** 5/31/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 178467
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020028** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/15/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **59471** **Date:** 6/15/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 59471 **Date:** 6/15/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CRLE 6203** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60603	1301	WAPO03	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60603	1300	WAPO03	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60602	1235	NMWA02	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60602	830	NMWA02	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60531	1335	WB0531	SIT05	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60518	1915	BKBA18	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60518	1655	BKBA18	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60517	2359	WB0518	CIN08	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60515	305	PLACED	00033	CIN08	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60515	300	BABK14	00204	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60515	53	BABK14	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60514	1500	WANM14	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60514	1200	WANM14	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60514	600	PONM13	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60513	1750	PONM13	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CRLE 6203** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60623	1725	EDRJ23	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60623	803	EDRJ23	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60622	1201	6 WEST	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60622	1200	6 WEST	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60622	955	POMO22	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60621	1904	POMO22	00470	00470	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60621	345	POMO22	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	TR	60616	2359	TRNSFR	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60616	1100	WB0616	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60615	1030	P04-15	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60609	1600	XXXXXX	SHOP	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60608	745	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	BO	60607	2345	XXXXXX	00536	BADOR	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60607	2145	WAPO06	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60606	2200	WAPO06	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006203** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0518

MOVE date & Time	**Type of MOVE (RL)**	
5/17/2006 23:59	**Release**	from **CHAMPION INTERNATIONAL (CIN08)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237504 **Date:** 5/18/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237504 **Date:** 5/18/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006203** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0531
MOVE date & Time **Type of MOVE (RL)**
5/31/2006 13:35 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00033)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 186727** **Date:** 5/31/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186727 **Date:** 5/31/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 187068
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc: 2621345**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006203** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**	
6/16/2006 11:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 913032 **Date:** 6/16/2006
Orig: PORTLAND ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: WARSAW IN **Consignee:** RRDONNELL **Offgoing:** ROTTJ CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 913032 **Date:** 6/16/2006 **Type:** **FWD** **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 189057 **Tare:** **Allow:** **Net:** 189057
Route: **ST ROTTJ CSXT**

Shipper: **IPA61**	Consignee: **RRD12**	**Stcc: 2621345**	**45 ROL**
INTERNATIONAL PAPER	R R DONNELLEY & SONS	PRINTING PAPER	
FORE RIVER DIST CTR	RTE 30 1 7 MILE WEST		
217 READ STREET			
PORTLAND ME	WARSAW IN		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 7137** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	TR	60616	2359	TRNSFR	00536	00536	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	RL	60616	1135	WB0616	FRD01	00536	PAPER P	KANCITY	MO	HALMETPAR	ROTTJ	CSXT
_	PL	60615	1030	P04-15	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60608	745	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60607	2145	WAPO06	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60606	2200	WAPO06	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60603	1301	WAPO03	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60603	1300	WAPO03	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60602	1235	NMWA02	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60602	830	NMWA02	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60530	1335	WB0531	SIT05	00033	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60519	1900	BKBA19	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60519	1650	BKBA19	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60518	2359	WB0519	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60518	2200	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 007137** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0519

MOVE date & Time	**Type of MOVE (RL)**	
5/18/2006 23:59	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #:** 237530	**Date:** 5/19/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: NMAINEJCT ME	**Consignee:** SITIPBUCK	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 237530	**Date:** 5/19/2006	**Waybill Type:** CM	**Ppd/Col:**
WGT Code:			
Gross:	**Tare:**	**Allow:**	**Net:**

Route: **ST**

Shipper: **IPA31**	**Consignee:** **SIT05**	**Stcc:** **2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 007137** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0531
MOVE date & Time **Type of MOVE (RL)**
5/30/2006 13:35 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00033)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 186726 **Date:** 5/31/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186726 **Date:** 5/31/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 120998
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc: 2621345**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 007137** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**	
6/16/2006 11:35	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 913034 **Date:** 6/16/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: KANCITY MO **Consignee:** HALMETPAR **Offgoing:** ROTTJ CSXT Dest RR: UP

WAYBILL Information **Waybill**
Waybill #: 913034 **Date:** 6/16/2006 **Type:** **FWD** **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 146006 **Tare:** **Allow:** **Net:** 146006
Route: **ST ROTTJ CSXT ESTL UP**

Shipper: **FRD01**	Consignee: **HME01**	**Stcc: 2621345** **88 ROL**
FORE RIVER DIST CENT	HALLMARK-METRO PARK	PRINTING PAPER O/T NWSPRT
217 READ ST	C/O METRO PARK WHSE	
	6901 STILLWELL ST	
PORTLAND ME	KANSAS CITY MO	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502487** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content		Dest-City	ST	Consignee	Jctn	Road
_	AC	60606	2200	WAPO06	00294	00294	PAPER	P	PORTLAND	ME	FORRIVDIS		
_	AR	60603	1301	WAPO03	00294	00294	PAPER	P	PORTLAND	ME	FORRIVDIS		
_	AC	60603	1300	WAPO03	00294	00294	PAPER	P	PORTLAND	ME	FORRIVDIS		
_	AR	60602	1235	NMWA02	00204	00294	PAPER	P	PORTLAND	ME	FORRIVDIS		
_	AC	60602	830	NMWA02	00204	00204	PAPER	P	PORTLAND	ME	FORRIVDIS		
_	RL	60530	1335	WB0531	SIT05	00033	PAPER	P	PORTLAND	ME	FORRIVDIS		
_	AR	60519	1900	BKBA19	00033	00204	PAPER	P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60519	1650	BKBA19	00033	00033	PAPER	P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60518	2359	WB0519	IPA31	00033	PAPER	P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60518	800	PLACED	00033	IPA31	EMPTY		BUCKSPORT	ME	INTPAPER		
_	AR	60517	1800	BABK17	00014	00033	EMPTY		BUCKSPORT	ME	INTPAPER		
_	AC	60517	1540	BABK17	00014	00014	EMPTY		BUCKSPORT	ME	INTPAPER		
_	AR	60517	1230	BAMA17	00204	00014	EMPTY		BUCKSPORT	ME	INTPAPER		
_	AC	60517	1000	BAMA17	00204	00204	EMPTY		BUCKSPORT	ME	INTPAPER		
_	AR	60516	1445	WANM16	00294	00204	EMPTY		BUCKSPORT	ME	INTPAPER		

_ ...

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502487** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**AC**	60808	2113	SEPO08	00786	00786	EMPTY	BUCKSPORT	ME	INTPAPER		
_	**RI**	60808	1724	##9299	CSXT	00786	EMPTY	BARSTATIO	MA	AGENTST		
_	**DI**	60627	738	AYSE27	00786	CSXT	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**AR**	60627	735	AYSE27	00021	00786	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**AC**	60627	451	AYSE27	00021	00021	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**DD**	60627	415	AYSE26	00786	CSXT	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**AR**	60627	400	AYSE26	00021	00786	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**AC**	60627	100	AYSE26	00021	00021	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**PU**	60626	220	POSE24	00380	00021	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**AR**	60625	1400	POSE24	00536	00380	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**AC**	60624	1900	POSE24	00536	00536	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**RL**	60617	1340	WB0618	FRD01	00536	PAPER P	EVANS	GA	QUEWOREVA	BRBER	CSXT
_	**PL**	60615	1030	P04-15	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**CP**	60608	745	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60607	2145	WAPO06	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502487** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0519

MOVE date & Time	**Type of MOVE (RL)**	
5/18/2006 23:59	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 237527 **Date:** 5/19/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 237527 **Date:** 5/19/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502487** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0531

MOVE date & Time	**Type of MOVE (RL)**		
5/30/2006 13:35	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 186724** **Date:** 5/31/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 186724 **Date:** 5/31/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 188390
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502487** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0618
MOVE date & Time **Type of MOVE (RL)**
6/17/2006 13:40 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 913169 **Date:** 6/18/2006
Orig: PORTLAND ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: EVANS GA **Consignee:** QUEWOREVA **Offgoing:** BRBER CSXT Dest RR: CSXT

WAYBILL Information **Waybill**
Waybill #: 913169 **Date:** 6/18/2006 **Type:** **FWD** **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 178339
Route: **ST BRBER CSXT**

Shipper: **IPA61**	Consignee: **QWO19**	**Stcc: 2621345**
INTERNATIONAL PAPER	QUEBECOR WORLD - EVA	PRINTING PAPER
FORE RIVER DIST CTR	4301 EVANS TO LOCK R	
217 READ STREET	ATTN: MIKE PHILLIPS	
PORTLAND ME	EVANS GA	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20182** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60610	2300	BKBA10	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60610	2050	BKBA10	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60609	2359	WB0610	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60608	900	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60606	1600	BABK06	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60606	1400	BABK06	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60606	1315	BAMA06	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60606	1000	BAMA06	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60605	1600	PONM04	00536	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60605	345	PONM04	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60604	45	SEPX30	00169	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60603	300	SEPX30	00169	00169	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60531	545	SEPO30	00786	00021	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60531	156	SEPO30	00786	00786	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RI	60530	2355	##4535	CSXT	00786	PAPER P	RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20182** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**RI**	60725	1829	##6170	CSXT	00786	EMPTY	RILEYS	ME	INTPAPER		
_	**DI**	60702	355	EDRJ01	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AR**	60702	340	EDRJ01	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AC**	60701	1325	EDRJ01	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AR**	60630	2121	POSE28	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**AC**	60628	2345	POSE28	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**RL**	60621	1500	WB0622	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	**PL**	60621	1205	PLACED	00536	FRD01	EMPTY	RILEYS	ME	INTPAPER		
_	**RL**	60621	1200	RELEAS	FRD01	00536	EMPTY	RILEYS	ME	INTPAPER		
_	**PL**	60620	1340	P04-20	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**CP**	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**RL**	60615	1000	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AC**	60615	800	NMWA15	00204	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020182** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0610
MOVE date & Time **Type of MOVE (RL)**
6/09/2006 23:59 **Release** from **INTERNATIONAL PAPER (IPA31)**
at **BUCKSPORT ME (00033)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 238156** **Date:** 6/10/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238156 **Date:** 6/10/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020182** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 10:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT ME**	**(00204)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 187146** **Date:** 6/15/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187146 **Date:** 6/15/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: 170699 **Tare:** **Allow:** **Net:** 170699
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**18 ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020182** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/21/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **60911** **Date:** 6/21/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60911 **Date:** 6/21/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **AGE24** Consignee: **IPA28** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
NO BILLERICA MA JAY ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **MSDR 192304** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60615	800	NMWA15	00204	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AR	60610	2300	BKBA10	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60610	2050	BKBA10	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60609	2359	WB0610	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60608	900	PLACED	00033	IPA31	EMPTY	MECFALLS	ME	NEWENGPUB	DANVJ	SLR
_	RL	60607	600	RELEAS	IPPLP	00033	EMPTY	MECFALLS	ME	NEWENGPUB	DANVJ	SLR
_	PL	60605	730	PLACED	00033	IPPLP	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	CP	60522	1740	CONPLA	00033	IPPLP	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60522	1735	BABK22	00014	00033	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AC	60522	1400	BABK22	00014	00014	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60522	1300	BAMA22	00204	00014	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AC	60522	1000	BAMA22	00204	00204	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60520	1600	WANM20	00294	00204	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AC	60520	1345	WANM20	00294	00294	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	RL	60518	1500	RELEAS	SHOP	00294	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **MSDR 192304** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60720	945	PORI20	00536	00536	EMPTY	RUMFORD	ME	NEWPAGE		
_	AC	60720	800	PORI20	00536	00536	EMPTY	RUMFORD	ME	NEWPAGE		
_	PU	60717	2000	RURJ17	00068	00536	EMPTY	DEEJCT	ME	FORWAREHO		
_	RI	60712	1030	##4292	SLR	00068	EMPTY	PORTLAND	ME	INTERNATI		
_	DI	60627	415	DELVRY	00068	SLR	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AR	60627	400	PONM26	00536	00068	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	AC	60626	1515	PONM26	00536	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	RL	60621	1500	WB0622	FRD01	00536	PAPER P	MATTOON	IL	RRDONNELL	DANVJ	CN
_	PL	60621	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60621	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60620	1340	P04-20	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60615	1000	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MSDR 192304** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0610

MOVE date & Time	**Type of MOVE (RL)**	
6/09/2006 23:59	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 238157** **Date:** 6/10/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238157 **Date:** 6/10/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MSDR 192304** Kind: A402 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 10:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00204)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187145 **Date:** 6/15/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187145 **Date:** 6/15/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 169877 **Tare:** **Allow:** **Net:** 169877
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345** **18** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MSDR 192304** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/21/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** EMPTY **Waybill #:** **60918** **Date:** 6/21/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60918 **Date:** 6/21/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CRLE 6267** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60611	700	WB0611	CIN08	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60610	1905	PLACED	00033	CIN08	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1900	BABK10	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1655	BABK10	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	1300	BAMA10	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60610	1230	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	1100	BAMA10	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60610	801	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60610	800	WANM09	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	1700	WANM09	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	700	PONM08	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60608	1730	PONM08	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60605	1700	DJ1X05	00068	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60605	822	DJ1X05	00068	00068	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RI	60604	1330	##0301	SLR	00068	EMPTY	BUCKSPORT	ME	IPCOBUC		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CRLE 6267** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60701	515	DELVRY	00068	SLR	PAPER P	DYERSBURG	TN	QUEWORDYE	DANVJ	CN
_	AR	60701	500	POWA30	00536	00068	PAPER P	DYERSBURG	TN	QUEWORDYE	DANVJ	CN
_	AC	60630	2355	POWA30	00536	00536	PAPER P	DYERSBURG	TN	QUEWORDYE	DANVJ	CN
_	RL	60622	1500	WB0623	FRD01	00536	PAPER P	DYERSBURG	TN	QUEWORDYE	DANVJ	CN
_	PL	60622	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60622	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60620	1340	P04-20	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006267** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**	
6/11/2006 7:00	**Release**	from **CHAMPION INTERNATIONAL (CIN08)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #: 238196**	**Date:** 6/11/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: NMAINEJCT ME	**Consignee:** SITIPBUCK	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 238196	**Date:** 6/11/2006	**Waybill Type: CM**	**Ppd/Col:**
WGT Code:			
Gross:	**Tare:**	**Allow:**	**Net:**

Route: **ST**

Shipper: **IPA31** Consignee: **SIT05** **Stcc: 2621345**

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006267** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/16/2006 14:00 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00136)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187198 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187198 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 183897 **Tare:** **Allow:** **Net:** 183897
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345** **48** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006267** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/22/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **60914** **Date:** 6/21/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 60914 **Date:** 6/21/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **SLR 3031** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60611	2359	WB0612	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60610	2330	PLACED	00033	IPA31	EMPTY	DANJCT	ME	AGENTSLR	DANVJ	SLR
_	RL	60610	1800	RELEAS	IPPLP	00033	EMPTY	DANJCT	ME	AGENTSLR	DANVJ	SLR
_	PL	60609	2200	PLACED	00033	IPPLP	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	CP	60606	800	CONPLA	00033	IPPLP	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60605	1645	BABK05	00014	00033	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AC	60605	1435	BABK05	00014	00014	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60605	1230	BAMA05	00204	00014	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AC	60605	1200	BAMA05	00204	00204	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60605	1016	BAMA05	00204	00204	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AC	60605	1000	BAMA05	00204	00204	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60604	1915	WANM04	00294	00204	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AC	60604	1300	WANM04	00294	00294	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		
_	AR	60604	950	POWA03	00536	00294	WOODPUL	BUCKSPORT	ME	IPCBUCKSP		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **SLR 3031** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60627	900	EDRJ27	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60626	1238	POSE24	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60626	600	POSE24	00021	00021	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60624	1900	POSE24	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60622	1300	WB0622	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60622	1205	PLACED	00536	FRD01	EMPTY	DANJCT	ME	AGENTSLR	DANVJ	SLR
_	RL	60622	1200	RELEAS	FRD01	00536	EMPTY	DANJCT	ME	AGENTSLR	DANVJ	SLR
_	PL	60620	1340	P04-20	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **SLR 003031** Kind: A406 L/E: **Load**

HISTORY Location **Train:** WB0612
MOVE date & Time **Type of MOVE (RL)**
6/11/2006 23:59 **Release** from **INTERNATIONAL PAPER (IPA31)**
at **BUCKSPORT ME (00033)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238207 **Date:** 6/12/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238207 **Date:** 6/12/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31** Consignee: **SIT05** **Stcc: 2621345**
INTERNATIONAL PAPER SIT IP BUCKSPORT PRINTING PAPER
2 RIVER ROAD

BUCKSPORT ME BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **SLR 003031** Kind: A406 L/E: **Load**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/16/2006 14:00 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00136)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187211 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187211 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 181896 **Tare:** **Allow:** **Net:** 181896
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345** **48** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **SLR 003031** Kind: A406 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/22/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: **Description:** EMPTY **Waybill #:** **60915** **Date:** 6/21/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: DANJCT ME **Consignee:** AGENTSLR **Offgoing:** DANVJ SLR Dest RR: SLR

WAYBILL Information **Waybill**
Waybill #: 60915 **Date:** 6/21/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST DANVJ SLR**
Shipper: **AGE24** Consignee: **AGE52** **Stcc:**
AGENT ST / CAR MGMT AGENT SLR

NO BILLERICA MA DANVILLE JUNCTION ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 39741** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60610	2359	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60610	800	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	1655	BABK09	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	1445	BABK09	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	955	BAMA09	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	900	BAMA09	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1730	WANM08	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60608	1530	WANM08	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1430	PONM07	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	2345	PONM07	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60607	1601	PONM07	00294	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1600	PONM07	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **RBOX 39741** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60628	440	EDMO27	00418	NS	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60628	430	EDMO27	00169	00418	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60627	1700	EDMO27	00169	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60626	1238	POSE24	00536	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60626	600	POSE24	00021	00021	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60624	1900	POSE24	00536	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	RL	60622	1500	WB0623	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	PL	60622	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60622	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60620	1340	P04-20	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 039741** Kind: B314 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**	
6/10/2006 23:59	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238195 **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238195 **Date:** 6/11/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **RBOX 039741** Kind: B314 L/E: **Load**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/16/2006 14:00 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00136)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187209 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187209 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 156865 **Tare:** **Allow:** **Net:** 156865
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345** **41** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GT1100D2
DSPHST

Guilford RAIL System INQUIRY

HISTORY Location Car#: **RBOX 039741** Kind: B314 L/E: **Empty**
MOVE date & Time **Type of MOVE (RL)** **Train:** RELEAS
6/22/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc:
Orig: PORTLAND ME **Description:** EMPTY **Waybill #:** **60916** **Date:** 6/21/2006
Dest: BUCKSPORT ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Consignee: INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information
Waybill #: 60916 **Date:** 6/21/2006 **Waybill Type:** MTY **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502592** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60610	2359	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60609	2300	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1540	BABK07	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	1340	BABK07	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1300	BAMA07	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	1000	BAMA07	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60606	1500	WANM06	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60606	1200	WANM06	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502592** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60717	209	SEPO16	00786	00786	EMPTY	SHAWMUT	ME	SAPPI		
_	RI	60716	1600	##4954	CSXT	00786	EMPTY	BARSTATIO	MA	AGENTST		
_	DI	60627	2215	EDRJ27	00580	CSXT	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60627	2200	EDRJ27	00169	00580	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60627	905	EDRJ27	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60627	901	EDRJ27	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60627	900	EDRJ27	00169	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60626	1238	POSE24	00536	00169	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60626	600	POSE24	00021	00021	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60624	1900	POSE24	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60622	1300	WB0622	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60622	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60622	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60620	1340	P04-20	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502592** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**	
6/10/2006 23:59	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 238189** **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238189 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502592** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/16/2006 14:00 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00136)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187203 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187203 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 172651 **Tare:** **Allow:** **Net:** 172651
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345** **18** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502592** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/22/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc:	**Description:** EMPTY	**Waybill #:** 60917	**Date:** 6/21/2006
Orig: PORTLAND ME	**Shipper:** AGESTCAR	**Oncoming:**	Orig RR: ST
Dest: BUCKSPORT ME	**Consignee:** INTPAPER	**Offgoing:**	Dest RR: ST

WAYBILL Information **Waybill**

Waybill #: 60917 **Date:** 6/21/2006 **Type:** MTY **Ppd/Col:**

WGT Code:

Gross: **Tare:** **Allow:** **Net:**

Route: **ST**

Shipper: **AGE24** Consignee: **IPA31** **Stcc:**

AGENT ST / CAR MGMT
INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CSXT 151359** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60610	2359	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60609	2300	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	1655	BABK09	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	1445	BABK09	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	955	BAMA09	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	900	BAMA09	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1730	WANM08	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60608	1530	WANM08	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1430	PONM07	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	2345	PONM07	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60607	1601	PONM07	00294	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60607	1600	PONM07	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	1204	PONM07	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60605	1818	AYPX05	00062	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60605	1600	AYPX05	00062	00062	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CSXT 151359** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60706	635	NAED06	00246	00246	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AR	60630	540	POSE28	00536	00246	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60628	2345	POSE28	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60623	1314	WB0623	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60623	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60623	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60621	2315	P05-21	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CSXT 151359** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**		
6/10/2006 23:59	**Release**	from **INTERNATIONAL PAPER**	**(IPA31)**
		at **BUCKSPORT** **ME**	**(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 238190** **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238190 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CSXT 151359** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00136)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187200 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187200 **Date:** 6/16/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: 173676 **Tare:** **Allow:** **Net:** 173676
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **18** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CSXT 151359** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/23/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** EMPTY **Waybill #:** **61134** **Date:** 6/22/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 61134 **Date:** 6/22/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502291** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60610	2359	WB0611	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60610	800	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	1655	BABK09	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	1445	BABK09	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60609	955	BAMA09	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60609	900	BAMA09	00204	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1730	WANM08	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60608	1530	WANM08	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1430	PONM07	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60607	2345	PONM07	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60607	1601	PONM07	00294	00536	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502291** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60708	2355	EDMO08	00418	NS	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60708	2345	EDMO08	00169	00418	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60708	920	EDMO08	00169	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60706	1640	NAED06	00246	00169	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60706	635	NAED06	00246	00246	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AR	60630	540	POSE28	00536	00246	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	AC	60628	2345	POSE28	00536	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	RL	60623	1330	WB0624	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNGRE	MCV	NS
_	PL	60623	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60623	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60621	2315	P05-21	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502291** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611
MOVE date & Time **Type of MOVE (RL)**
6/10/2006 23:59 **Release** from **INTERNATIONAL PAPER** **(IPA31)**
at **BUCKSPORT** **ME** **(00033)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #: 238191** **Date:** 6/11/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238191 **Date:** 6/11/2006 **Type: CM** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31** Consignee: **SIT05** **Stcc: 2621345**
INTERNATIONAL PAPER SIT IP BUCKSPORT PRINTING PAPER
2 RIVER ROAD

BUCKSPORT ME BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502291** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00136)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 187201** **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187201 **Date:** 6/16/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: 189208 **Tare:** **Allow:** **Net:** 189208
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc: 2621345** **20** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502291** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/23/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **61133** **Date:** 6/22/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 61133 **Date:** 6/22/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20211** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	PL	60628	1205	PLACED	00536	FRD01	EMPTY	RILEYS	ME	INTPAPER		
_	RL	60628	1200	RELEAS	FRD01	00536	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60621	2315	P05-21	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60620	750	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	2100	WAPO18	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60618	2200	WAPO18	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60617	1300	NMWA17	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60617	800	NMWA17	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60613	200	BKBA12	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60612	1855	BKBA12	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60610	700	WB0610	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60608	2300	PLACED	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60608	1542	BABK08	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60608	1335	BABK08	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020211** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0610

MOVE date & Time	**Type of MOVE (RL)**	
6/10/2006 7:00	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238158 **Date:** 6/10/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238158 **Date:** 6/10/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020211** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00136)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187213 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187213 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 168882 **Tare:** **Allow:** **Net:** 168882
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**	**18** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020211** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/28/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc:	**Description:** EMPTY	**Waybill #:**	**61138**	**Date:**	6/22/2006
Orig: PORTLAND ME	**Shipper:** AGESTCAR	**Oncoming:**		Orig RR:	ST
Dest: RILEYS ME	**Consignee:** INTPAPER	**Offgoing:**		Dest RR:	ST

WAYBILL Information

Waybill #: 61138	**Date:** 6/22/2006	**Waybill Type:** MTY		**Ppd/Col:**	
WGT Code:					
Gross:	**Tare:**	**Allow:**		**Net:**	

Route: **ST**

Shipper: **AGE24**	Consignee: **IPA28**	**Stcc:**
AGENT ST / CAR MGMT	INTERNATIONAL PAPER	
	ANDROSCOGGIN MILL	
	P.O. BOX 20	
NO BILLERICA MA	JAY ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **CRLE 6284** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60626	600	POSE24	00021	00021	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	AC	60624	1900	POSE24	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60622	1344	WB0622	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60622	1205	PLACED	00536	FRD01	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60622	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60621	2315	P05-21	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60621	735	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60620	2345	WAPO19	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60619	2200	WAPO19	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	1500	NMWA19	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60619	915	NMWA19	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60608	2015	BKBA08	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60608	1740	BKBA08	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60603	2359	WB0606	YHD05	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006284** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**			
6/03/2006 23:59	**Release**	from **VERSO YARDHOLD**		**(YHD05)**
		at **BUCKSPORT**	**ME**	**(00033)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #:** 238030	**Date:** 6/06/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: NMAINEJCT ME	**Consignee:** SITIPBUCK	**Offgoing:**	Dest RR: ST

WAYBILL Information **Waybill**

Waybill #: 238030 **Date:** 6/06/2006 **Type:** CM **Ppd/Col:**

WGT Code:

Gross: **Tare:** **Allow:** **Net:**

Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006284** Kind: A405 L/E: **Load**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/16/2006 14:00 **Release** from **SIT VERSO PAPER** **(SIT05)**
at **BUCKSPORT** **ME** **(00204)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187199 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187199 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: 174927 **Tare:** **Allow:** **Net:** 174927
Route: **ST**

Shipper: **IPA31** Consignee: **FRD01** **Stcc:** **2621345** **74** **ROL**
INTERNATIONAL PAPER FORE RIVER DIST CENT PRTG PAPER O/T NWSPRNT
2 RIVER ROAD 217 READ ST

BUCKSPORT ME PORTLAND ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **CRLE 006284** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/22/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: **Description:** EMPTY **Waybill #:** **61143** **Date:** 6/22/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 61143 **Date:** 6/22/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **MEC 20141** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60619	2200	WAPO19	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	1500	NMWA19	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60619	915	NMWA19	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60608	2015	BKBA08	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60608	1740	BKBA08	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60603	2359	WB0606	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60602	1345	YRDHLD	00033	YHD05	EMPTY	BUCKSPORT	ME	INTPAPER		
_	CP	60602	513	CONPLA	00033	IPA31	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60528	1840	BABK28	00014	00033	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60528	1650	BABK28	00014	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PU	60528	1000	XXXXXX	00204	00014	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60527	1500	WANM27	00294	00204	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AC	60527	1200	WANM27	00294	00294	EMPTY	BUCKSPORT	ME	INTPAPER		
_	AR	60526	1645	PONM26	00536	00294	EMPTY	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **MEC 20141** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	**FI**	60708	515	171983	ST	CSXT			NY			
_	**DI**	60708	515	EDRJ07	00580	CSXT	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**AR**	60708	445	EDRJ07	00169	00580	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**AC**	60707	1800	EDRJ07	00169	00169	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**DO**	60707	333	EDRJ07	00580	CSXT	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**AR**	60706	1640	NAED06	00246	00169	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**AC**	60706	635	NAED06	00246	00246	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**AR**	60630	540	POSE28	00536	00246	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**AC**	60628	2345	POSE28	00536	00536	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**RL**	60623	1330	WB0624	FRD01	00536	PAPER P	FRIDLEY	MN	BANMAPGRO	ROTTJ	CSXT
_	**PL**	60623	1205	PLACED	00536	FRD01	EMPTY	SAINTJOHN	NB	IRVPAPER		
_	**RL**	60623	1200	RELEAS	FRD01	00536	EMPTY	SAINTJOHN	NB	IRVPAPER		
_	**PL**	60621	2315	P05-21	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**CP**	60621	735	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	**AR**	60620	2345	WAPO19	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 020141** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**	
6/03/2006 23:59	**Release**	from **INTERNATIONAL PAPER (IPA31)**
		at **BUCKSPORT ME (00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238028 **Date:** 6/06/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238028 **Date:** 6/06/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 020141** Kind: A402 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00204)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #: 187206**	**Date:** 6/16/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: PORTLAND ME	**Consignee:** FORRIVDIS	**Offgoing:**	Dest RR: ST

WAYBILL Information **Waybill**

Waybill #: 187206 **Date:** 6/16/2006 **Type: LOC** **Ppd/Col: Prepaid**

WGT Code:

Gross: 189512 **Tare:** **Allow:** **Net:** 189512

Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345** **72** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 020141** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/23/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **61144** **Date:** 6/22/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: SAINTJOHN NB **Consignee:** IRVPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 61144 **Date:** 6/22/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA37** **Stcc:**
AGENT ST / CAR MGMT IRVING PAPER INC
C/O IRVING FOREST SE
P.O. BOX 5666
NO BILLERICA MA SAINT JOHN NB

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **MEC 32081** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60628	2345	POSE28	00536	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	RL	60623	1318	WB0623	FRD01	00536	PAPER P	WARSAW	IN	RRDONNELL	ROTTJ	CSXT
_	PL	60623	1205	PLACED	00536	FRD01	EMPTY	SAINTJOHN	NB	IRVPAPER		
_	RL	60623	1200	RELEAS	FRD01	00536	EMPTY	SAINTJOHN	NB	IRVPAPER		
_	PL	60621	2315	P05-21	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	CP	60621	735	CONPLA	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60620	2345	WAPO19	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60619	2200	WAPO19	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60619	1500	NMWA19	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60619	915	NMWA19	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60608	2015	BKBA08	00033	00204	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AC	60608	1740	BKBA08	00033	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	RL	60603	2359	WB0606	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	PL	60602	1345	YRDHLD	00033	YHD05	PAPER P	PORTLAND	ME	FORRIVDIS		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 032081** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**	
6/03/2006 23:59	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #:** 238029	**Date:** 6/06/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: NMAINEJCT ME	**Consignee:** SITIPBUCK	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 238029	**Date:** 6/06/2006	**Waybill Type:** CM	**Ppd/Col:**

WGT Code:

Gross:	**Tare:**	**Allow:**	**Net:**

Route: **ST**

Shipper: **IPA31**	Consignee: **SIT05**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP BUCKSPORT	PRINTING PAPER
2 RIVER ROAD		
BUCKSPORT ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 032081** Kind: A402 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00204)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187207 **Date:** 6/16/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: PORTLAND ME **Consignee:** FORRIVDIS **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187207 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 121041
Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc: 2621345**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT
2 RIVER ROAD	217 READ ST	
BUCKSPORT ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **MEC 032081** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/23/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** **61135** **Date:** 6/22/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: SAINTJOHN NB **Consignee:** IRVPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 61135 **Date:** 6/22/2006 **Type:** **MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA37** **Stcc:**
AGENT ST / CAR MGMT IRVING PAPER INC
C/O IRVING FOREST SE
P.O. BOX 5666
NO BILLERICA MA SAINT JOHN NB

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502422** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60617	2300	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2255	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2250	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2145	RURJ17	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	1100	RURJ17	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60615	819	WB0616	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60611	4	WB0613	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60606	1100	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60604	1945	PORI04	00536	00236	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60604	700	PORI04	00536	00536	EMPTY	RILEYS	ME	INTPAPER		
_	RL	60603	1500	XXXXXX	SHOP	00536	EMPTY	RILEYS	ME	INTPAPER		
_	BO	60602	1333	XXXXXX	00536	BADOR	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60601	1400	SEPO31	00021	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60601	225	SEPO31	00021	00021	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60528	300	SEPO27	00786	00021	EMPTY	ROTJCT	NY	SPRTERRAI		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502422** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60708	515	EDRJ07	00580	CSXT	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AR	60708	445	EDRJ07	00169	00580	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AC	60707	1800	EDRJ07	00169	00169	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	DO	60707	333	EDRJ07	00580	CSXT	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AR	60705	1900	POED04	00536	00169	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AC	60704	1010	POED04	00536	00536	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	RL	60630	1300	WB0702	FRD01	00536	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	PL	60630	1205	PLACED	00536	FRD01	EMPTY	RILEYS	ME	INTPAPER		
_	RL	60630	1200	RELEAS	FRD01	00536	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60629	1300	P04-29	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60626	730	COMPLA	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60625	822	EDPX24	00062	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60625	555	EDPX24	00062	00062	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60624	1120	EDPO24	00169	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60618	2225	RURJ17	00536	00169	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502422** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0613

MOVE date & Time		**Type of MOVE (RL)**			
6/11/2006	4	**Release**	from **VERSO PAPER**		**(IPA28)**
			at **JAY**	**ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238220 **Date:** 6/13/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238220 **Date:** 6/13/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** 2621345
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502422** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 8:19	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187181 **Date:** 6/16/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187181 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 191968
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502422** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
6/30/2006 12:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** EMPTY **Waybill #:** 62951 **Date:** 6/29/2006
Orig: DEEJCT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62951 **Date:** 6/29/2006 **Type:** MTY **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA61**	Consignee: **IPA28**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
FORE RIVER DIST CTR	ANDROSCOGGIN MILL	PRINTING PAPER SLC
217 READ STREET	P.O. BOX 20	RETURN REVERSE ROUTE
PORTLAND ME	JAY ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **WC 21188** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60617	1100	RURJ17	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60615	819	WB0616	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60611	1650	WB0613	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60610	900	TRK 41	00236	IPA28	EMPTY	FONDDULAC	WI	INTPAPER	DANVJ	CN
_	PL	60516	1111	PLACED	00236	IPA28	PAPER P	RILEYS	ME	INTPAPER		
_	AR	60507	2310	PORI07	00536	00236	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60507	950	PORI07	00536	00536	PAPER P	RILEYS	ME	INTPAPER		
_	AR	60506	600	DJJX06	00536	00536	PAPER P	RILEYS	ME	INTPAPER		
_	AC	60506	400	DJJX06	00536	00536	PAPER P	RILEYS	ME	INTPAPER		
_	RI	60502	1015	##9364	SLR	00068	PAPER P	RILEYS	ME	INTERNATI		

Bottom

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **WC 21188** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60705	1900	POED04	00536	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60704	1010	POED04	00536	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	RL	60630	1410	WB0701	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	PL	60630	1205	PLACED	00536	FRD01	EMPTY	RILEYS	ME	INTPAPER		
_	RL	60630	1200	RELEAS	FRD01	00536	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60629	1300	P04-29	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60626	730	COMPLA	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60625	822	EDPX24	00062	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60625	555	EDPX24	00062	00062	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60624	1120	EDPO24	00169	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60618	2225	RURJ17	00536	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2300	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2255	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2250	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2145	RURJ17	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021188** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0613

MOVE date & Time	**Type of MOVE (RL)**	
6/11/2006 16:50	**Release**	from **VERSO PAPER** **(IPA28)**
		at **JAY** **ME** **(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238219 **Date:** 6/13/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238219 **Date:** 6/13/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** 2621345
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021188** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 8:19	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 187180** **Date:** 6/16/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187180 **Date:** 6/16/2006 **Type: LOC** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 184106
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **WC 021188** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/30/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)**
		at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** **62952** **Date:** 6/29/2006
Orig: DEEJCT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62952 **Date:** 6/29/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA61**	Consignee: **IPA28**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
FORE RIVER DIST CTR	ANDROSCOGGIN MILL	PRINTING PAPER SLC
217 READ STREET	P.O. BOX 20	RETURN REVERSE ROUTE
PORTLAND ME	JAY ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20078** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AR	60625	822	EDPX24	00062	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60625	555	EDPX24	00062	00062	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60624	1120	EDPO24	00169	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60618	2225	RURJ17	00536	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2300	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2255	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2250	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2145	RURJ17	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	1100	RURJ17	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60615	817	WB0616	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60611	736	WB0613	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60610	900	TRK 41	00236	IPA28	EMPTY	RUMFORD	ME	NEWPAGE		
_	AR	60609	1845	PORI09	00536	00236	EMPTY	RUMFORD	ME	NEWPAGE		
_	AC	60609	800	PORI09	00536	00536	EMPTY	RUMFORD	ME	NEWPAGE		
_	AR	60608	1715	EDPO07	00169	00536	EMPTY	RUMFORD	ME	NEWPAGE		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **YKR 20078** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60724	1848	EDPO24	00169	00169	EMPTY	SHAWMUT	ME	SAPPI		
_	AR	60722	2220	MOPO22	00418	00169	EMPTY	MADISON	ME	MADPAPIND		
_	AC	60722	1500	MOPO22	00418	00418	EMPTY	MADISON	ME	MADPAPIND		
_	RI	60722	515	##3418	CPRS	00418	EMPTY	PORTLAND	ME	NORSOURA		
_	DI	60708	2355	EDMO08	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AR	60708	2345	EDMO08	00169	00418	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60708	920	EDMO08	00169	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	DO	60706	1600	EDMO06	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AR	60705	1900	POED04	00536	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60704	1010	POED04	00536	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	RL	60630	1442	WB0701	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	PL	60630	1205	PLACED	00536	FRD01	EMPTY	MADISON	ME	MADPAPIND		
_	RL	60630	1200	RELEAS	FRD01	00536	EMPTY	MADISON	ME	MADPAPIND		
_	PL	60629	1300	P04-29	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60626	730	COMPLA	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020078** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0613

MOVE date & Time	**Type of MOVE (RL)**		
6/11/2006 7:36	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238217 **Date:** 6/13/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238217 **Date:** 6/13/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28**	Consignee: **SIT02**	**Stcc: 2621345**
INTERNATIONAL PAPER	SIT IP RILEYS	PAPER
ANDROSCOGGIN MILL		
P.O. BOX 20		
JAY ME	RILEYS ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020078** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 8:17	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187177 **Date:** 6/16/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187177 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 186281
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **YKR 020078** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/30/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: **Description:** EMPTY **Waybill #:** **62953** **Date:** 6/29/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: MADISON ME **Consignee:** MADPAPIND **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62953 **Date:** 6/29/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **AGE24**
AGENT ST / CAR MGMT
NO BILLERICA MA

Consignee: **MPA03** **Stcc:**
MADISON PAPER INDUST
ACCOUNTS PAYABLE
P.O. BOX 129
MADISON ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502185** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60617	2300	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2255	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2250	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2145	RURJ17	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	1100	RURJ17	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60615	817	WB0616	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60610	2327	WB0611	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60610	900	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60608	1700	PORI08	00536	00236	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60608	800	PORI08	00536	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60607	535	EDPO06	00246	00536	EMPTY	SHAWMUT	ME	SAPPI		
_	AC	60606	1550	EDPO06	00246	00246	EMPTY	SHAWMUT	ME	SAPPI		
_	AR	60606	323	SEPO05	00786	00021	EMPTY	SHAWMUT	ME	SAPPI		
_	AC	60605	2249	SEPO05	00786	00786	EMPTY	SHAWMUT	ME	SAPPI		
_	RI	60605	1912	##8193	CSXT	00786	EMPTY	ROTJUNCTI	NY	SPRTERRAI		

Bottom

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502185** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DI	60708	2355	EDMO08	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AR	60708	2345	EDMO08	00169	00418	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60708	920	EDMO08	00169	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	DO	60706	1600	EDMO06	00418	NS	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AR	60705	1900	POED04	00536	00169	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	AC	60704	1010	POED04	00536	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	RL	60630	1434	WB0701	FRD01	00536	PAPER P	LANCASTER	PA	RRDONNHAR	MCV	NS
_	PL	60630	1205	PLACED	00536	FRD01	EMPTY	RILEYS	ME	INTPAPER		
_	RL	60630	1200	RELEAS	FRD01	00536	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60629	1300	P04-29	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60626	730	COMPLA	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60625	822	EDPX24	00062	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60625	555	EDPX24	00062	00062	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60624	1120	EDPO24	00169	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60618	2225	RURJ17	00536	00169	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502185** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0611

MOVE date & Time	**Type of MOVE (RL)**		
6/10/2006 23:27	**Release**	from **VERSO PAPER**	**(IPA28)**
		at **JAY** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238180 **Date:** 6/11/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238180 **Date:** 6/11/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** 2621345
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502185** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 8:17	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187176 **Date:** 6/16/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187176 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 188049
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502185** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
6/30/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** **62954** **Date:** 6/29/2006
Orig: DEEJCT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62954 **Date:** 6/29/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA61**	Consignee: **IPA28**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
FORE RIVER DIST CTR	ANDROSCOGGIN MILL	PRINTING PAPER SLC
217 READ STREET	P.O. BOX 20	RETURN REVERSE ROUTE
PORTLAND ME	JAY ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **GMRC 10304** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RL	60703	1200	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60628	25	P05-27	00536	FRD01	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60624	1925	WAPO23	00294	00536	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60623	1900	WAPO23	00294	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AR	60623	1315	NMWA23	00204	00294	PAPER P	PORTLAND	ME	FORRIVDIS		
_	AC	60623	825	NMWA23	00204	00204	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60616	1400	RELEAS	SIT05	00136	PAPER P	PORTLAND	ME	FORRIVDIS		
_	RL	60603	2359	WB0606	IPA31	00033	PAPER P	NMAINEJCT	ME	SITIPBUCK		
_	AR	60602	2000	BKBA02	00033	00204	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60602	1810	BKBA02	00033	00033	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60601	2300	PLACED	00033	IPA31	EMPTY	RILEYS	ME	INTPAPER		
_	RL	60601	700	RELEAS	IPPLP	00033	EMPTY	RILEYS	ME	INTPAPER		
_	PL	60530	1900	PLACED	00033	IPPLP	WOODPUL	BUCKSPORT	ME	INTPAPER		
_	CP	60521	735	CONPLA	00033	IPPLP	WOODPUL	BUCKSPORT	ME	INTPAPER		
_	AR	60520	1530	BABK20	00014	00033	WOODPUL	BUCKSPORT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 010304** Kind: A402 L/E: **Load**

HISTORY Location **Train:** WB0606

MOVE date & Time	**Type of MOVE (RL)**	
6/03/2006 23:59	**Release**	from **INTERNATIONAL PAPER** **(IPA31)**
		at **BUCKSPORT** **ME** **(00033)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238031 **Date:** 6/06/2006
Orig: BUCKSPORT ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: NMAINEJCT ME **Consignee:** SITIPBUCK **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238031 **Date:** 6/06/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA31** Consignee: **SIT05** **Stcc:** 2621345
INTERNATIONAL PAPER SIT IP BUCKSPORT PRINTING PAPER
2 RIVER ROAD

BUCKSPORT ME BUCKSPORT ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 010304** Kind: A402 L/E: **Load**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**		
6/16/2006 14:00	**Release**	from **SIT VERSO PAPER**	**(SIT05)**
		at **BUCKSPORT** **ME**	**(00136)**

CAR RECORD

Stcc: 2621345	**Description:** PAPER P	**Waybill #:** 187204	**Date:** 6/16/2006
Orig: BUCKSPORT ME	**Shipper:** INTPAPER	**Oncoming:**	Orig RR: ST
Dest: PORTLAND ME	**Consignee:** FORRIVDIS	**Offgoing:**	Dest RR: ST

WAYBILL Information

Waybill #: 187204	**Date:** 6/16/2006	**Waybill Type:** LOC	**Ppd/Col:** **Prepaid**
WGT Code:			
Gross: 156164	**Tare:**	**Allow:**	**Net:** 156164

Route: **ST**

Shipper: **IPA31**	Consignee: **FRD01**	**Stcc:** 2621345	**50** **ROL**
INTERNATIONAL PAPER	FORE RIVER DIST CENT	PRTG PAPER O/T NWSPRNT	
2 RIVER ROAD	217 READ ST		
BUCKSPORT ME	PORTLAND ME		

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **GMRC 010304** Kind: A402 L/E: **Empty**

HISTORY Location **Train:** RELEAS

MOVE date & Time	**Type of MOVE (RL)**	
7/03/2006 12:00	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** EMPTY **Waybill #:** 62565 **Date:** 6/28/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 62565 **Date:** 6/28/2006 **Type:** MTY **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **FRD01**	Consignee: **IPA31**	**Stcc: 2621345**
FORE RIVER DIST CENT	INTERNATIONAL PAPER	EMPTY CAR, LAST CONTAINED
217 READ ST	2 RIVER ROAD	PRTG PAPER O/T NWSPRNT
		RETURN REVERSE ROUTE
PORTLAND ME	BUCKSPORT ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502795** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60625	555	EDPX24	00062	00062	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60624	1120	EDPO24	00169	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60618	2225	RURJ17	00536	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2300	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2255	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2250	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2145	RURJ17	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	1100	RURJ17	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60615	818	WB0616	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60611	1915	WB0613	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60610	2000	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60609	1845	PORI09	00536	00236	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60609	800	PORI09	00536	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60608	1715	EDPO07	00169	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60608	30	EDPO07	00169	00169	EMPTY	RILEYS	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502795** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	RI	60803	2308	##9471	CPRS	00418	EMPTY	PORTLAND	ME	NORSOURA		
_	DI	60714	1256	EDMO13	00418	NS	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AR	60714	1255	EDMO13	00107	00418	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	DO	60714	410	EDMO13	00418	NS	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AC	60714	351	EDMO13	00107	00107	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AR	60714	1	EDMO13	00169	00107	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AC	60713	1710	EDMO13	00169	00169	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AR	60712	2325	AYED12	00021	00169	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AC	60712	1700	AYED12	00021	00021	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	DO	60712	1600	EDMO12	00418	NS	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AR	60710	300	POSE09	00536	00021	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	AC	60709	30	POSE09	00536	00536	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	RL	60703	1306	WB0703	FRD01	00536	PAPER P	LYNCHBURG	VA	RRDONNELL	MCV	NS
_	PL	60703	15	POX-02	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60625	822	EDPX24	00062	00536	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502795** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0613
MOVE date & Time **Type of MOVE (RL)**
6/11/2006 19:15 **Release** from **VERSO PAPER** **(IPA28)**
at **JAY** **ME** **(00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238218 **Date:** 6/13/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238218 **Date:** 6/13/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** **2621345**
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502795** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616

MOVE date & Time	**Type of MOVE (RL)**		
6/15/2006 8:18	**Release**	from **SIT VERSO RILEYS**	**(SIT02)**
		at **RILEYS** **ME**	**(00236)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187178 **Date:** 6/16/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187178 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 187674
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502795** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0703
MOVE date & Time **Type of MOVE (RL)**
7/03/2006 13:06 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 914521 **Date:** 7/03/2006
Orig: PORTLAND ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: LYNCHBURG VA **Consignee:** RRDONNELL **Offgoing:** MCV NS Dest RR: NS

WAYBILL Information **Waybill**
Waybill #: 914521 **Date:** 7/03/2006 **Type:** **FWD** **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 180453
Route: **ST MCV NS**

Shipper: **IPA61** Consignee: **RRD21** **Stcc:** **2621345**
INTERNATIONAL PAPER R R DONNELLEY & SONS PRTG PPR O/T NEWSPRT
FORE RIVER DIST CTR 4201 MURRAY PLACE
217 READ STREET
PORTLAND ME LYNCHBURG VA

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502332** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60617	2250	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2145	RURJ17	00236	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	1100	RURJ17	00236	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60615	850	WB0616	SIT02	00236	PAPER P	DEEJCT	ME	INTPAPER		
_	RL	60613	1437	WB0615	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60607	2300	TRK 41	00236	IPA28	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60604	1945	PORI04	00536	00236	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60604	700	PORI04	00536	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60603	530	EDPO02	00169	00536	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60602	1110	EDPO02	00169	00169	EMPTY	RILEYS	ME	INTPAPER		
_	AR	60601	2000	MOPO31	00418	00169	EMPTY	RILEYS	ME	INTPAPER		
_	AC	60601	153	MOPO31	00418	00418	EMPTY	RILEYS	ME	INTPAPER		
_	RI	60601	137	##6314	CPRS	00418	EMPTY	BUCKSPORT	ME	NORSOUTH		
_	DI	60507	2010	EDMO07	00418	NS	PAPER P	OKLCITY	OK	QUAGRAPHI	MCV	NS
_	AR	60507	2005	EDMO07	00169	00418	PAPER P	OKLCITY	OK	QUAGRAPHI	MCV	NS

More...

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502332** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	DO	60713	400	EDRJ13	00580	CSXT	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AR	60712	2325	AYED12	00021	00169	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AC	60712	1700	AYED12	00021	00021	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	TR	60712	900	TRANSF	00021	00021	PAPER P	HARTFORD	WI	QUAGRAPHI	ROTTJ	CSXT
_	AR	60710	300	POSE09	00536	00021	PAPER P	OKLCITY	OK	QUAGRAPHI	MCV	NS
_	AC	60709	30	POSE09	00536	00536	PAPER P	OKLCITY	OK	QUAGRAPHI	MCV	NS
_	RL	60703	1224	WB0703	FRD01	00536	PAPER P	OKLCITY	OK	QUAGRAPHI	MCV	NS
_	PL	60629	1300	P04-29	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	CP	60626	730	COMPLA	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60625	822	EDPX24	00062	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60625	555	EDPX24	00062	00062	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60624	1120	EDPO24	00169	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60618	2225	RURJ17	00536	00169	PAPER P	DEEJCT	ME	INTPAPER		
_	AC	60617	2300	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60617	2255	RURJ17	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502332** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0615
MOVE date & Time **Type of MOVE (RL)**
6/13/2006 14:37 **Release** from **VERSO PAPER** **(IPA28)**
at **JAY** **ME** **(00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238279 **Date:** 6/15/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238279 **Date:** 6/15/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** 2621345
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502332** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0616
MOVE date & Time **Type of MOVE (RL)**
6/15/2006 8:50 **Release** from **SIT VERSO RILEYS** **(SIT02)**
at **RILEYS** **ME** **(00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 187174 **Date:** 6/16/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 187174 **Date:** 6/16/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 183283
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502332** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0703

MOVE date & Time	**Type of MOVE (RL)**	
7/03/2006 12:24	**Release**	from **FORE RIVER DIST CENTER (FRD01)** at **PORTLAND ME (00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #: 914520** **Date:** 7/03/2006
Orig: PORTLAND ME **Shipper:** FORRIVDIS **Oncoming:** Orig RR: ST
Dest: OKLCITY OK **Consignee:** QUAGRAPHI **Offgoing:** MCV NS Dest RR: BNSF

WAYBILL Information **Waybill**
Waybill #: 914520 **Date:** 7/03/2006 **Type: FWD** **Ppd/Col: Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 184540
Route: **ST MCV NS CHGO BNSF**

Shipper: **FRD01**	Consignee: **QGR52**	**Stcc: 2621345**
FORE RIVER DIST CENT	QUAD GRAPHICS	PRINTING PAPER O/T NEWSPR
217 READ ST	6801 S SUNNYLANE RD	
PORTLAND ME	OKLAHOMA CITY OK	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY CTL100

Car # : **FBOX 502100** To Display Full Car/Trl Master Enter (**X**)
F1 / F3 = Current move

	MV	DATE yymmdd	Time	Train	FRom	TO	Content	Dest-City	ST	Consignee	Jctn	Road
_	AC	60805	300	PONM04	00536	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	RL	60801	1300	RELEAS	FRD01	00536	EMPTY	BUCKSPORT	ME	INTPAPER		
_	PL	60731	2345	P05-31	00536	FRD01	PAPER P	DEEJCT	ME	INTPAPER		
_	TR	60731	1200	TRANSF	00536	00536	PAPER P	DEEJCT	ME	INTPAPER		
_	AR	60707	30	RURJ06	00236	00536	PAPER P	RILEYS	ME	SITIPRILE		
_	AC	60706	1105	RURJ06	00236	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	PL	60703	1300	TRK 05	00236	IPA28	PAPER P	RILEYS	ME	SITIPRILE		
_	CP	60630	2105	PORI30	00236	IPA28	PAPER P	RILEYS	ME	SITIPRILE		
_	AR	60630	2100	PORI30	00536	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	AC	60630	1305	PORI30	00068	00068	PAPER P	RILEYS	ME	SITIPRILE		
_	AC	60630	800	PORI30	00536	00536	PAPER P	RILEYS	ME	SITIPRILE		
_	AR	60629	430	RURJ28	00236	00536	PAPER P	RILEYS	ME	SITIPRILE		
_	AC	60628	1200	RURJ28	00236	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	RL	60624	403	WB0624	IPA28	00236	PAPER P	RILEYS	ME	SITIPRILE		
_	RL	60624	400	WB0731	IPA28	00236	PAPER P	DEEJCT	ME	INTPAPER		

More...

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502100** Kind: A405 L/E: **Load**

HISTORY Location **Train:** WB0624
MOVE date & Time **Type of MOVE (RL)**
6/24/2006 4:03 **Release** from **VERSO PAPER** **(IPA28)**
at **JAY** **ME** **(00236)**

CAR RECORD
Stcc: 2621345 **Description:** PAPER P **Waybill #:** 238507 **Date:** 6/24/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: RILEYS ME **Consignee:** SITIPRILE **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 238507 **Date:** 6/24/2006 **Type:** CM **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**

Shipper: **IPA28** Consignee: **SIT02** **Stcc:** 2621345
INTERNATIONAL PAPER SIT IP RILEYS PAPER
ANDROSCOGGIN MILL
P.O. BOX 20
JAY ME RILEYS ME

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502100** Kind: A405 L/E: **Load**

HISTORY Location **Train:** TRANSF

MOVE date & Time	**Type of MOVE (TR)**		
7/31/2006 12:00	**Track Transfer**	at **PORTLAND**	**(00536)**

CAR RECORD

Stcc: 2621345 **Description:** PAPER P **Waybill #:** 188638 **Date:** 7/31/2006
Orig: RILEYS ME **Shipper:** INTPAPER **Oncoming:** Orig RR: ST
Dest: DEEJCT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 188638 **Date:** 7/31/2006 **Type:** LOC **Ppd/Col:** **Prepaid**
WGT Code:
Gross: **Tare:** **Allow:** **Net:** 185535
Route: **ST**

Shipper: **IPA28**	Consignee: **IPA61**	**Stcc: 2621345**
INTERNATIONAL PAPER	INTERNATIONAL PAPER	PRINTING PAPER SLC
ANDROSCOGGIN MILL	FORE RIVER DIST CTR	
P.O. BOX 20	217 READ STREET	
JAY ME	PORTLAND ME	

*** Press ENTER To Continue ***

GTI100D2 **Guilford RAIL System** INQUIRY
DSPHST

Car#: **FBOX 502100** Kind: A405 L/E: **Empty**

HISTORY Location **Train:** RELEAS
MOVE date & Time **Type of MOVE (RL)**
8/01/2006 13:00 **Release** from **FORE RIVER DIST CENTER (FRD01)**
at **PORTLAND ME (00536)**

CAR RECORD
Stcc: **Description:** EMPTY **Waybill #:** 71269 **Date:** 8/01/2006
Orig: PORTLAND ME **Shipper:** AGESTCAR **Oncoming:** Orig RR: ST
Dest: BUCKSPORT ME **Consignee:** INTPAPER **Offgoing:** Dest RR: ST

WAYBILL Information **Waybill**
Waybill #: 71269 **Date:** 8/01/2006 **Type: MTY** **Ppd/Col:**
WGT Code:
Gross: **Tare:** **Allow:** **Net:**
Route: **ST**
Shipper: **AGE24** Consignee: **IPA31** **Stcc:**
AGENT ST / CAR MGMT INTERNATIONAL PAPER
2 RIVER ROAD

NO BILLERICA MA BUCKSPORT ME

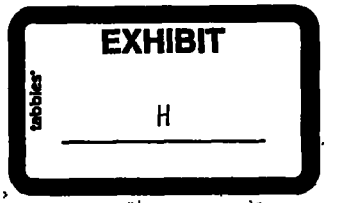
*** Press ENTER To Continue ***



PAN AM
RAILWAYS

SPRINGFIELD TERMINAL RAILWAY COMPANY
BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY

1700 IRON HORSE PARK
NORTH BILLERICA, MA 01862



June 6, 2006

Fore River Warehouse
Attn: Michael Cella
217 Read Street
Portland, ME 04103

Dear Mr. Cella:

I would like to take this opportunity to write you in response to our June 1, 2006 meeting, attended by representatives of Pan Am Railways (Pan Am), the Fore River Warehouse (Fore River), and International Paper (IP), concerning the ongoing backlog of railcars at Fore River and the corresponding accrual of demurrage charges.

During the aforementioned meeting, Pan Am reiterated its concerns regarding the approximately one hundred (100) railcars that remain backlogged at the Fore River facility. Pan Am's concern is that, should the backlog of railcars continue, Fore River would continue to incur demurrage charges over and above the charges already incurred. Moreover, Pan Am also anticipates that the current backlog will not be resolved quickly as Fore River has yet to commit to, taking the necessary steps to maximize throughput capacity. This lack of commitment is evidenced upon a review of the number of switches Pan Am conducted in May 2006, as compared to the number of railcars processed through the Fore River facility. In May of 2006, Pan Am performed twenty-one (21) switches at Fore River. Since Fore River has an inbound throughput capacity of eighteen (18) railcars per day, it is evident that Fore River could have achieved a total throughput of 378 railcars, thereby alleviating a large portion of the backlog. Moreover, records show that Fore River achieved a throughput of only 243 railcars during the month of May, 2006. This inability to maximize throughput potential, coupled with Fore River's refusal to pay demurrage charges, clearly indicates that Fore River has yet to commit to lessening the current backlog. Consequently, Pan Am has taken steps to reduce the number of backlogged railcars by imposing a permit-based embargo on Fore River, which has already resulted in a loss of revenue for Pan Am. It is Pan Am's position that, assuming Fore River makes maximum use of a six (6) day switching schedule, the backlog could be remedied and the embargo lifted. Additionally, a derailment on Fore River's tracks on June 2, 2006 was the result of track conditions for which Fore River is responsible. This derailment prevented Pan Am from switching Fore River for 2 days.

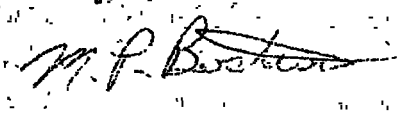
Pan Am would also like to emphasize that, despite having imposed an embargo, it remains unwavering in its willingness to assist Fore River in reducing the number of backlogged railcars. To date, Pan Am has repeatedly offered to provide switching service to Fore River on a seven (7) day per week basis. However, per Fore River's e-mail of June 1, 2006, Fore River has advised that switching on a seven (7) day per week basis is not an option. This is regrettable as a seven (7) day per week switching schedule would allow Fore River to maximize the number of railcars moved while minimizing the amount of demurrage incurred. Moreover, IP has also demonstrated a willingness to assist Fore River in mitigating the current backlog. To date, IP has agreed to

examine those railcars currently comprising the backlog and, where economically feasible, ship those railcars direct to the customer. IP has also begun seeking out alternative warehouses so as to lessen the number of railcars sent to Fore River. However, in the interim, IP has agreed to store railcars in transit in order to lessen the congestion at Fore River and, in effect, agreed to incur charges that would otherwise be assessed against Fore River. Nevertheless, despite the assistance being provided in an attempt to relieve the backlog, Fore River continues to refuse to expand its hours of operation so as to reduce the total demurrage assessed. Hence, Pan Am maintains its position that Fore River's unwillingness to mitigate its own costs, in conjunction with its outright refusal to pay properly assessed demurrage, suggests a standing policy of noncompliance with demurrage payment requirements.

Finally, please be advised that it is Pan Am's intent to provide Fore River with a preliminary invoice for demurrage incurred during the month of May 2006. It is Pan Am's expectation that the preliminary invoice amount will be approximately forty thousand dollars ($40,000). Upon receipt of the preliminary invoice, Fore River will have ten (10) days to review said invoice and reply back to Pan Am regarding any good faith disputes with respect to calculation of the invoice amount. Once the ten (10) day period has elapsed, Pan Am will issue a formal invoice for the full amount of demurrage incurred. It is Pan Am's expectation that Fore River will pay the demurrage, as assessed, without dispute. In the event that such demurrage is not paid, Pan Am will be left with little recourse other than to pursue collection of demurrage through more formal means. However, this is not Pan Am's goal as protracted financial disputes are in no one's best interest.

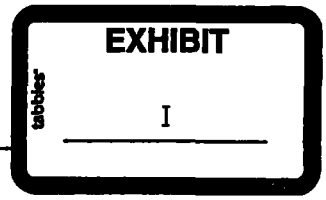
In closing, should you have any questions or concerns regarding the assessment of demurrage charges or this correspondence, please do not hesitate to contact me directly. As always, I thank you for your time and continued cooperation.

Sincerely,



Mike Bostwick
VP Marketing & Sales
Pan Am Railways

cc: Surface Transportation Board
Attn: Melvin F. Clemens
1925 K St, N.W.
Washington, DC 20423-0001



Michael Cella

From: "Michael Cella" <mcella@foreriver.com>
To: "David Lindemann" <dave.lindemann@ipaper.com>
Cc: "Kathy Dalrymple" <kathy.dalrymple@ipaper.com>
Sent: Monday, May 22, 2006 2:16 PM
Subject: Rail Traffic

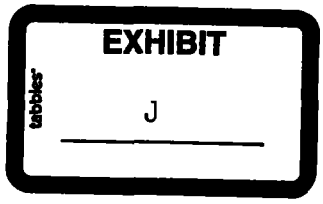
Dave / Kathy:

Just a quick FYI.

Mike Bostwick from Pan Am Railways was in my office Friday afternoon trying to put together a plan to get us a daily / consistent switch time. Along with that conversation, he brought up that dirty word "demurrage". I've gone through our rail records since April 3rd through May 19th in which we have had 376 inbound railcars. We still have over 80 + inbound cars in Rigby. Looking at some of the big release days, I'm betting a lot of there cars were originally in "SIT". Fore River will not be responsible for any demurrage incurred during this usually high amount of rail traffic. If the railroad does try to pass along a
demurrage bill, we will be looking to meet with you to discuss this situation.

Thanks,

Mike



MAY

CAR NUMBER	DATE	MILL		DB
GMRC 25016	1-May	JAY	RE-LOADED	8
MEC 20022	1-May	BUCKSPORT	RE-LOADED	5
CRLE 6264	1-May	BUCKSPORT	RE-LOADED	5
CRLE 6295	1-May	BUCKSPORT	RE-LOADED	5
FBOX 502124	1-May	BUCKSPORT		5
YKR 20271	1-May	JAY		7
GMRC 24049	1-May	JAY	RE-LOADED	4
FBOX 502103	1-May	JAY		4
FBOX 502241	1-May	JAY		4
FBOX 502745	1-May	JAY	RE-LOADED	4
FBOX 502129	1-May	JAY	RE-LOADED	4
FBOX 502714	1-May	JAY	RE-LOADED	4
GMRC 7141	1-May	JAY	RE-LOADED	4
FBOX 502578	1-May	BUCKSPORT	RE-LOADED	4
FBOX 502259	1-May	JAY		4
AOK 731605	1-May	JAY		4
GMRC 77294	1-May	JAY		4
FBOX 502149	1-May	JAY		4
CRLE 6202	2-May	BUCKSPORT		3
GMRC 100108	2-May	BUCKSPORT		3
FBOX 504364	2-May	BUCKSPORT		3
FBOX 502694	2-May	BUCKSPORT		3
GMRC 23002	2-May	BUCKSPORT		3
FBOX 504263	4-May	BUCKSPORT		4
FBOX 502316	4-May	BUCKSPORT		4
MEC 20098	4-May	BUCKSPORT	RE-LOADED	4
EEC 462	4-May	BUCKSPORT	RE-LOADED	4
GMRC 23092	4-May	BUCKSPORT		4
YKR 20000	4-May	BUCKSPORT		4
MEC 20077	4-May	BUCKSPORT		4
SLR 155	4-May	BUCKSPORT	RE-LOADED	4
FBOX 502485	4-May	BUCKSPORT		4
FBOX 502491	4-May	BUCKSPORT		4
YKR 20002	4-May	BUCKSPORT		4
CRLE	4-May	BUCKSPORT	RE-LOADED	4
SLR 138	4-May	BUCKSPORT		4
FBOX 502587	4-May	BUCKSPORT		4
FBOX 502581	4-May	BUCKSPORT		4
RBOX	4-May	BUCKSPORT	RE-LOADED	4
SOU 531288	4-May	BUCKSPORT	RE-LOADED	4
FBOX 502471	5-May	BUCKSPORT		5
FBOX 502336	5-May	BUCKSPORT		5
GMRC 100058	5-May	BUCKSPORT	RE-LOADED	5
FBOX 502657	5-May	BUCKSPORT		5
GMRC 10354	5-May	BUCKSPORT	RE-LOADED	5
RBOX 33995	5-May	BUCKSPORT	RE-LOADED	5
YKR 200028	5-May	BUCKSPORT		5
GMRC 21088	9-May	JAY		1
GMRC 24128	9-May	JAY		1
FBOX 502454	9-May	JAY		1

CAR NUMBER	DATE	MILL		DB
FBOX 502116	9-May	JAY		1
YKR 20231	9-May	JAY		1
YKR 20249	9-May	JAY		1
FBOX 502413	4-May	JAY		2
YKR 20025	2-May	JAY		1
GMRC 78213	5-May	JAY	RE-LOADED	3
CAN 405718	5-May	JAY		3
CAN 405747	5-May	JAY		3
RBOX 34776	8-May	BUCKSPORT		4
AOK 375646	8-May	BUCKSPORT		4
GMRC 77234	8-May	BUCKSPORT	RE-LOADED	4
CRLE 6262	8-May	BUCKSPORT		4
SLGG	8-May	SPENCER		2
MEC 31911	May-58	BUCKSPORT	RE-LOADED	1
GMRC 77201	8-May	JAY		2
GMRC 24104	8-May	JAY		2
YKR 20143	8-May	JAY		2
YKR 20253	8-May	JAY		2
FBOX 504155	8-May	JAY		2
FBOX 502265	27-Feb	JAY		2
YKR 20036	8-May	JAY	RE-LOADED	2
GMRC 78241	8-May	JAY		2
FBOX 502385	8-May	JAY		2
YKR 20150	8-May	JAY		2
FBOX 502166	8-May	JAY		2
FBOX 502738	8-May	JAY		2
FBOX 502695	8-May	JAY		2
FBOX 502164	10-May	JAY		4
FBOX 502335	10-May	JAY		4
FBOX 502004	10-May	JAY		4
FBOX 502753	10-May	JAY		4
FBOX 502372	10-May	JAY		4
FBOX 502036	10-May	JAY	RE-LOADED	4
FBOX 502488	10-May	JAY		4
GMRC 24123	11-May	DIVERTED		5
FBOX 502128	11-May	JAY		6
YKR 20189	11-May	JAY	RE-LOADED	6
FBOX 502367	11-May	JAY	RE-LOADED	6
FBOX 502126	12-May	BUCKSPORT	RE-LOADED	7
GMRC 24113	12-May	BUCKSPORT	RE-LOADED	7
GMRC 100119	12-May	BUCKSPORT	RE-LOADED	7
FBOX 502381	23-May	JAY		15
FBOX 502146	9-May	BUCKSPORT		2
GMRC 22029	10-May	BUCKSPORT		3
GMRC 50054	10-May	BUCKSPORT		3
GMRC 24065	10-May	BUCKSPORT	RE-LOADED	3
MEC 31973	10-May	BUCKSPORT	RE-LOADED	3
GMRC 24089	10-May	BUCKSPORT		3
SLGG 10070	10-May	BUCKSPORT		3
GMRC 21023	10-May	BUCKSPORT		3
RBOX 31343	10-May	BUCKSPORT		3

CAR NUMBER	DATE	MILL		DB
GMRC 76075	10-May	BUCKSPORT		3
CRLE 6225	10-May	BUCKSPORT		3
GMRC 25043	11-May	BUCKSPORT		5
GMRC 100014	11-May	BUCKSPORT	RE-LOADED	5
GMRC 78561	11-May	BUCKSPORT	RE-LOADED	5
GMRC 24191	12-May	JAY	RE-LOADED	5
FBOX 502085	11-May	JAY	RE-LOADED	3
FBOX 502477	11-May	JAY	RE-LOADED	3
FBOX 502472	11-May	JAY	RE-LOADED	3
FBOX 502169	11-May	JAY	RE-LOADED	3
GMRC 21082	11-May	JAY	RE-LOADED	3
YKR 20190	11-May	JAY	RE-LOADED	3
FBOX 502643	11-May	JAY		3
YKR 20084	11-May	JAY	RE-LOADED	3
GMRC 23024	11-May	JAY	RE-LOADED	3
YKR 20029	11-May	JAY		3
FBOX 502459	11-May	JAY	RE-LOADED	3
FBOX 502100	12-May	JAY	RE-LOADED	4
FBOX 502743	12-May	JAY	RE-LOADED	4
FBOX 502143	12-May	JAY	RE-LOADED	4
FBOX 502142	11-May	JAY	RE-LOADED	2
CRLE 6283	15-May	BUCKSPORT		2
SOU 527449	12-May	JAY	RE-LOADED	2
RBOX 38186	12-May	JAY	RE-LOADED	2
EEC 1245	12-May	JAY	RE-LOADED	2
YKR 20272	12-May	JAY	RE-LOADED	2
MEC 32125	12-May	JAY	RE-LOADED	2
FBOX 502633	12-May	JAY	RE-LOADED	2
GMRC 21008	12-May	JAY	RE-LOADED	2
FBOX 502460	12-May	JAY	RE-LOADED	2
FBOX 502507	12-May	JAY	RE-LOADED	2
FBOX 502172	12-May	JAY	RE-LOADED	2
SOU 523167	12-May	JAY	RE-LOADED	2
GMRC 24131	17-May	BUCKSPORT	RE-LOADED	4
RBOX 39554	17-May	BUCKSPORT	RE-LOADED	4
FBOX 502589	17-May	BUCKSPORT	RE-LOADED	4
YKR 20043	17-May	BUCKSPORT	RE-LOADED	4
CRLE 6208	17-May	BUCKSPORT		4
GMRC 7157	17-May	BUCKSPORT	RE-LOADED	4
RBOX 36056	17-May	BUCKSPORT	RE-LOADED	4
CSXT 138188	17-May	BUCKSPORT	RE-LOADED	4
GMRC 25026	17-May	BUCKSPORT	RE-LOADED	4
GMRC 77145	17-May	BUCKSPORT	RE-LOADED	4
CSXT 128430	17-May	BUCKSPORT	RE-LOADED	4
FBOX 502778	17-May	BUCKSPORT	RE-LOADED	4
FBOX 502498	17-May	BUCKSPORT	RE-LOADED	4
YKR 20048	17-May	BUCKSPORT	RE-LOADED	4
YKR 20014	17-May	BUCKSPORT	RE-LOADED	4
SLR 137	17-May	BUCKSPORT	RE-LOADED	4
FBOX 502283	17-May	BUCKSPORT	RE-LOADED	4
FBOX 502008	17-May	BUCKSPORT	RE-LOADED	4

CAR NUMBER	DATE	MILL		DB
YKR 20000	19-May	JAY		7
FBOX 502491	20-May	JAY	RE-LOADED	7
YKR 20002	20-May	JAY	RE-LOADED	7
FBOX 502587	20-May	JAY		7
FBOX 502581	20-May	JAY	RE-LOADED	7
FBOX 502143	20-May	JAY		7
GMRC 76038	20-May	JAY	RE-LOADED	7
FBOX 502387	25-May	BUCKSPORT	RE-LOADED	11
FBOX 502243	25-May	BUCKSPORT		11
FBOX 502214	25-May	BUCKSPORT		11
CSXT 126331	25-May	BUCKSPORT	RE-LOADED	11
RBOX 41192	25-May	BUCKSPORT	RE-LOADED	11
RBOX 39122	25-May	BUCKSPORT	RE-LOADED	11
CRLE 6311	15-May	BUCKSPORT		1
CRLE 6323	19-May	BUCKSPORT	RE-LOADED	6
GMRC 77207	19-May	BUCKSPORT	RE-LOADED	6
FBOX 502386	19-May	BUCKSPORT	RE-LOADED	6
FBOX 502047	19-May	BUCKSPORT	RE-LOADED	6
FBOX 502537	19-May	BUCKSPORT	RE-LOADED	6
CRLE 6238	19-May	BUCKSPORT		6
YKR 20169	19-May	BUCKSPORT		6
CRLE 6257	19-May	BUCKSPORT		6
GMRC 78198	25-May	JAY	RE-LOADED	10
FBOX 502273	25-May	JAY		10
MEC 31834	25-May	JAY	RE-LOADED	8
MEC 32059	25-May	JAY	RE-LOADED	8
GMRC 24181	22-May	JAY	RE-LOADED	2
CRLE 6312	22-May	BUCKSPORT	RE-LOADED	2
GMRC 23085	22-May	BUCKSPORT	RE-LOADED	2
FBOX 502742	22-May	BUCKSPORT	RE-LOADED	2
FBOX 502171	22-May	BUCKSPORT	RE-LOADED	2
CSXT 137733	23-May	BUCKSPORT	RE-LOADED	4
FBOX 502241	23-May	BUCKSPORT	RE-LOADED	4
RBOX 36751	23-May	BUCKSPORT	RE-LOADED	4
RBOX 30285	23-May	BUCKSPORT	RE-LOADED	4
FBOX 502748	23-May	BUCKSPORT		4
RBOX 36196	23-May	BUCKSPORT		4
YKR 20253	23-May	BUCKSPORT	RE-LOADED	4
CRLE 6292	24-May	BUCKSPORT	RE-LOADED	4
YKR 20161	24-May	BUCKSPORT	RE-LOADED	4
MEC 20064	24-May	BUCKSPORT	RE-LOADED	4
RBOX 41055	24-May	BUCKSPORT	RE-LOADED	4
LVRC 6221	24-May	BUCKSPORT	RE-LOADED	4
CRLE 6253	24-May	BUCKSPORT	RE-LOADED	4
CRLE 6285	24-May	BUCKSPORT	RE-LOADED	4
CRLE 6217	26-May	BUCKSPORT	RE-LOADED	6
GMRC 21009	26-May	BUCKSPORT	RE-LOADED	6
FBOX 502655	26-May	BUCKSPORT	RE-LOADED	6
FBOX 502317	26-May	BUCKSPORT		6
SLGG	26-May	BUCKSPORT	RE-LOADED	6
FBOX 502182	26-May	BUCKSPORT		6

CAR NUMBER	DATE	MILL		DB
CRLE 6262	26-May	BUCKSPORT	RE-LOADED	6
CRLE 6302	29-May	BUCKSPORT		9
FBOX 502231	29-May	BUCKSPORT		9
YKR 20040	29-May	BUCKSPORT		9
ATW 8043	29-May	BUCKSPORT	RE-LOADED	9
CRLE 6259	29-May	BUCKSPORT		9
MEC 20142	29-May	BUCKSPORT		9
RBOX 1045	29-May	BUCKSPORT		9
GMRC 23097	29-May	BUCKSPORT	RE-LOADED	9
GMRC 78382	29-May	BUCKSPORT		9
RBOX 40402	29-May	BUCKSPORT		9
GMRC 78287	29-May	BUCKSPORT		9
FBOX 502595	25-May	DIVERTED		3

JUNE

CAR NUMBER	DATE	MILL		DB
CSXT 503099	18-Jun	BUCKSPORT	RE-LOADED	1
GMRC 24023	18-Jun	BUCKSPORT	RE-LOADED	1
NS 407220	18-Jun	BUCKSPORT	RE-LOADED	1
FBOX 502541	18-Jun	BUCKSPORT	RE-LOADED	1
FBOX 504364	18-Jun	BUCKSPORT	RE-LOADED	3
FBOX 502552	18-Jun	BUCKSPORT	RE-LOADED	3
YKR 20099	18-Jun	BUCKSPORT	RE-LOADED	3
YKR 20256	18-Jun	BUCKSPORT	RE-LOADED	3
RBOX 37799	26-Jun	BUCKSPORT	RE-LOADED	1
RBOX 39014	26-Jun	BUCKSPORT	RE-LOADED	1
MEC 31914	26-Jun	BUCKSPORT	RE-LOADED	1
MEC 31915	26-Jun	BUCKSPORT	RE-LOADED	1
MEC 31939	26-Jun	BUCKSPORT	RE-LOADED	bill cut off
CSXT 137704	4-Jun	DIVERTED		20
MEC 32013	26-Jun	BUCKSPORT	RE-LOADED	1
GMRC 23046	26-Jun	BUCKSPORT	RE-LOADED	1
GMRC 100076	26-Jun	BUCKSPORT	RE-LOADED	2
MEC 32111	26-Jun	BUCKSPORT	RE-LOADED	2
RBOX 20628	28-Jun	BUCKSPORT	RE-LOADED	0
RBOX 30636	28-Jun	BUCKSPORT	RE-LOADED	0
YKR 20049	28-Jun	JAY	RE-LOADED	0
FBOX 502167	28-Jun	JAY	RE-LOADED	0
GMRC 24041	28-Jun	BUCKSPORT	RE-LOADED	1
CRLE 6249	28-Jun	BUCKSPORT	RE-LOADED	1
GMRC 7149	28-Jun	BUCKSPORT	RE-LOADED	1
RBOX 31990	28-Jun	BUCKSPORT	RE-LOADED	1
GMRC 78424	28-Jun	BUCKSPORT	RE-LOADED	1
RBOX 35514	28-Jun	BUCKSPORT	RE-LOADED	1
GMRC 76023	28-Jun	BUCKSPORT	RE-LOADED	1
FBOX 502299	28-Jun	BUCKSPORT	RE-LOADED	1
NS 406846	28-Jun	NEWPAGE	RE-LOADED	1
CAN 406418	28-Jun	JAY	RE-LOADED	bill cut off
FBOX 502662	30-May	JAY	RE-LOADED	15
FBOX 502723	30-May	JAY		15
FBOX 502579	30-May	JAY		15
FBOX 502599	30-May	JAY	RE-LOADED	15
FBOX 502739	30-May	JAY	RE-LOADED	15
FBOX 502658	30-May	JAY		15
GMRC 78424	30-May	JAY		15
GMRC 77164	31-May	JAY	RE-LOADED	16
FBOX 502515	8-Jun	DIVERTED		22
FBOX 502242	8-Jun	DIVERTED		22
MEC 31999	8-Jun	DIVERTED		22
FBOX 502682	8-Jun	DIVERTED		22
MEC 31913	1-Jun	DIVERTED		14
SOU 52-------	1-Jun	DIVERTED		bill cut off
RBOX 43023	8-Jun	BUCKSPORT		22
FBOX 502103	8-Jun	BUCKSPORT	RE-LOADED	22
RBOX 34702	8-Jun	BUCKSPORT		22
FBOX 502145	8-Jun	BUCKSPORT		22

CAR NUMBER	DATE	MILL		DB
SOU 523352	8-Jun	BUCKSPORT		22
MEC 20029	12-Jun	DIVERTED		25
MEC 31814	12-Jun	BUCKSPORT	RE-LOADED	26
YKR 20213	31-May	JAY	RE-LOADED	15
WC 21287	1-Jun	JAY	RE-LOADED	10
GMRC 25015	2-Jun	JAY		10
YKR 20119	2-Jun	JAY	RE-LOADED	11
SLGG 86185	2-Jun	JAY	RE-LOADED	11
MEC 31921	6-Jun	DIVERTED		14
FBOX 502504	31-May	JAY		13
SLR 2052	31-May	JAY	RE-LOADED	13
FBOX 502029	31-May	JAY		13
FBOX 502684	31-May	JAY	RE-LOADED	14
BM 3249	5-Jun	JAY	RE-LOADED	18
GMRC 22010	31-May	JAY	RE-LOADED	13
GMRC 7104	31-May	JAY		13
MEC 32009	31-May	JAY		13
MEC 32101	31-May	JAY		18
MEC 32045	31-May	JAY		18
YKR 20030	31-May	JAY	RE-LOADED	18
GMRC 100025	29-May	DIVERTED		8
RBOX 33098	6-Jun	DIVERTED		14
WC 21089	6-Jun	DIVERTED		14
YKR 20031	6-Jun	DIVERTED		14
YKR 20290	6-Jun	DIVERTED		14
FBOX 502276	6-Jun	DIVERTED		14
FBOX 504200	6-Jun	DIVERTED		14
GMRC 23026	6-Jun	JAY		14
FBOX 502219	6-Jun	JAY		14
FBOX 502298	6-Jun	JAY		14
CN 407656	6-Jun	JAY		14
MEC 20056	6-Jun	JAY	RE-LOADED	17
SLGG 86123	6-Jun	JAY	RE-LOADED	17
FBOX 502239	9-Jun	JAY		21
LVRC 6242	12-Jun	JAY	RE-LOADED	22
YKR 20179	12-Jun	JAY	RE-LOADED	22
YKR 20294	12-Jun	JAY	RE-LOADED	23
TR 18211	5-Jun	SPENCER		12
RBOX 35628	1-Jun	BUCKSPORT	RE-LOADED	3
FBOX 502463	1-Jun	JAY	RE-LOADED	4
FBOX 502654	1-Jun	JAY	RE-LOADED	4
FBOX 502279	1-Jun	JAY	RE-LOADED	4
FBOX 502244	1-Jun	JAY	RE-LOADED	4
RBOX 38142	4-Jun	BUCKSPORT	RE-LOADED	6
FBOX 502482	4-Jun	BUCKSPORT		6
GMRC 7089	4-Jun	BUCKSPORT	RE-LOADED	6
CRLE 6322	4-Jun	BUCKSPORT		6
FBOX 502095	4-Jun	BUCKSPORT	RE-LOADED	7
GMRC 24188	5-Jun	BUCKSPORT		7
RBOX 39741	5-Jun	BUCKSPORT		7
SLR 2903	5-Jun	BUCKSPORT	RE-LOADED	8

CAR NUMBER	DATE	MILL		DB
CRLE 6265	6-Jun	BUCKSPORT	RE-LOADED	10
RBOX 20658	6-Jun	BUCKSPORT	RE-LOADED	10
YKR 20121	6-Jun	BUCKSPORT	RE-LOADED	10
FBOX 502225	7-Jun	BUCKSPORT	RE-LOADED	9
FBOX 502455	7-Jun	BUCKSPORT	RE-LOADED	9
RBOX 38234	7-Jun	BUCKSPORT		9
BM 3380	9-Jun	BUCKSPORT	J	11
GMRC 23037	9-Jun	BUCKSPORT	RE-LOADED	11
GMRC 23098	9-Jun	BUCKSPORT	RE-LOADED	11
GMRC 7167	9-Jun	BUCKSPORT	RE-LOADED	11
GMRC 77135	9-Jun	BUCKSPORT	RE-LOADED	bill cut off
LW 9084	9-Jun	JAY	RE-LOADED	14
FBOX 502733	9-Jun	JAY	RE-LOADED	14
GMRC 24152	9-Jun	BUCKSPORT	RE-LOADED	10
FBOX 502144	9-Jun	JAY	RE-LOADED	13
MEC 31995	12-Jun	JAY	RE-LOADED	14
FBOX 502189	12-Jun	JAY	RE-LOADED	14
FBOX 502740	5-Jun	BUCKSPORT		7
FBOX 502303	5-Jun	BUCKSPORT	RE-LOADED	7
BM 79040	5-Jun	BUCKSPORT		7
CRLE 6276	5-Jun	BUCKSPORT	RE-LOADED	8
BM 3291	5-Jun	BUCKSPORT	RE-LOADED	8
MEC 20136	6-Jun	BUCKSPORT	RE-LOADED	8
FBOX 502382	7-Jun	BUCKSPORT	RE-LOADED	6
RBOX 34871	7-Jun	BUCKSPORT		6
FBOX 502760	7-Jun	BUCKSPORT	RE-LOADED	6
GMRC 100029	7-Jun	BUCKSPORT		6
CRLE 6206	7-Jun	BUCKSPORT		6
GMRC 78581	7-Jun	BUCKSPORT		6
RBOX 39851	7-Jun	BUCKSPORT		6
MEC 31809	7-Jun	BUCKSPORT		6
FBOX 502394	8-Jun	JAY	RE-LOADED	7
GMRC 25042	8-Jun	JAY		7
YKR 20208	8-Jun	JAY	RE-LOADED	bill cut off
FBOX 502544	8-Jun	JAY	RE-LOADED	7
GMRC 78019	8-Jun	JAY		7
YKR 20136	12-Jun	JAY	RE-LOADED	11
YKR 20010	12-Jun	JAY	RE-LOADED	11
YKR 20034	12-Jun	JAY	RE-LOADED	11
YKR 20033	12-Jun	JAY	RE-LOADED	11
BM 3266	15-Jun	JAY	RE-LOADED	12
YKR 20168	15-Jun	JAY	RE-LOADED	12
RBOX 34459	13-Jun	BUCKSPORT	RE-LOADED	7
YKR 20028	15-Jun	BUCKSPORT	RE-LOADED	8
CRLE 6244	15-Jun	BUCKSPORT	RE-LOADED	8
GMRC 76078	13-Jun	BUCKSPORT	RE-LOADED	6
CRLE 6203	15-Jun	BUCKSPORT	RE-LOADED	8
FBOX 502205	15-Jun	BUCKSPORT	RE-LOADED	8
FBOX 502750	15-Jun	BUCKSPORT	RE-LOADED	8
CRLE 6309	15-Jun	BUCKSPORT	RE-LOADED	8
GMRC 7137	15-Jun	BUCKSPORT	RE-LOADED	8

CAR NUMBER	DATE	MILL		DB
FBOX 502487	15-Jun	BUCKSPORT	RE-LOADED	8
FBOX 502664	15-Jun	BUCKSPORT		bill cut off
FBOX 502510	15-Jun	JAY	RE-LOADED	4
ATW 40196	20-Jun	BUCKSPORT	RE-LOADED	1
CRLE 6237	20-Jun	BUCKSPORT	RE-LOADED	1
RBOX 43023	20-Jun	BUCKSPORT	RE-LOADED	1
BM 3224	20-Jun	BUCKSPORT	RE-LOADED	1
NS 406376	20-Jun	BUCKSPORT	RE-LOADED	1
BM 3309	20-Jun	BUCKSPORT	RE-LOADED	1
YKR 20182	20-Jun	BUCKSPORT	RE-LOADED	1
MSDR 192304	20-Jun	BUCKSPORT	RE-LOADED	1
RBOX 41259	20-Jun	BUCKSPORT	RE-LOADED	2
CRLE 6219	20-Jun	BUCKSPORT	RE-LOADED	2
CRLE 6267	20-Jun	BUCKSPORT	RE-LOADED	2
SLR 3031	20-Jun	BUCKSPORT	RE-LOADED	2
RBOX 39741	20-Jun	BUCKSPORT	RE-LOADED	2
FBOX 502592	20-Jun	BUCKSPORT	RE-LOADED	2
FBOX 502740	21-Jun	BUCKSPORT	RE-LOADED	2
CSXT 151359	21-Jun	BUCKSPORT	RE-LOADED	3
FBOX 502291	21-Jun	BUCKSPORT	RE-LOADED	bill cut off
YKR 20211	21-Jun	BUCKSPORT	RE-LOADED	8
YKR 20032	21-Jun	BUCKSPORT	RE-LOADED	1
CRLE 6284	21-Jun	BUCKSPORT	RE-LOADED	1
MEC 20141	21-Jun	BUCKSPORT	RE-LOADED	2
MEC 32081	21-Jun	BUCKSPORT	RE-LOADED	2
GMRC 7157	21-Jun	BUCKSPORT	RE-LOADED	2
GMRC 25026	21-Jun	BUCKSPORT	RE-LOADED	2
GMRC 21068	21-Jun	BUCKSPORT		2
MEC 31811	22-Jun	BUCKSPORT	RE-LOADED	1
FBOX 502477	22-Jun	BUCKSPORT	RE-LOADED	1
RBOX 35361	22-Jun	BUCKSPORT	RE-LOADED	1
TR 405387	22-Jun	SPENCER	RE-LOADED	1
TR 405392	22-Jun	SPENCER	RE-LOADED	1
QGRY 80574	22-Jun	SPENCER	RE-LOADED	4
QGRY 85187	22-Jun	SPENCER	RE-LOADED	4
FBOX 502422	28-Jun	JAY	RE-LOADED	3
WC 21188	28-Jun	JAY	RE-LOADED	3
YKR 20078	28-Jun	JAY	RE-LOADED	3
FBOX 502185	28-Jun	JAY	RE-LOADED	3
FBOX 502564	29-Jun	JAY	RE-LOADED	1

CAR NUMBER	DATE	MILL	DB

JULY

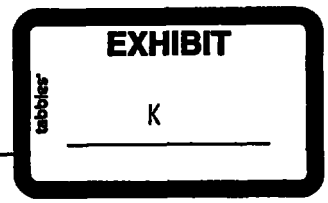
CAR NUMBER	DATE	MILL		DB
GMRC 10304	28-Jun	BUCKSPORT	RE-LOADED	5
RBOX 35745	3-Jul	BUCKSPORT	RE-LOADED	0
CSXT 136939	3-Jul	BUCKSPORT	RE-LOADED	0
FBOX 502795	3-Jul	JAY	RE-LOADED	0
FBOX 502020	3-Jul	BUCKSPORT	RE-LOADED	1
GMRC 100045	3-Jul	BUCKSPORT	RE-LOADED	1
GNWR 523232	3-Jul	BUCKSPORT	RE-LOADED	1
MEC 32148	3-Jul	BUCKSPORT	RE-LOADED	1
FBOX 502268	3-Jul	BUCKSPORT	RE-LOADED	1
FBOX 502151	3-Jul	JAY	RE-LOADED	2
LVRC 6220	3-Jul	JAY	RE-LOADED	2
GMRC 77262	3-Jul	JAY	RE-LOADED	2
FBOX 502316	3-Jul	BUCKSPORT		bill cut off
RBOX 38063	3-Jul	BUCKSPORT		2
FBOX 502357	3-Jul	JAY	RE-LOADED	2
GMRC 200038	3-Jul	JAY	RE-LOADED	2
GMRC 24099	10-Jul	JAY	RE-LOADED	0
FBOX 502370	10-Jul	JAY	RE-LOADED	0
FBOX 502436	11-Jul	JAY	RE-LOADED	1
GMRC 10316	11-Jul	JAY	RE-LOADED	1
FBOX 502159	11-Jul	JAY	RE-LOADED	1
NS 407120	11-Jul	JAY	RE-LOADED	1
GMRC 77165	20-Jul	JAY	RE-LOADED	3
GMRC 24176	20-Jul	JAY		3
SLR 238	25-Jul	JAY		2
LVRC 6228	25-Jul	BUCKSPORT		2
MEC 32148	25-Jul	EMPTY	LOADED	2
YKR 20034	25-Jul	JAY		6
BM 3324	28-Jul	BUCKSPORT		3
FBOX 502462	28-Jul	BUCKSPORT		3
CRLE 6295	28-Jul	BUCKSPORT		bill cut off
GMRC 100067	28-Jul	BUCKSPORT		3
SOU 527611	28-Jul	BUCKSPORT		3
RBOX 39371	28-Jul	BUCKSPORT		3
FBOX 502332	28-Jun	BUCKSPORT		6
RBOX 35170	5-Jul	BUCKSPORT		1
GMRC 24085	7-Jul	BUCKSPORT	RE-LOADED	1
CSXT 138588	5-Jul	EMPTY	LOADED	1
RBOX 34058	5-Jul	BUCKSPORT	RE-LOADED	1
RBOX 20236	5-Jul	BUCKSPORT	RE-LOADED	1
RBOX 36048	5-Jul	BUCKSPORT	RE-LOADED	1
SLR 2072	5-Jul	EMPTY	LOADED	1
MEC 20007	12-Jul	JAY	RE-LOADED	0
YKR 20019	12-Jul	JAY	RE-LOADED	0
029229	12-Jul	JAY	RE-LOADED	0
MEC 32145	12-Jul	BUCKSPORT	RE-LOADED	bill cut off
MEC 32117	19-Jul	BUCKSPORT	RE-LOADED	3
GMRC 25000	19-Jul	BUCKSPORT	RE-LOADED	3
MEC 31903	19-Jul	BUCKSPORT		3
MEC 31968	19-Jul	BUCKSPORT	RE-LOADED	3

CAR NUMBER	DATE	MILL		DB
MEC 32015	19-Jul	BUCKSPORT	RE-LOADED	4
MEC 32107	19-Jul	BUCKSPORT	RE-LOADED	4
RBOX 33674	19-Jul	BUCKSPORT	RE-LOADED	4
RBOX 34376	19-Jul	BUCKSPORT	RE-LOADED	4
RBOX 34133	19-Jul	BUCKSPORT	RE-LOADED	4
RBOX 42914	19-Jul	BUCKSPORT	RE-LOADED	4
RBOX 33348	19-Jul	BUCKSPORT	RE-LOADED	4
SRN 5415	19-Jul	BUCKSPORT	RE-LOADED	4
RBOX 40574	19-Jul	BUCKSPORT	RE-LOADED	4
GMRC 24132	19-Dec	BUCKSPORT		8
CRLE 6307	19-Jul	BUCKSPORT	RE-LOADED	8
CRLE 6234	18-Jul	BUCKSPORT	RE-LOADED	4
RBOX 32185	18-Jul	BUCKSPORT		4
GMRC 24034	18-Jul	BUCKSPORT		4
CRLE 6228	24-Jul	BUCKSPORT	RE-LOADED	8
FBOX 502541	24-Jul	BUCKSPORT		bill cut off
GMRC 24024	18-Jul	BUCKSPORT		2
RBOX 41203	18-Jul	BUCKSPORT		2
RBOX 41013	18-Jul	BUCKSPORT		2
GMRC 21070	18-Jul	JAY	RE-LOADED	2
GMRC 77159	18-Jul	JAY	RE-LOADED	2
RBOX 41269	18-Jul	JAY	RE-LOADED	2
GMRC 24048	18-Jul	JAY	RE-LOADED	2
MEC 31963	18-Jul	JAY	RE-LOADED	2
VCY 764908	18-Jul	JAY	RE-LOADED	2
CSXR 507749	18-Jul	JAY	RE-LOADED	2
NOKL 560825	18-Jul	JAY	RE-LOADED	2
GMRC 78643	18-Jul	JAY	RE-LOADED	2
MEC 20018	18-Jul	JAY	RE-LOADED	2
YKR 20170	19-Jul	BUCKSPORT	RE-LOADED	3
CSXR 150126	21-Jul	EMPTY	LOADED	4
GMRC 78700	20-Jul	JAY	RE-LOADED	3
BM 3250	20-Jul	EMPTY	LOADED	3
FBOX 502373	25-Jul	BUCKSPORT	RE-LOADED	bill cut off
FBOX 502244	25-Jul	BUCKSPORT	RE-LOADED	1
FBOX 502266	25-Jul	BUCKSPORT	RE-LOADED	2
FBOX 504238	25-Jul	BUCKSPORT	RE-LOADED	2
RBOX 33764	25-Jul	BUCKSPORT		2
RBOX 37241	25-Jul	BUCKSPORT		2
SOU 528194	25-Jul	BUCKSPORT		2
MSDR 192300	26-Jul	BUCKSPORT	RE-LOADED	1
RBOX 1515	26-Jul	BUCKSPORT	RE-LOADED	4
RBOX 42869	26-Jul	BUCKSPORT		4
FBOX 502679	26-Jul	BUCKSPORT		4
GMRC 77041	29-Jul	BUCKSPORT		4
GMRC 77201	26-Jul	BUCKSPORT		4
MEC 31942	26-Jul	BUCKSPORT	RE-LOADED	4

AUGUST

CAR NUMBER	DATE	MILL		DB
FBOX 502596	31-Jul	JAY		1
FBOX 502103	31-Jul	BUCKSPORT		1
FBOX 502225	31-Jul	BUCKSPORT		1
YKR 20058	31-Jul	BUCKSPORT		1
FBOX 502273	31-Jul	BUCKSPORT		1
GMRC 100024	31-Jul	BUCKSPORT		1
CSXT 130398	31-Jul	BUCKSPORT		1
SOU 531978	31-Jul	BUCKSPORT		1
FBOX 502100	31-Jul	JAY		1
RBOX 31318	31-Jul	BUCKSPORT		2
MEC 31828	31-Jul	BUCKSPORT		2
RBOX 30455	31-Jul	BUCKSPORT		2
GMRC 25045	3-Aug	BUCKSPORT		0
GMRC 24029	3-Aug	BUCKSPORT		0
CSXT 158711	3-Aug	BUCKSPORT		0
CSXT 141624	3-Aug	BUCKSPORT		0
CRLE 6227	3-Aug	BUCKSPORT		0
FBOX 502594	3-Aug	BUCKSPORT		0
FBOX 502696	3-Aug	BUCKSPORT		0
QGRY 85093	3-Aug	BUCKSPORT		0
MEC 20066	3-Aug	BUCKSPORT		0
GMRC 24071	3-Aug	BUCKSPORT		0
BM 3259	3-Aug	BUCKSPORT		0
GTW 406488	4-Aug	PCP		0
CAN 404475	4-Aug	PCP		0
FBOX 504392	25-Aug	BUCKSPORT		1
SOU 532437	28-Jul	JAY		1
GMRC 24111	3-Aug	BUCKSPORT	RE-LOADED	0
CSXT 151257	3-Aug	BUCKSPORT		0
CRLE 6265	3-Aug	BUCKSPORT		0
RBOX 30147	3-Aug	BUCKSPORT	RE-LOADED	0
RBOX 35727	3-Aug	BUCKSPORT	RE-LOADED	0
FBOX 502794	3-Aug	BUCKSPORT		0
YKR 20046	3-Aug	BUCKSPORT		0
GMRC 24125	4-Aug	BUCKSPORT	RE-LOADED	0
GMRC 100109	4-Aug	BUCKSPORT		0
CSXT 139456	4-Aug	BUCKSPORT		0
FBOX 504366	4-Aug	BUCKSPORT	RE-LOADED	1
FBOX 502579	4-Aug	BUCKSPORT	RE-LOADED	1
FBOX 502658	4-Aug	BUCKSPORT		1
GMRC 21089	4-Aug	BUCKSPORT	RE-LOADED	1
GMRC 100084	4-Aug	BUCKSPORT		1
CRLE 6252	4-Aug	BUCKSPORT		1
MEC 31771	4-Aug	BUCKSPORT		1
GMRC 7141	4-Aug	BUCKSPORT		2
NKCR 9059	4-Aug	BUCKSPORT		2
SOU 528003	11-Aug	DIVERTED		3
CRLE 6312	11-Aug	DIVERTED		3
FBOX 502119	11-Aug	DIVERTED		3
YKR 20036	11-Aug	DIVERTED		3

CAR NUMBER	DATE	MILL	DB
FBOX 502153	11-Aug	DIVERTED	3
CRLE 6247	11-Aug	DIVERTED	3
CRLE 6304	11-Aug	DIVERTED	3
FBOX 502593	11-Aug	DIVERTED	3
CRLE 6212	11-Aug	DIVERTED	3
CRLE 6214	11-Aug	DIVERTED	3
FBOX 502736	11-Aug	DIVERTED	3
CRLE 6276	11-Aug	DIVERTED	3
MEC 32020	11-Aug	DIVERTED	3
MEC 20129	11-Aug	DIVERTED	3
SLR 113	11-Aug	DIVERTED	3
CRLE 6311	11-Aug	DIVERTED	3
FGLK	16-Aug	DIVERTED	8
RBOX 40033	16-Aug	DIVERTED	8
GMRC 24165	16-Aug	DIVERTED	8
KCS 749221	16-Aug	DIVERTED	8
RBOX 33519	16-Aug	DIVERTED	8
RBOX 38421	16-Aug	DIVERTED	8
RBOX 33735	16-Aug	DIVERTED	8
RBOX 41013	18-Aug	DIVERTED	10
MEC 20049	18-Aug	DIVERTED	10
CRLE 6310	18-Aug	DIVERTED	10
RBOX 33012	18-Aug	DIVERTED	10
SOU 530564	18-Aug	DIVERTED	10
GMRC 24177	18-Aug	DIVERTED	10
CSXT 507140	18-Aug	DIVERTED	10
FGLK 26240	18-Aug	DIVERTED	10
RBOX 30555	18-Aug	DIVERTED	10
RBOX 37547	18-Aug	DIVERTED	10
RBOX 20658	16-Aug	DIVERTED	2
GMRC 24074	16-Aug	DIVERTED	2
RBOX 38247	16-Aug	DIVERTED	2
GMRC 25003	18-Aug	DIVERTED	4
RBOX 34286	18-Aug	DIVERTED	0
LVRC 6231	18-Aug	DIVERTED	0
GMRC 100017	24-Aug	DIVERTED	1



Michael Cella

From: "Bostwick, Mike" <mbostwick@panamrailways.com>
To: "Michael Cella" <mcella@foreriver.com>; "Kathy Dalrymple" <kathy.dalrymple@ipaper.com>; "David Lindemann" <dave.lindemann@ipaper.com>
Cc: "Miller, Jeff" <jmiller@panamrailways.com>; <clemens.m@stb.dot.gov>; "Culliford, Syd" <sculliford@panamrailways.com>; "Steiniger, Tom" <tsteiniger@panamrailways.com>
Sent: Tuesday, May 30, 2006 2:04 PM
Subject: Embargo Notice

Mike, Kathy, & David,

Please see the Embargo notice below. Any questions, please call.

Regards,

Michael

http://embargo.railinc.com/index.cfm?content=embargo_view.cfm&no=2006-205

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Association of American Railroads

Embargo Notices for: 05/30/2006

Consecutive Sheet:205

Roadmark:
ST

Railroad:
ST RAIL SYSTEM

Embargo Number:
1-06

Amendment Number:

Current Status:
Effective

Embargo Effective Date:
05/30/2006 23:59

Commodity:
ALL

Destination Gateway or Territory:
To, From or Via the following station(s)/FSAC Number(s), State(s)

PORTLAND, ME (FSAC 00536)
DEERING JUNCTION, ME (FSAC 00147)

Consigned or Reconsigned To, or Intended For:
Customer(s) specific - List Customer

FORE RIVER DISTRIBUTION CENTER

Cause:

Congestions/Accumulation

Amend:

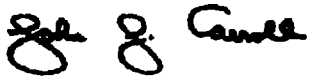
Exception:

BY PERMIT ONLY
Available Monday - Friday 0700-1700 hours (Eastern Time)

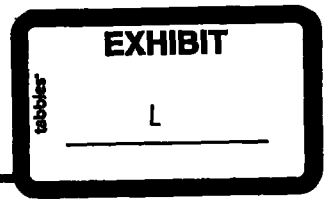
Permit Officer:
Jeff Miller
Springfield Terminal RY
(978) 663-1080
(978) 663-1237 fax
jmiller@panamrailways.com

Note:

J.J. Carroll



John Carroll
Sr. Asst. VP - Business Services
Association of American Railroads



Bostwick, Mike

From: Bostwick, Mike
Sent: Friday, August 11, 2006 2:09 PM
To: Wright,Clinton; Curtin,John; Breen, Linda; Delorey, Joe
Cc: Dick Willey (E-mail)
Subject: FW: Fore River Warehouse May Demurrage

As info.
-----Original Message-----
From: Michael Cella [mailto:mcella@foreriver.com]
Sent: Friday, August 11, 2006 9:56 AM
To: Bostwick, Mike
Subject: Re: Fore River Warehouse May Demurrage

Mike:

After reviewing all of your intended charges, Fore River refuses to pay Pan Am Railways. These charges are not valid and we are fully prepared to show the court that, should you pursue than avenue.

Mike

----- Original Message -----
From: "Bostwick, Mike" <mbostwick@panamrailways.com>
To: "Michael Cella" <mcella@foreriver.com>
Cc: "Dick McCallum" <rmccallum@foreriver.com>; "Crawford, Joe" <jcrawford@panamrailways.com>; "Delorey, Joe" <jdelorey@panamrailways.com>; "Breen, Linda" <lbreen@panamrailways.com>
Sent: Monday, August 07, 2006 1:35 PM
Subject: Fore River Warehouse May Demurrage

<<2.pdf>> Michael,

I have included our note from June 6, 2006 to reaffirm our concerns in regards to Fore River Warehouse making timely payment in regards to May 2006 demurrage. Please note, Pan Am's bill #: S060600152 in the amount of $31,440 was due for payment on July 31, 2006. We have not received payment for these valid charges and Fore River Warehouse is now 8 days over due. Again, Pan Am does not desire to enter into a protracted financial dispute but we will pursue vigorously if Fore River Warehouse chooses not to pay these valid charges immediately.

Please advise Fore River Warehouse's intention in regards to paying this $31,440 bill. Pan Am expects payment by close of business on August 11, 2006.

Regards,
Michael P Bostwick
Pan Am Railways
VP Sales & Intermodal
Office: 978-663-6938

EXHIBIT
tabbies
M

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MASSACHUSETTS

THE GREENBRIER COMPANIES, INC., and GREENBRIER MANAGEMENT SERVICES Plaintiffs	)	
v. SPRINGFIELD TERMINAL RAILWAY COMPANY and BOSTON & MAINE CORPORATION, Defendants	)	CIVIL ACTION NO. 08-10362-NMG

PLAINTIFFS' MOTION FOR RECEIVERSHIP

Plaintiffs, The Greenbrier Companies, Inc. and Greenbrier Management Services (collectively referred to as "Plaintiffs" or "Greenbrier") submit this Motion for Receivership, pursuant to Rule 66 of the Federal Rules of Civil Procedure along with the attached Memorandum of Law in support of said motion. For the reasons more fully set forth in its Memorandum of Law, Plaintiffs request:

1. That a receiver be appointed for Defendants' corporations;

2. That said receiver be authorized:

   (a) to take charge of the Defendants' estate, property, and effects;

   (b) to collect the debts, obligations or property due the Defendants' corporation;

   (c) to prosecute and defend suits in the name of the Defendants' corporation; and

   (d) To do all other acts which may be necessary or desirable for a final settlement of the Defendants' debt owed to Plaintiffs.

GREENBRIER COMPANIES, INC. AND GREENBRIER MANAGEMENT SERVICES,

/s/ Dan V. Bair

Lisa Brodeur-McGan, Esquire BBO#556755
Dan V. Bair II, Esquire BBO#654369
Brodeur-McGan, P.C.
1331 Main Street, 2nd Floor
Springfield, MA 01103
(413) 735-1775; Fax: (413) 735-1772

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MASSACHUSETTS

THE GREENBRIER COMPANIES, INC., and GREENBRIER MANAGEMENT SERVICES, LLC Plaintiffs	)	
v. SPRINGFIELD TERMINAL RAILWAY COMPANY and BOSTON & MAINE CORPORATION, Defendants	)	CIVIL ACTION NO. 08-10362-NMG

PLAINTIFFS' MEMORANDUM OF LAW IN SUPPORT OF ITS MOTION FOR RECEIVERSHIP

I. INTRODUCTION

Plaintiffs, The Greenbrier Companies, Inc. and Greenbrier Management Services (collectively referred to as "Plaintiffs" or "Greenbrier") submit this memorandum of law in support of their motion for the appointment of a receiver for the corporations operated by Defendants, brought pursuant to Rule 66 of the Federal Rules of Civil Procedure. The appointment of a receivership pursuant to Fed R. Civ. P. 66 is warranted for the reasons stated below.

II. RELEVANT FACTS

Greenbrier is an Oregon corporation with its principal place of business located at One Centerpointe Drive, Suite 200, Lake Oswego, Oregon. (Snyder Aff. ¶ 2; Complaint, ¶ 5) They are a leading international supplier of transportation equipment and services to the railroad industry. (Snyder Aff. ¶ 3)

Springfield Terminal Railway Company is a Vermont corporation licensed to do business in the Commonwealth of Massachusetts with its principal place of business located at Iron Horse Park, North Billerica, Massachusetts. (Snyder Aff. ¶ 4; Complaint, ¶ 7) Defendant, Boston &

Maine Corporation is a Delaware corporation licensed to do business in the Commonwealth of Massachusetts with its principal place of business located at Iron Horse Park, North Billerica, Massachusetts (Springfield Terminal Railway Company and Boston & Maine Corporation are collectively referred to hereafter as "Springfield Terminal" or "Defendants"). (Snyder Aff. ¶ 5; Complaint, ¶ 8) Furthermore, Defendants are subsidiaries of Pan-Am Railways and operate over a network of about 1,600 miles of track in Connecticut, Maine, Massachusetts, New Hampshire, New York, and Vermont. (Snyder Aff. ¶ 6)

Defendants have used and continue to use Greenbrier's railcars throughout their network pursuant to Circular No. OT-10, Car Service and Car Hire Agreement ("Circular"). (Complaint, ¶ 11; Ex. 1) Additionally, Defendants also have used and continue to use railcars owned by numerous signatories to the Circular. (Ex. 1) [1] The Circular is the Operating Transportation guide that covers the rules surrounding the Code of Car Service Rules/Code of Car Hire Rules. (Ex. 1) The Circular is a contract whereby all parties promise and agree to abide by the rules contained within the Circular. (Ex. 1; Answer, ¶ 12) Under the Circular, Defendants are required to keep an accounting of their use of railcars, including, but not limited to those railcars owned or managed by Greenbrier. (Ex. 1; Answer, ¶ 13) The charge for the use of railcars is termed "Car Hire" and is calculated using formulas set forth in the Circular. (Ex. 1) Also, pursuant to the agreement, Defendants are required to send to Greenbrier a monthly accounting of their Car Hire charges and submit payment for said use. (Ex. 1; Answer ¶¶ 15-17)

Prior to 2004, Springfield Terminal only sporadically paid Car Hire charges to Greenbrier, and a significant Car Hire debt began accruing. (Snyder Aff. ¶ 7) Greenbrier conducted good-faith negotiations with Springfield Terminal to reduce this debt and in June of

[1] Some of the companies whose railcars (or railcars under their control) have been used by Defendants include San Luis Central Railroad Company, Rail Management Corporation, Union Pacific Railroad Company, First Union Rail

2004, the parties entered into a settlement agreement ("First Settlement Agreement") whereby Defendants promised to pay both the arrearage in Car Hire and keep current on the monthly charges going forward. (Ex. 2; Snyder Aff., ¶ 8) However, in an oft repeated pattern, Defendants, after having entered into the First Settlement Agreement, simply refused to live up to the terms of the agreement. (Snyder Aff., ¶ 9) On February 2, 2006, Plaintiffs, brought suit against Defendants in the United States District Court for the District of Massachusetts to recover Car Hire owed. *See Greenbrier et al. v. Springfield Terminal et al.*, Civil Docket No. 06-10207-NMG.

Aside from the enormous outstanding debt, Defendants continue to accrue new charges (up to the present day) that fluctuate between the amounts of $70,000 to $75,000 per month. (Snyder Aff., ¶ 14) As a result of filing suit the parties entered into an Agreement for Judgment in the amount of $838,559.69 on March 1, 2007. (Ex. 3; Answer, ¶ 20) The terms of the Agreement for Judgment were specifically laid out in yet another settlement agreement ("Second Settlement Agreement") between Defendants and Greenbrier. (Exs. 3, 4) Again, Defendants initially fulfilled the terms of this new agreement, but then just stopped paying both the outstanding Car Hire and the ever accruing monthly charges. (Snyder Aff., ¶¶ 10-12; Answer, ¶¶ 17, 25, 27) Pursuant to the Second Settlement Agreement, Defendants only made four payments totaling $300,000. (Snyder Aff., ¶ 12)

In 2008 Greenbrier was able to recover $ 513, 559.69 through ex parte trustee process. (Ex. 5) However, to date Defendants continue to owe approximately $74,453.50 in accordance with the Second Settlement Agreement.[2] Current outstanding Car Hire debt amounts to a staggering $1,244,104.59 (this figure includes the $25,000 in car hire still owed in accordance

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Corporation, GATX Financial Corporation, American Railcar Leasing, LLC, Schuylkill Rail Car, Inc., and CSX Transportation, Inc.

with the Second Settlement Agreement) as of July 31, 2008.[3] As stated above, debt continues to mount as new Car Hire charges accrue on a monthly basis. (Snyder Aff., ¶ 14) Defendants have also failed to pay numerous other parties outstanding Car Hire and have forced them to file suit to recover outstanding debt. (Ex. 6-16, 19-20)

Just since 2004, Defendants have failed to timely remit payment of Car Hire to not only Greenbrier, but numerous other signatories to the Circular. *See San Luis Central Railroad Co., v. Springfield Terminal Ry. Co., et al.,* Civil Action No. 04-12229 PBS (Removed to Federal Court on October 25, 2004) (Ex. 6); *GATX Financial Corporation v. Springfield Terminal Railway Company*, Civil Action No. 04- 12147 RWZ (filed October 12, 2004)(Ex. 7); *Rail Management Corp. v. Springfield Terminal Ry. Co.*, Civil Action No. 05-12282 GAO (filed November 15, 2005)(Ex. 8); *The San Luis Central Railroad Company v. Springfield Terminal Railway Company*, Civil Action No. 06-10554 WGY (filed May 15, 2006)(Ex. 9); *American Railcar Leasing, LLC v. Springfield Terminal Railway Co.*, Civil Action No.06 CV 10375 WGY (filed May 25, 2006)(Ex. 10); *GATX Financial Corporation v. Springfield Terminal Railway Co., Inc.*, Civil Action No. 06 -11042 RWZ (filed on June 14, 2006)(Ex. 11); *Schuylkill Rail Car, Inc. v. Springfield Terminal Railway Company*, Civil Action No. 07-10052 NMG (filed on January 10, 2007)(Ex. 12); *Union Pacific Railroad Company v. Springfield Terminal Railway Company*, Civil Action No.07 -12322 JLT (filed on December 12, 2007)(Ex. 13); *GATX Financial Corporation v. Springfield Terminal Railway Co., Inc.*, Civil Action No.07-10174 WGY (filed on January 30, 2007)(Ex. 14); *CSX Transportation, Inc. v. Springfield Terminal Railway Company*, Civil Action No.08-10220 NMG (filed on February 10, 2008)(Ex. 15); *GATX*

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[2] This amount reflects outstanding principle ($25,000) plus interest ($49,453.50) in the amount of 6% resulting from Defendants' breach of the Second Settlement Agreement.

[3] This amount already includes credits for all amounts recovered since 2006 by Greenbrier. (Snyder Aff., ¶ 15)

Financial Corporation v. Springfield Terminal Railway Co., Inc., Civil Action No.08-10845 JLT (filed on May 20, 2008)(Ex. 16).[4]

On March 4, 2008, Greenbrier was forced to file the present matter before the Court, in order to collect Car Hire charges accrued after the filing of their first complaint on February 2, 2006. Finally, Springfield Terminal, on or about May 30, 2008, filed with the Surface Transportation Board ("STB")(successor to the Interstate Commerce Commission) an application proposing to merge a portion of their operations with another railroad entity, Norfolk Southern Railway Company. (Ex. 17) While this merger has not yet been approved by the STB, it represents, potentially, a significant expansion of Springfield Terminal's operations. (Ex. 17)

III. LEGAL ARGUMENT

A party in a civil action may seek the appointment of a receiver pursuant Rule 66 of the Federal Rules of Civil Procedures. Fed. R. Civ. P. 66. Rule 66 states:

> These rules govern an action in which the appointment of a receiver is sought or a receiver sues or is sued. But the practice in administering an estate by a receiver or a similar court-appointed officer must accord with the historical practice in federal courts or with a local rule. An action in which a receiver has been appointed may be dismissed only by court order.

Id.

The appointment of a receiver is an ancillary remedy employed to further final relief for Plaintiff. *Garden Homes, Inc. v. U.S.*, 200 F2d 299, 301 (1st Cir. 1953). Moreover, the appointment of a receiver by a court of equity is appropriate if equity dictates such a need. *Id.* The decision to appoint a receiver lies within the discretion of the court. *Consolidated Rail Corp. v. Fore River Ry. Co.*, 861 F.2d 322, 326-27 (1st Cir. 1988). In the First Circuit, federal courts weighing a motion for the appointment of a receiver under Rule 66 consider a number of

[4] Additionally, there were two other suits filed in 2001 and 2003. *See Union Pacific Railroad Company v. Springfield Terminal Railway Company*, Civil Action No. 01-10934 RCL (Ex. 19); *First Union Rail Corporation v. Springfield Terminal Railway Co., Inc.*, et al., Civil Action No.03-12374 DPW (Ex. 20).

factors ". . . including: fraudulent conduct by the defendant, imminent danger that the defendant will lose or squander the property, the inadequacy of legal remedies, the plaintiff's probable success in the action, the possibility of irreparable harm to the plaintiff, and the likelihood that harm to the plaintiff by denial would be greater than the injury to the defendant of appointing the receiver." *Alta Subordinated Debt Partners II, L.P. v. Tele-Media Co. of Carolinas*, 1995 WL 464925 * 1 (D. Mass)(*citing Consolidated Rail Corp.*, 861 F.2d at 326) *See Chase Manhattan N.A. v. Turabo Shopping Center Inc.*, 683 F.2d 25, 26-27 (1st Cir. 1982). Plaintiffs concede that such a remedy is an extraordinary measure requiring a "clear showing that ... emergency exists, in order to protect the interests of the plaintiff in the property." *Alta Subordinated Debt Partners II, L.P.*, 1995 WL at *1 (*citing Commodity Futures Trading Comm'n v. Comvest Trading Corp.*, 481 F.Supp. 438, 441 [D.Mass. 1979]).

First, it is Plaintiffs' contention that the appointment of receiver in this case is warranted as Defendants' unfair, deceptive and fraudulent business practices have and continue to have a significant negative impact on Greenbrier's ability to conduct business. This is not only true for Greenbrier, but also for no less than eight (8) other companies that are forced to contend with Defendants' conduct in regards to Car Hire. This conduct by Springfield Terminal, ignoring its contractual responsibilities under Circular No.OT-10, and then knowingly and fraudulently entering into contracts with creditors in a dilatory effort to resist payment of a valid debt is the very same type of conduct that the Massachusetts Consumer Protection Act, Massachusetts General Laws, Chapter 93A was enacted to stop. Unfortunately, the deterrent effects of Chapter 93A cannot be utilized by Plaintiffs as it is pre-empted by the Interstate Commerce Commission Termination Act ("ICCTA"). *See San Luis Central R.R. Co. v. Springfield Terminal Ry. Co.*, 369 F.Supp.2d 172, 177 (D.Mass. 2005). However, an analysis of Springfield Terminal's commercial dealings with other businesses in the context of a Chapter 93A violation is

instructive insofar as it highlights for the Court that Defendants have knowingly engaged in the type of conduct normally barred in Massachusetts. The most galling aspect of Springfield Terminal's fraudulent and unfair business practices is the fact that the companies are not in financial distress. As Plaintiffs' Motion for Real-Estate Attachment clearly denotes, Springfield Terminal and its affiliated companies own significant property worth millions of dollars. *See* Motion for Real-Estate Attachment. Furthermore, Springfield Terminal is planning to expand its business by merging a portion of its business with another railroad, Norfolk Southern, in an effort to create a new rail line in the Northeast. (Ex. 17). Apparently, Springfield Terminal intends to complete this expansion on the backs of Greenbrier and its other competitors. The behavior of the Defendants strongly supports the appointment of a receiver.

Second, all legal remedies short of receivership have proven inadequate as Springfield Terminal continues to thwart attempts by its creditors to collect unpaid Car Hire charges. As the facts reveal, significant time and resources have been wasted, not only by Plaintiffs but also by the Court, in forcing Springfield Terminal to pay its bills. Springfield Terminal realizes that because of the pre-emptive effect of the ICCTA, Defendants are shielded from traditional avenues of relief (For example Chapter 93A) afforded companies doing business in Massachusetts. This knowledge only emboldens Defendants to abandon any semblance of honesty and fair play normally associated with the modern commercial world. It places Greenbrier and a myriad of other similarly situated companies at a distinct competitive disadvantage as they lack sufficient legal remedies to halt Springfield Terminal's activity and force payment of valid debt.

Third, as Defendants' Answer plainly states, there is no denying that Car Hire is owed. Therefore, Plaintiffs are more than likely to succeed on the merits of their claims.

Finally, the denial of Plaintiffs' motion would adversely impact not only Greenbrier but also interstate commerce as the fraudulent, deceptive and unfair commercial practices of the management of Springfield Terminal over the years has allowed them to gain an unfair competitive advantage over their competitors. Unfair competition in the context of Chapter 93A has been defined as ". . . not just injury to a single consumer or other business caused by isolated conduct, but [] injury to the marketplace caused by a pattern of conduct. Injury to the marketplace consists of a pattern of conduct, which by preventing consumers from making an informed market decision, impairs the ability of a competitor to compete fairly." *Massachusetts School of Law at Andover, Inc. v. American Bar Ass'n*, 952 F. Supp. 884, 890 (D.Mass. 1997). As more fully explained below, Greenbrier and other companies continue to suffer significant damage as the withholding of Car Hire by Springfield Terminal reduces cash flow, inhibits commercial growth, contributed to the decision to institute a reduction in force by Greenbrier and allows Defendants to obtain interest free loans. Any adverse effect on Springfield Terminal is negligible.

1. Unfair, Deceptive and Fraudulent Conduct by Springfield Terminal

Springfield Terminal has engaged in concerted pattern of unfair, deceptive and fraudulent business practices in order to avoid paying Car Hire charges. As the Court is aware, in Massachusetts, such types of business practices are prohibited pursuant to Massachusetts General Laws, Chapter 93A *et seq.* Specifically, under Section 2 of Chapter 93A it is unlawful for a business to engage in:

Unfair methods of competition and unfair or deceptive acts or practices in the conduct of any trade or commerce . . .

M.G.L. c.93A, § 2. Under Section 11 of Chapter 93A, businesses injured by such conduct may bring a civil action against the offending party. *See* M.G.L. c.93A, § 11. A review of Chapter

93A is instructive in order to highlight for the Court the type of fraudulent activities that Springfield Terminal is engaged in that warrants the appointment of a receiver in this case.

As the facts plainly set forth, Defendants have repeatedly withheld payment of Car Hire payments that they were contractually bound to pay Greenbrier and others.[5] It is all the more egregious considering that the Car Hire payment amounts are based upon figures provided by Springfield Terminal. Additionally, Greenbrier is not alone. No less than eleven (11) complaints have been filed by other companies seeking payment of Car Hire, with facts almost identical to the present action (this figure does not include the two complaints filed by Plaintiffs or the two filed in 2001 and 2003). The strategy employed by Defendants is simple. Springfield Terminal stops paying Car Hire charges and then typically enters into a payment plan with the creditor without any intention of paying the outstanding Car Hire. Inevitably, Springfield Terminal breaches the repayment plan forcing the creditor to engage in expensive litigation to collect what is owed them. At no point in time do the Defendants ever deny owing Car Hire as the end game for Springfield Terminal is merely delaying payment for as long as possible

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[5] Plaintiff concedes that a simple breach of contract claim, without some sort of "level of rascality", does not fall within the rubric of an unfair or deceptive trade practice. *See San Luis Central R.R. Co. v. Springfield Terminal Ry. Co.*, 369 F.Supp.2d 172, 177 (D.Mass. 2005)(*citing Whittinsville Plaza, Inc. v. Kotseas*, 378 Mass. 85 [1979]). However, there are numerous cases where the court has found a defendant's behavior surrounding a breach of contract claim violated c.93A. For example, the court found deceptive conduct in the context of a breach of contract claim where defendant made repeated assurances of an intent to pay an outstanding obligation. *Arthur D. Little Int'l., Inc. v. Dooyang Corp.*, 979 F.Supp. 919, 925 (D.Mass. 1997). As the court explained "[Dooyang] repeatedly expressed an intent to pay ADL when it had no intent to do so, and it used pretexts to explain the payment failure. This deceptive conduct prejudiced ADL because it delayed instituting litigation to collect a lawful debt. This bad faith behavior when ADL attempted to enforce the contract constitutes a breach of the duty of good faith and fair dealing in violation of Chapter 93A". *Id.* The court went on to label as deceptive conduct ". . . a strategy of commercial extortion by failing to pay clear obligations . . . to force favorable price concessions through the threat of expensive litigation." *Id. See also Commercial Union Ins. Co. v. Seven Provinces Ins. Co.*, 217 F.3d 33, 40 (1st Cir. 2000)(describing 'foot dragging' and 'stringing [the plaintiff] along' with regards to payment of debt pursuant to a contract as "extortionate conduct"); *Pepsi Cola Metropolitan Bottling Co., Inc. v. Checkers Inc.*, 754 F.2d 10, 18 (1st Cir. 1985)(finding violation of Chapter 93A where defendant withheld payment not because of a dispute over validity of debt or inability to pay but because company wanted to use non-payment as leverage to gain favorable concessions); *Massachusetts Employers Ins. Exch. v. Propac-Mass, Inc.*, 420 Mass. 39, 43 (1995)(stating that "conduct undertaken as leverage to destroy the rights of another party to agreement while the agreement is still in effect . . . has a coercive quality that, with the other facts, warranted a finding of unfair acts or practices"); *Anthony's Pier Four, Inc. v. HBC Associates*, 411 Mass. 451, 474 (1991)(explaining that conduct 'in disregard of known

without repercussion rather than an actual dispute over the validity of the debt. (*See* Answer,¶¶ 17, 25, 27) Sometimes, as is the case with Greenbrier, Defendants may enter into an Agreement for Judgment with the creditor knowing full well that they have no intention of ever paying the full amount owed. During the period of time between the initial breach and final disposition of the claim, Springfield Terminal in essence receives an interest free line of credit. This pattern is then repeated over and over again.

The scheme outlined above is deceptive and fraudulent and would be a clear violation of Chapter 93A. It goes well beyond a simple breach of contract dispute insofar as Springfield Terminal is knowingly and willfully breaching its duties under all agreements and contracts associated with Car Hire in order to gain free financing and an unfair competitive advantage from businesses that are bound by Circular No.OT-10. Springfield Terminal's practice is akin to extortion in the sense that Defendants are forcing Greenbrier (and others) to do something Plaintiffs would not normally be legally required to do: provide Springfield Terminal with an interest free loan. *Pepsi Cola Metropolitan Bottling Co., Inc.,* 754 F.2d at 19. Equity demands that the Court step in and halt this practice by appointing a receiver pursuant to Fed R. Civ. P. 66.

2. Inadequacy of Legal Remedies

In a normal breach of contract situation where one party to a contract withholds payment for services from the other, the injured party would, at some point, refuse to provide further services until payment was rendered. Unfortunately, Greenbrier and the other entities listed above do not possess that luxury. A refusal to allow Springfield Terminal usage of railcars undoubtedly would cause a disruption of interstate commerce. Also, pursuant to Circular No.OT-10 such actions by Greenbrier are expressly forbidden. The practical effect of this is that

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contractual arrangements' and intended to secure benefits for the breaching party constitutes an unfair act or practice

Plaintiffs are trapped, unable to halt Springfield Terminal from using their rail cars and yet equally frustrated in their attempts to collect rents for the railcar's usage.

It is very nature of Car Hire that it accrues on a monthly basis and as a result, Greenbrier is only left with the untenable and expensive option of having to continually file suit in order to collect the unpaid Car Hire. Moreover, Springfield Terminal operates in such a manner with impunity as its management realizes that Car Hire creditors have few options and are unable to bring any state tort claims or actions under M.G.L. c.93A because of federal pre-emption. *See San Luis Central R.R. Co.*, 369 F.Supp.2d at 177. The inadequacies of present legal remedies are self-evident based upon Springfield Terminal's repeated deceptive, fraudulent and unfair withholding of Car Hire charges and the total of eleven (11) complaints filed against them from 2004 to 2008 in Massachusetts alone.[6]

3. Probable Success

As the parties' complaint and answer clearly set forth, there is no dispute that Car Hire is owed to Greenbrier. See Complaint and Answer. Specifically, Springfield Terminal has admitted to owing Greenbrier Car Hire in paragraphs 14, 25 and 27 of its Answer.[7] The current amount of Car Hire owed amounts to $1,244,104.59 (this figure includes the $25,000 in car hire still owed in accordance with the Second Settlement Agreement) as of July 31, 2008. Further, Defendants in *Greenbrier Companies Inc. et al., v. Springfield Terminal, et al.*, Civil Action No. 06-10207-NMG, entered into an Agreement for Judgment. The balance of the amount owed, in accordance with the Second Settlement Agreement, has not been paid to date and amounts to

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for c.93A purposes).

[6] As a side note, Springfield Terminal's bad faith business practices are not just limited to its Car Hire creditors. In a recent Surface Transportation Board filing, the City of Springfield noted that Defendants have refused to remit payment of approximately $250,000 in back taxes owed the Town of Deerfield and failed to pay their water bill to the City of Greenfield (responding only when shut-off is threatened). (Ex. 18)

[7] While there is a dispute over the actual amount owed Plaintiffs, Defendants do not deny that car hire is owed to Greenbrier.

$74,453.50 (this figure includes principal and interest). Based on the aforementioned, Greenbrier has a high probability of success on the merits.

4. The Adverse Impact on Greenbrier, the Railroad Industry, Third Party Manufacturers, Shippers and Interstate Commerce should the Court deny the Motion for Receiver

As is the case in most industries, adverse economic situations often result in far reaching and sometimes unforeseen consequences. There is a trickle down or "ripple effect" directly related to Springfield Terminal's failure to pay current and outstanding Car Hire charges. Unfortunately, Springfield Terminal's decision to refuse to remit payment of valid debt not only impacts Greenbrier directly but also the railroad industry as a whole, third party manufacturers/shippers, the consumer and even the environment.

a. Financial Impact on Greenbrier

The refusal of Defendants to pay Car Hire charges in a timely matter impacts Greenbrier's cash flow, their ability to pay outstanding debts (including payroll) as they become due and capital expenditures. (Snyder Aff., ¶16) Just this month Springfield Terminal – Boston & Maine used Greenbrier's assets and accumulated $75,000 in usage (car hire) fees yet refuse to pay for such usage. (Snyder Aff., ¶ 17) As a result, Greenbrier must borrow money from other sources to sustain that debt. (Snyder Aff., ¶ 18) Unfortunately, Greenbrier is forced to allow Springfield Terminal to use its property because of the strict embargo rules under the ICCTA and Circular No. OT-10. In addition to having to provide Defendants services, Greenbrier must expend resources for maintenance and insurance with little likelihood of a return on their investment. (Snyder Aff., ¶ 19) Additionally, Greenbrier's ability to secure financing in the form of credit/loans in this industry is already particularly difficult. (Snyder Aff., ¶ 20) Historically, financial institutions have been hesitant to extend credit in instances where the industry rules for per diem usage are set via regulation. (Snyder Aff., ¶ 21) This is true in the case of Greenbrier's operations. (Snyder Aff., ¶ 21) Recently, the large per diem users who are failing to pay on this

per diem based system have made it extremely difficult to attract investment capital. (Snyder Aff., ¶ 22) Investment capital in this industry, for this market, and for these railcars is critical. (Snyder Aff., ¶ 23) The majority of the debt owed by Springfield Terminal in this case is due to its use of boxcars that represent a portion of Greenbrier's boxcar fleet. (Snyder Aff., ¶ 24) The North American box car fleet is Greenbrier's oldest fleet and among the oldest assets in this industry. (Snyder Aff., ¶ 25) Being deprived of investment capital to renew and replace such fleets will have a detrimental long term impact on Greenbrier and no doubt on the assets it manages. (Snyder Aff., ¶ 25)

In a similar vein, the debt to management fee income ratio is of significant concern. There is approximately $1.244 million that is owed by Springfield Terminal currently. (Snyder Aff., ¶ 26) This amount increases by approximately $75,000 per month. (Snyder Aff., ¶ 26) Greenbrier only receives $4.7 million in revenue annually on management fees arising from its services business. Greenbrier's ability to effectuate and collect this debt is significant. (Snyder Aff., ¶ 26) Moreover, the overall income of Greenbrier Leasing LLC, of which Greenbrier Management Services is a subsidiary, is only $100 million. (Snyder Aff., ¶ 27) This debt represents 1% of Greenbrier Leasing LLC's annual revenue. (Snyder Aff., ¶ 27)

Finally, another "ripple effect" of Springfield Terminal's blatant failure to pay legitimate debt is the loss of jobs at Greenbrier. Since March 2008, ten jobs have already been eliminated and two that were scheduled to be added in this fiscal year will not be added in part due to the "substantial impact of" the bad debt of Springfield Terminal. (Snyder Aff., ¶ 28) While there is no doubt that this is a time of financial difficulty and that "business is tough enough" the effect of bad debt is amplified even more in this down market.

b. Impact on Greenbrier's ability to attract and maintain customers

Greenbrier is one of the largest and most effective per diem based rate car leasing companies; its operations not only consist of managing their own assets, but they also act in a fiduciary capacity by managing the assets of third party clients. (Snyder Aff., ¶ 3) Greenbrier's ability to recover car hire for these third parties is critical to their operations as it is a core component of the services that Greenbrier provides to its clients. (Snyder Aff., ¶ 16) Greenbrier's ability to "attract and maintain" these customers in large part depends on its successful recoupment of the monies that are owed its clientele for the use of their assets. (Snyder Aff., ¶ 29) On numerous occasions over the past four years Greenbrier has been contacted by their customers wanting to know the status of Springfield Terminal's old debt in order to determine whether or not such debt needed to be written off. (Snyder Aff., 29) In the event that these third parties cannot collect outstanding car-hire, their businesses are and will be adversely affected.

c. Failure to appoint a receiver for Springfield Terminal will substantially impact Interstate Commerce

It is the general practice for the rail hire business that third parties lease boxcars and as a result have "quiet enjoyment over the same". Greenbrier does not micromanage (nor does it have a right to) where boxcars are sent or how they are used.[8] Greenbrier is in the process of withdrawing 100 boxcars from the Springfield Terminal region by refusing to renew a lease for these 100 boxcars with Eastern and Maine Railroad. (Snyder Aff., ¶ 30) This action is directly related to Springfield Terminal's refusal to pay car hire charges and will affect paper companies that ship products into the Northeastern United States via the Springfield Terminal region. These

[8] The Lessee's use of boxcars is subject to little or no restrictions aside from those associated with the transport of hazardous materials and out-of-country usage. (Snyder Aff., ¶ 3)

cars will be pulled out of service in this region and put into a different service territory resulting in an interruption of service for users transporting goods using these boxcars. Regrettably, Greenbrier will continue to divert assets to other, more profitable regions of the country, when the opportunity presents itself.[9] The inevitable cost of Springfield Terminal's actions will be reflected in higher transport costs to third parties that will in turn be eventually passed onto the consumer. Moreover, these third parties may be forced to use less efficient alternative methods of transportation (at least in the short-term) to compensate for the reduction of available boxcars. If this is the case, transportation, such as commercial tractor trailers, could increase fuel consumption and pollution in the Northeast region.

d. Impact of third party financial institutions

Prior to 1980 most of the railroads assets were owned by railroad entities operating as a railroad. (Snyder Aff., ¶ 31) However, that significantly changed in the past twenty-five years as presently approximately 65% of all railcars in North America are not owned by railroad entities; rather they are owned by non-railroad entities such as financial institutions and private sector banks. (Snyder Aff., ¶ 31) For example, GATX, CIT, First Union, General Electric and AIG are all non-railroad entities with ownership interests in railcars.[10] (Snyder Aff., ¶ 31) Their failure to recoup monies owed on such debt is having a detrimental impact on their ability to operate and/or recover from this period of financial crisis.

5. The Demise of Circular No. OT-10 and the Car Hire System

The system of rail/car hire and the rules promulgated to effectuate that system was created to be a self maintaining system where entities simply pay rent in accordance with their

[9] Unfortunately, Greenbrier and the companies that it provides management services to have a limited ability to utilize this option to remedy the situation as Greenbrier has only a finite number of boxcars leased out to third parties where non-renewal is a viable option.

[10] In fact, First Union was one of the plaintiffs forced to use Springfield Terminal in order to recover unpaid car hire debt. (Ex. 20)

usage. These rules, as outlined in Circular No. OT-10, have been in effect for many years and operate on the honesty and integrity of the companies that utilize the railroad. Springfield Terminal's disregard for these rules and regulations place this carefully crafted system in jeopardy. Other entities may simply take a "why fight them when we can join them" approach and refuse to pay car hire charges. The appointment of a receivership would send a clear message that such behavior will not be tolerated

IV CONCLUSION

For the reasons set forth above, Plaintiffs request

1. That a receiver be appointed for the Defendants' corporations;
2. That said receiver be authorized:
   (a) to take charge of the Defendants' estate, property, and effects;
   (b) to collect the debts, obligations or property due the Defendants' corporation;
   (c) to prosecute and defend suits in the name of the Defendants' corporation; and
   (d) To do all other acts which may be necessary or desirable for a final settlement of the Defendants' debt owed to Plaintiffs.
3. For such other relief as to this court deems just.

GREENBRIER COMPANIES, INC. AND
GREENBRIER MANAGEMENT
SERVICES,

/s/ Dan V. Bair

Lisa Brodeur-McGan, Esquire BBO#556755
Dan V. Bair II, Esquire BBO#654369
Brodeur-McGan, P.C.
1331 Main Street, 2nd Floor
Springfield, MA 01103
(413) 735-1775; Fax: (413) 735-1772

EXHIBIT
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UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MASSACHUSETTS

THE GREENBRIER COMPANIES, INC. and GREENBRIER MANAGEMENT SERVICES
Plaintiffs

v.

SPRINGFIELD TERMINAL RAILWAY COMPANY and BOSTON AND MAINE CORPORATION
Defendants

CIVIL ACTION NO. 08-10362

AGREEMENT FOR JUDGMENT

By stipulation of the parties, judgment is hereby ordered as follows:

1. Judgment in favor of The Greenbrier Companies, Inc. and Greenbrier Management Services against Defendants Springfield Terminal Railway Company, and Boston and Maine Corporation in the amount of One Million Seventy Three Thousand Nine Hundred Thirty Nine and Thirteen Cents ($1,073,939.13), which is inclusive of costs and fees to date, and which is inclusive of 6% simple annual interest to date and which shall be paid pursuant to the terms of a Settlement Agreement signed September 24, 2008.

2. Defendants Springfield Terminal Railway Company and Boston and Maine Corporation waive any and all rights to appeal this Judgment.

3. The clerk is hereby instructed to incorporate this Judgment in the docket by reference in accordance with Fed.R.Civ.P. 79(a) and (b).

THE GREENBRIER COMPANIES, INC. and
GREENBRIER MANAGEMENT SERVICES

By: _____
Lisa Brodeur McGan, their attorney

SPRINGFIELD TERMINAL RAILWAY
COMPANY, and BOSTON AND MAINE CORP.

By: _____

Agreement accepted
~~So ordered~~ this 25th day of Sept, 2008.

_____
Nathaniel M. Gorton, U. S. D. J.
United States District Court, District of Massachusetts

EXHIBIT
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IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MASSACHUSETTS
EASTERN DIVISION

TRINITY INDUSTRIES LEASING COMPANY and TRINITY RAIL MANAGEMENT, INC.,	)	
Plaintiffs,	)	
vs.	)	No.
SPRINGFIELD TERMINAL RAILWAY COMPANY	)	
Defendant.	)	

FILED
IN CLERKS OFFICE
2010 JUN -3 A 9:49
U.S. DISTRICT COURT
DISTRICT OF MASS.

COMPLAINT

Trinity Industries Leasing Company and Trinity Rail Management, Inc. by and through their attorneys, for their complaint, allege as follows:

Introduction

Trinity Industries Leasing Company and Trinity Rail Management, Inc. (collectively "Trinity") find themselves forced once again to seek relief from this Court in order to collect amounts that are undisputed, and yet unpaid, by the defendant, Springfield Terminal Railway Company ("ST Railway"). Trinity, like other owners of railcars, filed a complaint against ST Railway in 2006 in order to collect unpaid obligations for the use of rail cars owned or controlled by Trinity. The action was resolved by means of a settlement agreement, which is described in more detail below, in which Trinity bargained for, and ST Railway agreed to, a mechanism that would permit Trinity to collect unpaid obligations of ST Railway going forward. Unfortunately, ST Railway has refused to pay and Trinity has been compelled to file this action.

Jurisdiction and Venue

1. This is an action to collect delinquent charges for the use and damage by ST Railway of railroad cars owned or controlled by Trinity. This Court has jurisdiction pursuant to 28 U.S.C. 1331 and 1337 and 49 U.S.C. 11704. This Court also has diversity jurisdiction pursuant to 28 U.S.C. 1332, because there is diversity of citizenship between both plaintiffs and ST Railway, and the matter in controversy exceeds the sum of $75,000, exclusive of interest and costs. The Court has supplemental jurisdiction pursuant to 28 U.S.C. 1367 over related claims.

2. Venue is proper in this district because the principal place of business of ST Railway is in North Billerica, Massachusetts and because a substantial part of the events or omissions giving rise to the claim occurred in Massachusetts.

Parties

3. Trinity Industries Leasing Company and Trinity Rail Management, Inc. are Delaware corporations with their principal place of business in Dallas, Texas. Trinity is in the business, *inter alia*, of leasing railcars to railroads and railroad shippers.

4. Springfield Terminal Railway Company is a common carrier by rail that operates trackage of its own and trackage of its corporate affiliates, Maine Central Railroad Co., Boston and Maine Corp. and Portland Terminal Railroad, in Massachusetts and other New England states. Springfield Terminal Railway Company is a Vermont corporation that has its principal place of business in North Billerica, Massachusetts.

Common Factual Allegations

5. ST Railway and virtually all other American railroads are parties to Circular QT010, Car Service and Car Hire Agreement ("the Car Hire Agreement"). The Agreement is a contract among railroads under which the parties agree, inter alia, to abide by the

Code of Car Hire Rules and the Car Service Rules (the "Rules") established by the Association of American Railroads, an industry trade group. The Rules, *inter alia*, establish procedures for compensating rail car owners for the use and damage of their rail cars by railroads in the North American railroad system.

6. Pursuant to the Rules, each railroad, including ST Railway, records the number of days and miles that railcars owned or controlled by third parties ("foreign cars") are operated or located on the railroad or at its customers' facilities. The Rules specify the method of calculating the amount of money that each railroad owes foreign car owners for the use of those cars. The amount owed is referred to as "car hire."

7. The Rules require each railroad, within one month and 10 days after the end of each calendar month, to report to the owner (or the owner's assignee) of every foreign car the number of days and miles that each foreign car was on the railroad's system and the corresponding car hire payable. The Rules require each railroad to "make settlement" of the car hire on a monthly basis without regard to any disputes about the calculation of amounts due.

8. The Rules also provide that, if a foreign car is damaged or destroyed while in the custody of a railroad or at its customer's facilities, the railroad must compensate the foreign car owner for the cost of the repair of any damaged car and the value of any destroyed car.

9. Trinity Industries Leasing Company has entered into railcar leases and other agreements with several railroads under which the railroads assigned to Trinity some or all of their right to collect car hire and reimbursement for damages to railcars.

10. Trinity Rail Management, Inc. manages a fleet of railcars owned by Trinity Leasing Company and other third party car owners. Trinity Rail Management, Inc. has

the responsibility to collect car hire and reimbursement for damages with respect to those railcars.

11. ST Railway has acknowledged responsibility for payment of $31,381.14 in respect of car hire for Trinity-owned or controlled railcars, but ST Railway has not tendered any payment for such car hire obligation to Trinity or Trinity's lessees or their agents.

12. ST Railway has acknowledged responsibility for payment of (a) $48,576.85, the remaining unpaid value of a Trinity car destroyed on a line operated by ST Railway on September 18, 2006, (b) $781.86, the remaining unpaid expense of repair to a Trinity car damaged at East Deerfield, Massachusetts on January 27, 2006 and (c) $12,671.28 for repairs to a Trinity car damaged on December 21, 2007 at Ayer, Massachusetts. ST Railways has not tendered any payment for such obligation to Trinity or Trinity's lessees or agents.

13. Notwithstanding Trinity's repeated requests for payment by letter, telephone and e-mail, ST Railway has failed and refused to pay Trinity or its lessees any amount of the car hire or reimbursement for damage that ST Railway has acknowledged to be due for Trinity owned or controlled railcars.

14. As of April, 2010, ST Railway owed in excess of $93,000 in principal amount for delinquent, unpaid charges to Trinity for car hire and damage of Trinity cars. There is no dispute as to the calculation of such charges, and there is no dispute that such charges are due and owing. There is no dispute that ST Railway is delinquent in paying such charges.

15. On January 31, 2006 Trinity filed suit in this Court to collect similar delinquent car hire charges from ST Railway. The parties entered into a settlement agreement, which was dated June 8, 2006 and which was amended as of February 26, 2008 (the "Settlement

Agreement") pursuant to which a stipulated judgment was entered against ST Railway in the original amount of $117,752.22. The Settlement Agreement provides in part:

> 10. Future Charges. ST further agrees that it shall timely pay to Trinity or Trinity's collection agent all future car hire and car mileage charges pursuant to the Code of Car Hire Rules with respect to rail cars on ST or its affiliates or used by its or their customers that are owned or controlled by Trinity as they become due. This agreement shall be construed as a contract between the parties in addition to and distinct from any rules of the American Association of Railroads or any regulation of the U.S. Surface Transportation Board. It is agreed that this provision may be specifically enforced in an action in any state of federal court in Massachusetts, and ST warrants that it will not raise as a defense in any such judicial proceeding any lack of jurisdiction resulting from the possible or asserted jurisdiction of the U.S. Surface Transportation Board.

16. Trinity has fully performed all it obligations under the Car Hire Agreement, the Rules and the Settlement Agreement.

17. ST Railway has breached the Car Hire Agreement, the Rules and the Settlement Agreement.

18. Trinity has suffered damages as a direct result of ST Railways' breach of the Car Hire Agreement, the Rules and the Settlement Agreement.

Count One – Damages for Breach of Settlement Agreement

19. Trinity repeats and incorporates by reference as if fully set forth here the allegations contained in paragraphs 1 through 18 of this Complaint.

20. Under Massachusetts state law Trinity is entitled to recover the delinquent charges plus interest, costs and attorney's fees for breach of paragraph 10 of the Settlement Agreement by ST Railway.

Count Two – Specific Performance for Breach of Settlement Agreement

21. Trinity repeats and incorporates by reference as if fully set forth here the allegations contained in paragraphs 1 through 20 of this Complaint.

22. Under Massachusetts state law, Trinity is entitled to specific performance of paragraph 10 of the Settlement Agreement in accordance with its terms, including a mandatory injunction requiring ST Railway to pay on a current basis the charges it incurs for the use and damage of Trinity's railcars.

Count Three – Damages for Breach of Car Hire Agreement and Rules

23. Trinity repeats and incorporates by reference as if fully set forth here the allegations contained in paragraphs 1 through 22 of this Complaint.

24. Trinity is entitled to recover the delinquent charges plus interest, costs and attorney's fees for breach of the Car Service and Car Hire Agreement and the Code of Car Hire and Car Service Rules by ST Railway.

Count Four – Punitive Damages for Breach of Contracts

25. Trinity repeats and incorporates by reference as if fully set forth here the allegations contained in paragraphs 1 through 24 of this Complaint.

26. ST Railway has engaged in a pattern or practice of refusing to pay charges that they have acknowledged to be valid and payable as those charges become due, not only to Trinity but also to numerous other foreign car owners. Trinity has no available method of self-help to recover such delinquent and continuing charges, and its only effective remedy is to seek legal relief, which is expensive and time consuming. ST Railway's knowing and continuing refusal to honor its obligations for the use and damage of foreign cars constitutes flagrant and

willful misconduct designed to deter their creditors from collecting the sums which are due and payable, and such misconduct should not be condoned by this Court.

27. Under Massachusetts state law and federal procedural law, Trinity is entitled to recover punitive damages from ST Railway for such flagrant and willful misconduct

Count Five – Injunctive and Declaratory Relief

28. Trinity repeats and incorporates by reference as if fully set forth herein the allegations contained in paragraphs 1 through 27 of this Complaint.

29. Based upon the prior conduct of ST Railway, as described above, it is likely that it will refuse to make timely payments to Trinity for car hire and car damage claims coming due in the future. There is an actual case and controversy between Trinity and ST Railway that is ripe for adjudication at this time.

30. In accordance with 28 U.S.C. 2201, the Court should issue a declaratory judgment stating the rights and obligations of Trinity and ST Railway with respect to car hire and car damage claims. Specifically, the Court should declare that ST Railway is obligated to Trinity for car hire in such amounts as are indicated in the monthly reports prepared by ST Railway or in the Rules and that ST Railway is required to pay Trinity such amounts in a timely manner as they become due and payable.

31. In accordance with 28 U.S.C. 2202, the Court should enter a mandatory injunction requiring ST Railway to pay car hire and car damage claims to Trinity on a timely basis as such amounts become due in the future and providing for findings of contempt and appropriate remedies for any failure to pay on a timely basis in the future.

Relief Requested

Trinity requests this Court to enter judgment against Springfield Terminal Railway Company and in favor of Trinity in an amount in excess of $93,000, plus pre-judgment interest, costs, attorneys' fees, punitive and consequential damages, all in an amount to be determined at trial. In addition, Trinity requests this Court to enter a mandatory injunction requiring ST Railway to pay the charges for use and damage of Trinity railcars in accordance with paragraph 10 of the Settlement Agreement in the amounts and at the times required by the Code of Car Hire and Car Service Rules. Further, Trinity requests this Court to issue a declaratory judgment and a mandatory injunction requiring ST Railway to pay Trinity on a timely basis in the future. Trinity requests this Court to enter such other and further relief a may be just and equitable.

Jury Demand

Trinity demands a trial by jury on all issues so triable.

Dated: June 3, 2010.

Respectfully submitted,

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CORPORATE DISCLOSURE STATEMENT

Trinity Industries Leasing Company and Trinity Rail Management, Inc., the plaintiffs, are each wholly owned subsidiaries of Trinity Industries, Inc., which is a publicly traded company.

Respectfully submitted,

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Dated: June 3, 2010