New regional division
I like Canada as a political entity (U of Toronto master of science in 1969, thank you Canada). However, I am separating Canadian coverage into two parts. In 'Quebec', I will add the Montreal area as it relates to New York, because the border-crossing rail lines in both western New York and eastern New York run into Montreal.

Also in 'Quebec', I will cover the Eastern Townships because they are served by extensions of the SLR, the MMA, and NECR (CN).

‘Quebec’ will come into existence located between ‘New York’ and ‘Connecticut’ in the newsletter.

‘Maritimes’ will still cover the ports of the Atlantic provinces plus the rail lines NBSR, CBNS, and CN between Halifax, Truro, and Edmundston.

Please let me know what you think of this division.

-Chop Hardenbergh Next formal issue: 10 August.
**REGIONAL ISSUES**

**REGIONAL FEEDER SERVICE**
15 July. **THE NEW HALIFAX-PORTLAND-BOSTON SERVICE BEGAN** as the AFL New England left Halifax. It is due in Portland on 18 July. {ANR&P e-mail from Jack Humeniuk}

Andrew Haines, who is managing the service, said the ship took 110 TEUs out of Halifax. {discussion with ANR&P correspondent Tom Peters 19.July.11}

**NEW YORK/MONTREAL**

**COEYMANS: RECYCLING PORT**
15 June. **THIS PRIVATE TERMINAL HAS GROWN ITS THROUGHPUT ENORMOUSLY** since it opened in 2008. Located in the Town of Coeymans, the facility does business as ‘Port of Coeymans Marine Terminal’ though it is often referred to as the ‘Port of Coeymans’. {terminal website}

On 15 June, Stephen Kelly, vice president of port operations, said that in 2009, the first full year of operation, Coeymans handled around 80,000 tons of cargo; in its second full year, 2010, the total volume increased to around 900,000 tons. The target growth rate is 10-15% per year. {Discussion with ANR&P correspondent Laurel Rafferty 6.May.11 and 15.June.11}

Located in the Town of Coeymans on the west bank of the Hudson south of Albany, the terminal has 125 acres, heavy industrial zoning, and no conflicts with adjacent properties. The site was formerly Powell & Minnock Brick Works.

**History: Brick plant to terminal**
Part of the now-gone Hudson River brick industry, Powell & Minnock was owned by General Dynamics from 1981 to 1985, and then a division of Isiklar Holding, Istanbul, Turkey to 2001. Two business partners, Elias Weis a real estate developer,1 and Carver Laraway, formed P&M Brick LLC and purchased the brick yard in 2001. {brickcollecting.com}

The two intended to continue brick manufacturing. However, ‘when it became clear that the capital investment necessary to make the [brick] plant viable again proved too high,’ the partners repurposed the site as the Port of Coeymans Marine Terminal. {port website}

**The decision to do recycling**
Aware of the recycling market, Laraway and Weis saw the potential for more than simply a terminal. According to Stephen

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2 Carver Laraway, a site development contractor, owns Carver Sand and Gravel, a company which as of 2007 operated three quarries and four sand and gravel pit facilities serving a 3600-square mile area of eastern New York. {Rodney Garrett in Pit and Gravel 1.July.07}
Port of Coeymans Maine Terminal {Laurel Rafferty}
Kelly, vice president of port operations, “they were seeing everything [in manufacturing and logistics] go green.”

For example, in 2006, New York City announced passage of a new plan for barging of the City’s waste. Under the plan, nearly 90% of the City’s residential solid waste would move by barge or rail for ultimate disposal at an out-of-state facility, a modal shift from 84% truck transport. {News from the Blue Room 19 July 2006}

Laraway and Weis decided on recycling as the terminal’s activity. By bringing land-based recycling industry to a water location, they would define a niche for the site, including water access to export recycled cargo. {Kawasaki Focus 4th Issue 2010; Kelly in discussions with ANR&P correspondent Laurel Rafferty, 12 April 2011, 6 May 2011, 16 June 2011}

Co-owner and chief port manager Laraway articulated the vision: “I can see 30 companies here at the Port, each with 30-plus employees working for them. That’s a thousand people working here. And then the Port will be untouchable, because the chances of 30 companies going under are much slimmer than one massive company going under.” {discussion with ANR&P correspondent Laurel Rafferty 12 April 2010}

Subsequent state push for recycling and marine traffic
The port’s vision was rewarded. In 2010, New York introduced a solid waste management framework intended to reduce solid waste by 15% every two years by recycling, as well as waste prevention and other measures {Department of Environmental Conservation press release 10 May 2010; Beyond Waste, DEC 20 December 2010}

Also that year a study for the New York State Energy Research and Development Authority and New York State Department of Transportation looked at the feasibility of a container-on-barge service to transport the City’s waste to state municipal solid waste landfills, all in upstate New York, or to recycling facilities, via the state’s canal system (the Erie and three other linked canals connecting the Hudson River, Lake Champlain, Finger Lakes, Lake Ontario, and Lake Erie, now a designated Marine Highway Corridor under the US Marine Highway Program). According to the study, port infrastructure near these landfills or recycling sites would be needed. {New York State Canal System Modern Freight-Way 5 2010}

Improvements
Following the purchase, the owners constructed improvements to serve their target market. These include a new 1000-foot berth with heavy load capacity and a depth alongside of 32 feet. On the land side, they restructured and reclaimed the site, renovated the existing warehouses to create covered storage of about 168,000SF, and adapted an existing structure to create office space. {Coeymans website; Construction Equipment Guide 27 October 2010}

With the completion of site improvements, the Port became operational in 2008. The port has not been dependent on public subsidies. “No grant money was used to fund the project,” Coeymans Vice-president Kelly noted. {discussion with ANR&P correspondent Laurel Rafferty 1 June 2010}

Location and access
The terminal lies on the Hudson 110 miles north of New York City and 10 miles south of Albany. Highway access is four miles south at I-87. The 31-foot channel depth of the Hudson provides good waterside access.

Rail access is lacking at this point. However, CSXT’s Selkirk yard lies only 2.3 miles away. Furthermore, Lafarge’s cement facility near the Coeymans terminal has rail [see map]. However, the Lafarge marine terminal on the Hudson lacks rail, using instead a cement conveyor to move cement from the facility to the marine terminal. {editor}

Kinds of facilities
Some of the operations by tenant manufacturers:

Glass recycling. A new division of Glass Processing Solutions has a facility at Coeymans, using the Andela Pulverizer System to process all types of post-consumer mixed glass. According to Cynthia Andela, president of Andela Products, “Mixed glass from single-stream material recycling facilities is accepted along with dual-stream glass, drop-off center glass, and mixed glass from other commercial establishments.
“Phase 2 of plant development will include the newly-developed CleanGlass Technology and is planned for [2012].”


Concrete and asphalt recycling. Cargoes of waste concrete and asphalt move to the port by water. Port tenants accept the material, then screen, crush, and reprocess the material for use by concrete, paving, and construction industries. Tenants who handle asphalt and concrete products include DA Collins, Fort Miller, Kingston Block, Allocco Recycling, and Stony Recycling.  

Construction and demolition debris.

Auto shred and scrap metal. R.K. Freedman & Son Inc, a current tenant, expects a new shredder to double the amount of tonnage it processes within the shredder’s first year of operation. Location of the shredder at the Port will reduce truck trips and costs for materials delivery. {Recycling Today 29.July.10}

The shredder has not arrived and is not expected for one to two years, General Manager Rodney Fillers said on 19 June 2011. “They are waiting on power.” {discussion with Rafferty}

Project cargo. From 2009 to 2010, a company built a 2400-ton bridge at the Port. In mid-July 2010 stevedores loaded it onto a barge for transport first to Bayonne, and then in August to its destination: the Willis Avenue crossing of the Harlem River.

Similarly, the Megrant Corporation manufactured huge cooling towers at the Port for a power generation station in New York City which were barged to their destination, the Astoria power plant in Queens.

Transloads. Tenants at the port receive by barge and transload to truck many commodities:

road (Appalachee) and specialty salt (Scotwood ice melt), gypsum, bauxite (aluminum ore), brick chips and dust, cement (including Holcim) and topsoil. {port website}

Not competing with anyone else

Kelly emphasized the terminal’s re-use/recycle tone. Not only is it transforming products at the end of their useful lives, but also major wasting assets such the brickyard land fallen into disuse, the underutilized maritime infrastructure, idling human capital, and damaged natural resources. All this transforms the image of the community itself:

Nor is Coeymans poaching from nearby public ports such as Albany. Laraway said: “We’re not trying to capture the Port of Albany’s business. Nobody gets successful by stealing somebody else’s stuff.” {Pam Allen in Albany Business Review 16.Mar.09} 3, 4

CSXT: PRODUCE TRAIN UPDATE*

21 June, Rotterdam. RAILEX IS GROWING, ADDING TRAINS AND CONSIDERING EXPANSION OF ITS FACILITY HERE, said Paul Esposito, who handles logistics for the Northeast division of Railex.

In addition, Esposito serves as corporate logistics vice president of Ampco Distribution Services, the parent company which operates seven other conventional rail-served facilities in the East.

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3 Kingston Block manufactures sustainable concrete products. It is an authorized manufacturer of newly invented post-consumer Supplementary Cementitious Material (SCM) derived from post-consumer recycled glass recovered within the U.S. {terminal website}

4 Construction Equipment Guide 27.Oct.11; terminal website
The operation
Railex began in 2006 [see 06#0B], moving its first train with Washington apples, pears, onions, and potatoes via UP and CSXT to a newly-built facility here in 68 hours. A second train brought broccoli in 78 hours.

Railex now provides three trains per week from California, and one train a week from Washington. The Washington train is connected to the California train at the UP junction in Green River, Wyoming. UP exchanges all trains to CSXT in Chicago, when CSXT crews board the run-through UP power to move the trains to Rotterdam.

Each unit train consists of 55 new 64-foot series cars with fresh air exchange, GPS tracking and temperature control. The cars are supplied by UP, Esposito said.

Railex has purpose-built facilities in all three locations, permitting speedy loading and unloading of produce in refrigerated railcars.

From Rotterdam, trucks distribute the produce over a 250-mile radius, which includes Montreal, Boston, Hartford, New York, and Rochester.

Five-day trip for California, six days for Washington.
“We target 128 hours, and achieve 124 hours on a regular basis,” said Esposito. Railex advertises [see box] a train from California leaving each Wednesday, Thursday, and Saturday afternoon, arriving respectively Monday, Tuesday, and Thursday afternoon.

The once-weekly train from Washington arrives combined with the Thursday train from California. Esposito said the combined train arrives in Rotterdam in time to permit unloading of the California part of the train and product availability on Tuesdays.

The Washington part of the train is unloaded second, and product is available on Wednesday. California is unloaded first because the products are more sensitive than the Washington products: broccoli, celery, lettuce, potatoes, citrus, grapefruit.
THE FACILITIES

Wallula, Washington
Located in the southeast corner of the state, it features a two-mile loop holding the train, which runs through the loading facility which has 19 inside car spots.

Delano, California
Located in the Central Valley, it features five miles of private track which can hold three trains. The loading facility has 19 inside car spots.

Rotterdam, New York
While Railex uses a Schenectady postal address, the facility is actually located in the Town of Rotterdam, in its Rotterdam Industrial Park. Rotterdam has a roll-through facility with 14 car spots, served by four ladder tracks. Like the other three, Rotterdam has its own switch engine. The UP locomotives pause on a separate engine track before taking the next train west.

Backhaul
Railex has begun to get backhaul, offering the same speedy service as the eastbound traffic. “To Washington, we run about 25% loaded, to California 10% filled with perishables, such as wine, date fish, juice concentrate, juice, and yogurt,” noted Esposito.

The third California train and more traffic
The week of 12 June, Railex brought a third train from California into service. “We maxed out the first two trains,” Esposito said, ticking off the factors which made the addition of a train appropriate: the time of year, the offer of a more sustainable mode, and the higher freight rates of the truck alternative.

To market the service, Esposito said he had a sales force of “20 guys, both inside and outside.” Not only can the sales force offer a competitive rate with consistent service, but “unlimited capacity, from 10-10,000 pallets. We can add cars with four or five days notice, and even add trains, if we get orders far enough in advance.” {ANR&P discussion 12.June.11; Railex website}

Railex has added 25 workers to its Rotterdam-based distribution center to handle the additional California product. The four trains amount to 196 carloads a week, Esposito said. Railex now employs approximately 325 people at the 250,000SF facility, more than the target of 300 set when it opened in 2006 with 120 people, said Ray Gillen, chair of the Metroplex Development Authority.

Metroplex administers the Rotterdam Industrial Development Authority, as well as the Schenectady Industrial Development Agency. The Schenectady IDA used a $2.24 million state grant to build three ladder tracks. A year and a
half later, Railex added a fourth track and an engine track, Esposito said.

The company is now shipping cheese, butter and wine, in addition to refrigerated produce, and doing more import and export products, Esposito said. Products are drayed to large and small facilities, including major supermarket chains such as Price Chopper and Hannaford.

Railex actually projected five trains running to the facility per week by now. The recession curtailed expansion plans, Esposito said, but the company still plans to grow. It is scheduled to add another train from California to the southeast in the first quarter of 2012. {Michael Lamendola in Schenectady Daily Gazette 21 June.11}

A “success story”

In addition to approval by the town, Railex is also seeking a modification of its 10-year agreement with the Rotterdam Industrial Development Agency. Under the existing agreement, the company pays about $291,434 in combined local taxes. Railex is reimbursed for that payment by the state as a lingering benefit from the former Empire Zone program.

The program rewarded companies that meet certain growth and employment targets. In the case of Railex, Gillen said the company has far exceeded any of the benchmarks that were initially established. “Railex continues to be a great success story. They’re actually ahead of schedule with their job targets.” {Justin Mason in Schenectady Daily Gazette 17 May.11}

Not yet expanding

Railex negotiated for expansion of the building when it first built the Rotterdam building on leased land, Esposito said. The land-owner did not want to end up with a purpose-constructed building. Unlike the two West coast buildings each 1500 feet long and 100 feet wide, Rotterdam has an 1100-foot building 150 feet wide, with 14 car spots. Railex has applied for permits to expand the building to handle 19 spots.

It’s “cumbersome unloading when you’re loading in 19-car lots and unloading in 14s,” per Esposito. However, “the building empties out after the shipping process” and adding another five car spots would add additional unused space. Railex is considering adding an ice room where ice could be put into produce containers for the drayage, and adding a freezer location; these would use some of the empty space.

Until business increases, Esposito said Railex is not going to “pull the trigger” on the expansion. By going through the planning process, he ensures that the opportunity for expansion remains. {ANR&P discussion 5 July.11}
daily Hudson Gazette is covering the issue. In June he wrote this:

**CSXT plans for new construction**

CSXT spokesperson Bob Sullivan wrote: ‘CSX is also working with the City of Valleyfield on ways to reroute rail traffic from the centre of that community and on other enhancements to rail operations that would better serve customers and the economy of the region. The planned re-routing is the result of long discussions between CSX and the city.’

Salaberry-de-Valleyfield Mayor Denis Lapointe confirmed that he and a delegation of municipal representatives travelled to Atlanta to meet with CSXT officials and visit rail installations there. Valleyfield’s long-range plan would see CSX build its intermodal terminal in the Perron industrial park, which will have access to Highway 30 as well as to the Port of Valleyfield.

Autoroute 30, which will soon open, will provide a seven-kilometre toll-free connection to Valleyfield, so that through truck traffic can bypass the Island of Montreal entirely.

“They are beating CPR to the punch,” says Green Coalition transport analyst Avron Schtern. “They have taken away some of CP’s US northeast marine container traffic and CSX is also no longer shipping it to CNR’s Taschereau/Montreal Yard as of this spring.”

**CP plans**

CP Director of Government Affairs Denyse Nepveu said recently CP continues to plan a new 311-hectare intermodal terminal in Les Cédres, but with less urgency. “Five years ago was before the recession and at the time, our terminal in Lachine was really getting congested,” she said. “With the economic crisis, the traffic volume has decreased, which means the urgency is not necessarily the same.”

Construction of CP’s complex would create 1,300 jobs. When operational, it will support roughly 1,700 jobs with average salaries of $57,000, generate revenues in the vicinity of $500 million annually and handle roughly 1,000 trucks a day. Originally slated to begin construction this year, the start of work on the 311-hectare facility now hinges on the studies, then how long the CTA takes to approve the project. The CTA has said Canadian Pacific controls the timeline.

In March, Nepveu said it would take “at least 12 to 18 months” to get a final decision from the Canadian Transportation Agency (CTA). “There’s no set delay...they can take as long as they need,” she reiterated last week. “We don’t control that.”

Nepveu said that because there has been less contact with the public, people aren’t hearing as much about the project, “but we have been continuing to work at a very steady pace.” {Jim Duff in *Hudson Gazette*}

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**CONNECTICUT**

**NEW LONDON: STATE PIER**

20 July. *THE STATE HAS BEGUN THE PROCESS OF RE-LEASING ITS PIER HERE.* At the Connecticut Maritime Commission meeting in New Haven this day, Secretary Chuck Beck reported that ‘Logistec and the Thames River Seafood Cooperative are the two major lessees of the piers and parcels. Each also leases office space in the Administration Building. New England Shipping leases a very small office space.’

The leases expire on 31 January 2013. As part of re-leasing, consultants Milone and MacBroom have drafted a ‘State Pier Deficiencies and Needs Study’ not yet available to the public. They have also sent letters to specific entities to determine their level of interest in conducting business at the State Pier facility after the current leases expire. These expressions of interest are due 15 August 2011.

‘Once the RFI process is concluded, an RFP leading to the next leases will distributed.’ {e-mail to ANR&P 26.July.11; draft minutes of CTMC meeting}
MAINE

MMA: ABANDONMENT OK*
15 July, DC. THE STB OKAYED MMA’S ABANDONING 0.4 MILES IN VAN BUREN to permit US Customs to construct a new facility there [for details see 11#02B]. {STB website, decisions page, Docket No. AB 1043 (Sub-No. 2X)}

MNR-EMRY: OWNERSHIP*
13 July, DC. NBSR DOES NOT OWN MNR, it and the other railways involved informed the STB in a filing this day. ‘[T]he actual current corporate structure involves NBRC wholly owning EMR, which itself wholly owns MNRC. The difference from what was described earlier to the Board resulted from internal miscommunication and inadvertence regarding the structural plan.’ {STB website, filings page, Docket No. 35518 et al}

MNR: EARLY REPORT*
18 July, northern Maine. TWO SHIPPERS DESCRIBED THEIR EXPERIENCE THUS FAR with MNR’s assuming the operating of the 233 miles of track from Madawaska to Millinocket.

Dead River
Alan Dorr of the Dead River Company, a distributor of heating oil and propane with many rail-served terminals [see 05#12A] said his company had “some challenges changing over, we are still waiting on getting rail rates.”

MNR traffic for his company is very light in the summer. MMA was “pretty bad last winter” forcing Dead River to go to truck sometimes.

Dorr gets his rates mostly from CN. [MMA is also waiting on rates from MNR–see 11#06B.] {ANR&P discussion 18.July.11}

Northeast Packaging
Located in the Skyway Industrial Park in Presque Isle, the Northeast Packaging company (NEPCO) makes multi-wall paper and polyethylene bags for the food industry [see graphic].

Micah Desmond, operations manager, said: ‘We decided to use the railway again to give Maine Northern a try to see if things had changed as we were told. We went to a meeting where Jim Irving was the guest speaker in Presque Isle and really liked what he had to say. Irvings are also a customer of ours and we wanted to give them a try at some of our freight business.

‘We receive our paper rollstock from Palatka, Florida so it travels though four or five different railways before MNR actually has the railcars in its possession.

‘We experienced numerous issues with getting our railcars to Maine Northern along the way by the other railways. Railcars were being held over, needing repair etc.

‘Maine Northern has been very good to work with. When they receive a call someone is always available with the answers I was looking for and were always willing to help. I had to opportunity to talk with a couple of the crew members working on the engine...

‘MNR has [had] a couple of guys working on our rail siding making sure it was...
greased and everything was in good working order before the railcar was placed.

‘[All the workers] were more than happy to answer questions and help us with the transition, since this was personally
my first time dealing with the railway. I look forward to working with them on future transportation needs.’ {e-mails to
ANR&P 18.July.11}

In 2005, Mark Kelley, NEPCO marketing manager reported “it is hard to deal with MMA” ...hard to get cars
spotted, hard to get cars lifted, hard to meet time lines.

By rail in 2005, the plant was receiving paper for potato bags from a Georgia-Pacific plant in Palatka Florida, total
under ten carloads a year.  It was also sending out one carload of waste paper bales per quarter. “It is hard to load railcars
because of the shape of the bale, and we have to leave our doors open, in January and February, for a whole day. It’s
easier to load a trailer from the rear,” Kelley said. {ANR&P discussion 8.Sept.05}

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**MASSACHUSETTS**

**PAS: SAN-VEL UNDERWAY***

16 July, Ayer. **PHOTOS SHOW WORK TO EXPAND THE SAN-VEL AUTO FACILITY UNDERWAY.**

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**NEW HAMPSHIRE**

**NEGS: REBUILDING**

24 July, Concord. **BOTH LOCOMOTIVE AND ENGINEER ARE RECOVERING** from the February accident
[see 11#02A], said President Peter Dearness. His injuries are nearly healed, and the locomotive is getting body work done
in the Hobo Railroad shops. Whether the prime mover can function is not yet tested.

Dearness continues to serve his two customers via once-weekly service by Pan Am to Concord. {ANR&P discussion}

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**RHODE ISLAND**

**PW: CUSTOMER MAY CLOSE***

1 July, East Providence. **THE GOVERNOR SIGNED S-194 WHICH LIMITS PROCESSING FACILITIES TO
150 TONS PER DAY** if within a thousand feet of a residential area. {General Assembly website}

Thus Pond View/Transload America, which in April was given a license by the state for 1500 tons a day [see
11#04B] must cut back The facility started at 150 tons per day and has a license now for 500 tons per day [see 11#02A].

**May close**

Jack Walsh, a regional vice president for Transload America, released a statement 1 July which wanted Governor Lincoln
Chafee to veto the bill passed in the Statehouse earlier in the week.

‘If he doesn’t, it is likely that Rhode Island will add 52 people and over 253 family members to its roll of unemployed,
as it is not economically feasible to operate at 150 tons per day given our investment in the facility.’ {Jen McCaffery in East
Providence patch.com 1.July.11}

PW will lose probably several hundred carloads a year [see 09#08A].
18 July, Vermont. **SDI AWAITS THE RETURN OF EMPTY RAIL TRAINS.** As it did for the Downeaster extension to Brunswick [see 10#08B], LB Foster is supplying the continuously-welded rail (CWR) to the NECR for its track upgrade project. Foster trains load the CWR at a Steel Dynamics Inc (SDI) plant in Indiana and bring the rail to Vermont. {Foster website}

‘Owing to current availability of empty rail trains, SDI has nothing to load for the NECR or anyone else at this point. Empty Rail Train #13 is on the way back from the NECR, while RT #14 should be emptied today and also returning. The TYOX train set that had been RT #12, was routed to the WSOR and isn't currently available.

At this point, Rail Trains #15, 16, 17, and 18 should all be delivered in August. {Kevin Burkholder in New England Rail News e-list}

**Work moving quickly**
The rail trains will not slow the work. NECR has passed the halfway point in rehabbing the line from East Northfield, to St. Albans, 191 miles. {Kevin Burkholder in Trains newswire 15.July.11}

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**NEWFOUNDLAND LIMESTONE**

18 July, Corner Brook. **LIMESTONE FOR THE BOW NEW HAMPSHIRE POWER PLANT ORIGINATES HERE,** said Chad Elliott, sales manager for Atlantic Minerals Limited (AML). AML is a wholly-owned subsidiary of Newfoundland Cement Company Limited, a Newfoundland-based enterprise, parent of Atlantic Ready Mix, C.R.M. Ready Mix Limited, and Bay St. George Ready Mix Limited. Head office is in Corner Brook, Newfoundland.

**Point of origin**
Why does the product travel so far, when calcium carbonate, the principle ingredient in limestone, is available nearby?\(^5\) Elliott explained that flue gas desulphurisation needs exceptionally pure, high-calcium limestone—which AML provides.

According to the AML website, the supply is located at Lower Cover, southwest of Corner Brook along the Newfoundland coast. AML owns 2,900 acres of land and has an additional 13,000 acres of Licensed Claims on the Port au Port Peninsula. The marine facility, with 42 feet at low low water, is capable of loading 3000 tonnes per hour into Panamax-class vessels.
AML mines the limestone and crushes it, but does not chemically alter it, because as mined its chemical content is ideal for the iron ore industry, desulphurisation processes, lime production in vertical shaft and rotary kilns, precipitated calcium carbonate for the pulp and paper industry, and other chemical/industrial uses. AML also produces chemical-grade dolomite and construction aggregates.

**Markets and supply**

New Hampshire is “next door,” said Elliott, compared to other AML customers. It is now selling to Virginia, the Caribbean, and Brazil. “I’m working on deals in Argentina and South Africa.” He markets through usual channels, though he is “happy to say” that many of his clients come from referrals through past and current users.

AML can annually produce three million tonnes per year, up from a two-million tonne capacity in the previous decade. It does not yet sell all its production, though per Elliott it is improving infrastructure to increase throughput. “Atlantic Minerals is well positioned to help fill the needs of the flue gas desulfurization market both here and abroad.” \( ANR&P \) discussions 6 & 18 July 11; AML website.

Because the use of flue gas desulphurization is expected to leap in coming years, markets for lime and limestone will increase substantially. Suppliers will be challenged to provide enough high calcium limestone to meet the needs. \( McIlvaine Company in World FGD Markets, an online continually updated report, cited in website California Green Solutions.\)

**RAIL SHIPPERS**

Dead River (NMR, Maine) Awaits rates.
Ford (PAS, Massachusetts) San-Vel expanding.
Northeast Packaging (MNR, Maine) Responsive.
RailEx (CSXT, New York) Adds 3rd California train.
TransloadAmerica (PW, Rhode Island) May close.

Described in this issue.
*Our Directory of Rail Freight Facilities in New England has more information on the companies denoted with their directory number.*

**ATLANTIC NORTHEAST RAILS & PORTS**

**Coverage**

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

**Frequency and the e-bulletin**

*ANR&P* appears at least four times a month. We send a formal issue twice a month, via post or e-mail. Between the issues, we send out the *e-bulletin*, only by e-mail. All information in the *e-bulletin* is included, and often updated, in the issue.

Stories not updated for the issue are noted with an asterisk. I urge readers to look at the issue’s updated stories (those without an asterisk).

Readers building a personal archive of the newsletter should discard the e-bulletins. All subscribers have access to the newsletter archive on the web, via password, at www.atlanticnortheast.com. If you do not have a password, merely request one from me.

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Purpose

Atlantic Northeast Rails & Ports, née Maine RailWatch (1994-1997) and later Atlantic RailWatch (1998-1999), is dedicated to the preservation and extension of the regional rail network. The editor believes that publishing news on railroads and ports spotlights needed action to preserve the rail network. The publication also imbues the region with a sense of an interdependent community, employing the network to move rail and port traffic. ‘No railroad is an island, entire onto itself.’

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Location info on Shipcsx.com
CSX-served at Ray’s Transportation, 55 Windsor Highway (Rt.32), New Windsor, NY.

| Ray's Transportation, Inc. |