MC: Bridge rebuilding will bar access to two customers in New Bedford. Map.
GU: US Representative McGovern proposes to limit federal pre-emption for propane facilities.
Maine: No crude by rail in March. February figure corrected by Pan Am.
Pan Am: More on the mysterious trip to New Haven by a light-engine move.
Pan Am: Inland Terminal progresses on its propane terminal.
CP-CSXT: Senator Schumer wants crude train speeds limited through Albany.
PW: Results of annual meeting – Revenue, conventional carloads, and intermodal all up. Comments on various commodities and 286. Map of NYNJ auto terminal; could autos go to Davisville? Map of PW system.
Pan Am: Bow coal arriving only by NS: no ship to Portsmouth, or ship to Providence, rail via PW.

MC: BRIDGE CONSTRUCTION BAR

4 May, New Bedford. **THE RECONSTRUCTION OF THE WAMSUTTA BRIDGE WILL BLOCK RAIL TRAFFIC OF THE NEW BEDFORD RAIL YARD FOR MORE THAN A YEAR**, affecting two current customers and potential future customers at the Marine Commerce Terminal, now under construction farther south at the edge of the harbor.

The bridge
"It's scary. It's ugly. It's time," said Jean Fox, director of the South Coast Rail Road project. Rebuilding the bridge will permit passenger rail to access New Bedford from Boston.

Eight phases of Wamsutta Rail Bridge project. (Each phase requires a different detour of vehicle traffic.)
1. Demolish track, remove. Begin track approach work.
2. Demolish center span.
3. Demolish the south span, demolish abutments, walls, footings. Demolish the north span.
4. Demolish bridge pier.
5. Demolish and construct south pier and footing.

7. Complete south abutment, install south span steel, construct north abutment, install north span steel.
8. Install middle span steel, install deck finishes, complete track work, put track back in service by May 1, 2016.
{Steve Urbon in New Bedford Standard-Telegram 5.May.15}

**Maritime International**

This seafood company regained access to its siding about a year ago [see 14#05A]. Probably it will use the Sid Wainer siding and Fall River docks, and dray, which it did earlier.

**EPA dewatering facility**

EPA is continuing to dredge the Upper Harbor [see map], and dewater the sludge which is then railed out of state. In recent years with no rail access, the sludge was sometimes drayed to Worcester whence PW would interchange the cars to Class 1s. [See 14#05B.]

**GU: CHANGE THE RULES?**

4 May, DC. **MASSACHUSETTS REPRESENTATIVE JIM MCGOVERN INTRODUCED A BILL TO LIMIT STB JURISDICTION OVER PROPANE FACILITIES.** HR 2204, the text of which was not available by publication time, lists as the purpose: ‘To clarify the authority of States and political subdivisions thereof to regulate liquefied petroleum gas rail transload facilities that are owned or operated by or on behalf of a rail carrier.’ {Congress website}

“Communities ought to have a say in whether or not a hazardous LPG facility is sited in their backyard,” McGovern said at the filing of the bill. “I am deeply troubled that no other federal, state, or local agency, besides the Surface Transportation Board (STB), has jurisdiction over a project that could potentially threaten the health and safety of hundreds of people, including hundreds of children.

“This issue is not new to Congress. The Safe Communities Act of 2015 is similar to a provision included in a bipartisan 2008 passenger rail bill that addressed health and safety concerns at railroad-owned and operated solid waste transfer facilities [see 10#08A].” {Susan Spencer in Worcester Telegram and Gazette 4.May.15}

**Jon Delli responds**
‘Cherry-picking a vital commodity for special consideration sets a dangerous precedent that violates the spirit of the Act and hinders economic growth in an area that sorely needs it.’ {statement from GU spokesperson Doug Pizzi 4.May.15}

CMQ-VRS: NEW CUSTOMER BUYS OLD
February, Jackman. PLEASANT RIVER LUMBER COMPANY PURCHASED MOOSE RIVER LUMBER from the Lumbert family and Kruger, Inc. The combined companies will employ 275 people in 5 locations throughout Maine and have production of 175 million board-feet of Eastern SPF and 35 million board-feet of Eastern White Pine. {Timber Processing 16.Feb.15}

Rail impact
Bill Ossenfort of Pleasant River said before the transaction Pleasant River did “maybe four cars of lumber” in 2014. He expects that 95% of Pleasant River lumber by rail will originate in Jackman. Pleasant River is working with Logistics Management Systems in Hermon to possibly originate some there. “It is 35 miles” to dray the product to Hermon from the main yard in Dover-Foxcroft, he said. {ANR&P discussion 7.May.15}

CMQ and VRS provide a lane for the lumber into southern New England. [See photo].
MAINE: CRUDE OIL REPORT FOR MARCH

4 May, Augusta. Pan Am corrected the report of crude by rail for February in mid-April. The correction, as well as the figures for March, are found in the table.

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</tr>
<tr>
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</tr>
<tr>
<td>2015</td>
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<td></td>
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</tr>
</tbody>
</table>

Source: Maine Department of Environmental Protection. All entities transporting crude must pay a per-barrel fee and report the number of barrels by the end of the month following the transport.

* Pan Am did run a crude oil train through Maine in February 2015. See 15#04A.

No extra penalty

Butch Bowie, who handles enforcement for the Bureau of Remediation and Waste Management, wrote: 'Pan Am has since reported the transport of crude oil into Maine by rail that occurred in February. Pan Am has paid the required fee as well as the required late fee associated with the February crude oil train. The Department does not feel this particular event merits any additional penalties.' {e-mail to ANR&P 4.May.15}

PAN AM: A VENTURE TO NEW HAVEN?

30 April, North Haven. Two Pan Am locomotives ran as far as Cedar Hill yard on their mysterious trip from the Waterbury branch [see 15#04B]. An observer who wished to remain anonymous wrote: 'We observed the engines running south and then returning north. As we are less than three miles north of the Cedar Hill yards, we assume that they went all the way to Cedar Hill and then back north – the time in between was appropriate for that distance, clearances, normal passenger schedule, and return.' {e-mail to ANR&P 4.May.15}

An e-mail to Pan Am enquiring about the purpose of the trip was not returned by publication time.

PAN AM: OTHER CONNECTICUT TRAFFIC

4 May, Terryville. Inland fuel terminals has three propane tanks ready for placement at its new propane terminal here, according to a rail observer. Workers are installing piping for the unloading of railcars.

Propane traffic for current customer Amerigas in Plainville will decrease for the summer. But lumber traffic is growing.

On this Monday EDPL (East Deerfield-Plainville) operated on its regular day with 19 cars: 8 loaded centerbeams [possibly for Forestville Lumber in Plainville], 9 tank cars [possibly for Amerigas in Plainville], 1 high-side, and 1 low-side gondola. {GuilfordRailSightings e-list}
CP-CSXT: ALBANY CRUDE SPEEDS

4 May, DC. **USDOT SHOULD RESTRICT CRUDE OIL TRAINS THROUGH ALBANY TO 40 MILES PER HOUR**, the same speed it dictates for larger population centers. On a conference call with reporters, US Senator Charles Schumer also called for reducing the volatility of Bakken crude before it is placed into tank cars. {Brian Nearing in Albany Times-Union 4.May.15}

Error in Schumer's map

The press release stated, 'During the call, Schumer’s office shared a map of the Canadian Pacific and CSX freight rail lines that carry crude oil across New York and pass through nearly every major urban area. The CSX line carries crude from Buffalo through Rochester, Syracuse and Utica to the Albany area, where some of the oil is diverted to the Port of Albany and the remainder then heads south on rail lines along the Hudson River before skirting New York City on its way to New Jersey.

'The Canadian Pacific (CP) freight rail line brings crude down from Rouses Point through Plattsburgh, along Lake Champlain and Whitehall, Saratoga, Cohoes, and Watervliet to Albany. Some crude from the CP line merges with Pam (sic) Am Railroad at Mechanicville and heads east to Massachusetts.'¹ Most, however, continue to the Port of Albany where the crude oil is loaded onto barges or oil tankers to travel down the Hudson en route to refineries in Canada and the east coast.' {text of press release, emphasis added}

PW ANNUAL MEETING 2015

29 April, Worcester. **THE 171st ANNUAL MEETING PROVIDED GOOD DESCRIPTIONS OF THE RAILROAD’S OPERATIONS.** The report below is based on three sources: the 2014 Annual Report {page citations in braces}; the presentation by President Scott Conti at the annual meeting as well as statements by Chair Bob Eder and Conti after the meeting.

A – Financials & carloads
B – Particular traffic
C – Infrastructure
D – Voting

**A. FINANCIALS & CARLOADS**

**A.1 Revenues**

‘Operating Revenues, exclusive of rental revenues, increased $0.9 million, or 2.8%, to $33.6 million in 2014 from $32.7 million in 2013. This increase is the net result of a $0.8 million (2.7%) increase in conventional freight revenues, a $113 thousand (8.3%) increase in container freight revenues, a $29 thousand (2.7%) increase in other operating revenues and a $13 thousand (1.5%) decrease in other freight-related revenues.

**A.2 Conventional carloads up 2.3% (2013 up 8.4%)**

‘The increase in conventional freight revenues is attributable to a 2.3% increase in traffic volume and a 0.4% increase in the average revenue received per carload. In 2014, the Company’s conventional carloads increased by 794 to 35,196 from 34,402 in 2013.

Metals way up. Shipments of metal products and metal scraps... increased by approximately 3.2% to 12.7% of

¹ Sigh. Not only cannot Schumer flunkies not spell Pan Am, they think Pan Am crude is still flowing, and over CP at that. The most recent oil train came from CSXT. Editor
total conventional carload freight revenue from 9.5% in 2013 while shipments of other commodities remained constant over prior year levels. The increase in the average revenue received per conventional carload is attributable to a shift of the mix of commodities, as well as some rate changes.

A.3 Containers up 8.7% (2013 18.2%)
The increase in container freight revenues is the result of increased traffic volume and a 0.2% increase in the average revenue received per container. Container volume increased by 1,667 containers to 20,714 in 2014 from 19,047 in 2013. The increase in container traffic is primarily a result of improved economic conditions while the slight increase in average revenue received per container is a result of rate changes, as well as the shift in the container origins which impacts the revenue per container the Company receives.

A.4 Other revenues
'The slight decrease in other freight-related revenues was due to less revenue from demurrage and other freight-related services.

'Other operating revenues include billings for siding maintenance, signal maintenance, flagging and other services rendered to freight customers and other outside parties. The slight increase in 2014 was mainly due to increased billings for flagging services performed by the Company.'

A.5 Income and operating ratio
Income from operations (operating revenue of $34.318 million minus operating expenses $31.157 million) increased to $3.161 million from $1.8 million in 2013. {II-12}

This brings the operating ratio to 92.7%, down from 96.4% in 2013. {II.5}

B. PARTICULAR TRAFFIC

B.1 Aggregates
In Conti's Letter, he wrote 'aggregate remains one of our top grossing revenue commodities and continues to show signs of steady growth. Over the past five years, our aggregate traffic in Connecticut and New York has grown by approximately 20%, with the bulk of this traffic destined for the New York and Long Island marketplace.'

He singled out attendee Jeff Rawson of Rawson Materials, which operates quarries in Plainfield and Thompson, Connecticut as one of the key suppliers. [Rawson said the previous week that all his output is going to Long Island via PW, and then switching by NYA. None is currently going to Brookhaven Rail Terminal. {discussion at North East Association of Rail Shippers 23.Apr.15}]

Tilcon continues as the #1 shipper for PW. '[It] mines construction aggregates from two active quarries on the Company’s rail system and ships to locations in Connecticut and New York, account[ing] for more than 10% of the Company’s freight operating revenues in 2014 and 2013.' {I-5}

PW's new six-axle locomotives are a “great fit” for the aggregate, as PW needs only four to pull the 105-car aggregate trains, versus seven or eight four-axle units. When the railroad achieves 286-capacity to New York, it will handle the same amount of tonnage with fewer cars.

[See map. For Rawson, PW needs only the Amtrak permission (see C.1) to reach Fresh Pond. For Tilcon in Reeds Gap, PW must improve the track from New Haven. Editor]

B.2 Metals
The Letter stated: 'The Company observed substantial gains in several commodity groups over the course of 2014, including metals through the Port of New Haven and metals and fuels through the Port of Providence.'

At the Meeting, Conti and Rogers reported that steel billet traffic coming out of Canada was “very strong” inbound to Gateway in New Haven. Gateway then drays it to nearby steel companies.

Some structural steel also arrives at Gateway from Canada. And some arrives by ship. Rogers noted that
the traffic “is intrinsically linked to 286,” that is, to the PW lines’ ability to handle heavier cars [see Infrastructure].

B.3 Ethanol

Note: PW appears to report ethanol revenue retroactively. In the 2013 Report it said 2012 Motiva revenues accounted for more than 10% of total operating revenue. [See 14#05A.]

'The Company rehabilitated a substantial portion of its South Providence yard to facilitate handling unit trains of ethanol.... [In 2013, revenues attributable to individual ethanol shippers served by Motiva Enterprises LLC, which operates a petroleum blending and storage terminal located in Providence, Rhode Island on the Company’s lines accounted for more than 10% of the Company’s operating revenues.' {I-3} ‘During 2014 and 2013, the Company moved 3,228 and 2,640 carloads of ethanol, respectively.' {I-2}

'In recent years, chemicals and plastics (including ethanol)’ was the largest commodity group transported by the Company, constituting 38% of conventional carload freight revenues in 2014.' {I-4}

PW spokesperson Charlie Rennick wrote later that ethanol did not exceed 10% of revenues. {e-mail to ANR&P 7.May.15}


In 2014, Pan Am track caused a derailment [see 14#02A Regional]. Conti said 'that area was fully reconstructed. [If Pan Am were to interchange ethanol trains] it had to be done.”

B.4 Autos

Conti’s letter said: '[I]n February 2015 the Company handled its first regular outbound automotive shipment from the Port of Davisville in conjunction with the Canadian Pacific Railway (“CP”), VRS, and NECR via the Great Eastern Route to points in Canada.'

Rogers explained that the move consisted of a small number relative to the inbound traffic, and relative to the 3000 March vehicles in the non-regular move, which went out in 120 autoracks because of the diversion from Halifax [see 15#03A].

Some of the diverted vehicles were interchanged to CP and some to CN, demonstrating the viability of Davisville as a port for Canada. Rogers said the moves provided visibility to PW when bids for handling export and import vehicles come up again.

He noted that the distance was shorter by hundreds of miles [see table].

B.5 Ports

In the Letter, Conti reiterated the importance of ports. '[The Class 1] connections, coupled with the capital improvements and long term development potential in the Ports of Providence, Davisville, and New Haven, contributed to the Company’s revenue gains in 2014 and are important to the Company’s financial growth in the future.'

Rogers reported that “big growth” for PW occurred with CP and CN. CP is “no longer a continental railroad” and the Connecticut ports “could become CP's port on the East coast.” Eder suggested that the ports could become CSXT and NS “ports in New England.”

Davisville. [See auto comments above.] Rogers reported that scrap metal was already moving to Provport from Toronto.

One shareholder asked whether the widening of the Panama Canal, and hence the increase in ship size calling East coast ports, might mean the smaller ships would begin calling Davisville with containers.

Conti noted that PW now receives containers from New York and from the West coast. If smaller ships become available, they would compete with the PW rail routes, for example by calling Boston more often.

Rogers pointed out that New Jersey is already crowded with facilities handling containers and autos. Two auto terminals, owned by Conrail and served by NS and CSXT, are located at Doremus Avenue in Newark.
Doremus I at 861 Doremus Avenue handles Ford, Honda, Hyundai, Kia, Mitsubishi, Nissan, Suzuki, Toyota. Doremus II at the same address handles Chrysler, GM, Toyota, Mazda, Volkswagen. The auto traffic could move to Davisville, and free up more container space for the giant ships.

The new Crestwood propane facility [see 14#12B] had a “very strong winter” and will operate throughout the year, moving butane this summer.

Port of Providence. This is handling scrap metal, chemicals, cement, ethanol, and limestone. A train with limestone will leave for Bow “later this week,” Conti said. [See photo.]

New Haven. Conti noted that PW service to the private terminals on Waterfront Street is still not complete. “Q-Bridge construction is still not complete; there are two years to go.”

However, the railroad has access for salt and metal, particularly steel billets which are very strong. Both commodities are handled over the Gateway Terminal. [Clearly better than in 2013, a year which, Conti characterized in 2014, had “very little” traffic to Waterfront Street.] The Gateway billets are handled at the Chapel Street terminal, inland from the Q bridge work. See map.

B.6 Locomotive servicing
In 2014, PW began an agreement with Motive Power to do “in service” for new MBTA locomotives. Of the 40 total engines, PW completed work on 20 by the Meeting. The work will end in 2015.

B.7 New traffic; coal
A shareholder asked Conti what vision he had for the railroad in 2020. Conti said he'd like to see $40 million in revenue, and he predicted “absolutely the commodities will change dramatically. This year scrap dropped, coal is gone [see other article]. The commodities remain, but the share changes.”

B.8 Passenger service
Conti remarked that both PW and Vin Bono, who has proposed a private Worcester-Providence passenger service “are still doing due diligence.” [See 14#11A.]
C. INFRASTRUCTURE

The Letter stated: 'The Company received approval to operate heavy axle rail cars with a gross operating weight of 286,000 pounds (“286k”) over Metro North Commuter Railroad’s New Haven Line this past year. These heavy-axle rail cars have become the industry standard and provide an opportunity for our customers to move more product more efficiently. The Company upgraded its rail lines in Connecticut and Rhode Island to accommodate heavy-axle cars and will pursue an aggressive capital repair program this year to upgrade bridges on our Main Line between Worcester and Providence to accommodate 286k rail cars.'

Main line 286. The Report stated: 'In conjunction with the planned rehabilitation and replacement, the Company has received a commitment from its commercial bank for a loan of $5 million. As provided in the commitment, the loan will require payments of interest only for twelve months whereupon it converts to a ten-year term loan with payments based upon a twenty-year amortization. The loan will bear interest at 4.11% per annum for the life of the loan. The loan will be unsecured but will subject the Company to certain financial and non-financial covenants, including the maintenance of certain tangible net worth levels. The commitment also provides for the extension of the Company’s revolving credit line through June 2017.' {II-7}

In 2014, the railroad hoped that it could sell the passenger rights to MBTA to raise funds to upgrade the
bridges. At the Meeting, Conti said that due to the “change in administration” in the state governorship, that project is “mothballed.”
Heavier ethanol cars. Conti noted that under new USDOT and Transport Canada rules, all ethanol cars must be reconstructed within three years. As they will hold the same volume, the car weight will increase. “We need to
accommodate them on our main line.”

**NS and Pan Am.** NS must replace the Portage Bridge on its Southern Tier line in New York to carry 286. NYSDOT predicts completion by 2018. {NYSDOT website} Conti said, “We'll be ready when they are ready.”

**286 to New York.** From Groton to New Haven is 286. Metro-North has granted final approval to operate 286 traffic over its track segments and Amtrak is in the process of granting final approval over its track segments to New York including the Pelham Bay area.

**Other lines 286.** Conti recited the situation on the rest of the system. From Worcester to Gardner, the bridges are okay, the rail needs monitoring. Worcester to Groton is okay. The Connecticut section of the Norwich branch is okay. Boston switch to Davisville is okay. Worcester to Plainfield to Willimantic is okay.

NECR to the CN and CP connections? NECR has a grant from Connecticut to upgrade the section there. CN has committed to upgrade the VRS track it uses in Vermont. Rogers said he was “spending a lot of time in Montpelier” addressing the rest of the lines.

The line to Reeds Gap is not yet 286. However, PW expects to complete rehab work on the line in 2015, which will then permit 286.

**C.2 Greenwood Yard**

In 2014 PW received the notice to proceed on replacing the two bridges in the yard [see 13#05A] for better access to two customers. The rail work was completed in 2014; the road work will occur in 2015.

**C.3 Track maintenance**

*The following language was repeated verbatim from the 2013 Annual Report, except 2013 became 2014.*

'*….During 2013, the Company entered into an agreement with an unrelated third-party shipping customer. Under the agreement, the customer agreed to pay for certain qualified railroad track maintenance expenditures, including capital additions to the Company’s track structure. In return the Company agreed to assign railroad track miles to the shipping customer which would enable that customer to claim certain track maintenance credits pursuant to Section 45G of the Internal Revenue Code (“45G”). The Company received $1.8 million (net of related commissions and fees) for its assignment of railroad track miles under 45G for its 2013 credits. The Legislation enabling 45G expired on December 31, 2013 and it is uncertain, at this time, if it will be extended.’ {II-7} [The credit was extended, as it always is.]

Norwich branch. Conti said that using some money from the State of Connecticut, PW did ties and track surfacing on the Norwich Branch in that state. PW will work in Massachusetts to get to Class 3. Work will finish on the Norwich Branch between Plainfield and the Massachusetts/Connecticut state line this summer, using ConnDOT grant money.

PW intends on completing work on the Norwich Branch between Worcester and the Massachusetts/Connecticut state line with its own forces.

**C.4 CN (2013) and CP (2014) gateways**

The Letter stated: 'The Company continues to expand its market reach through greater coordination with our connecting short line and Class 1 partners. In 2012, the Company and NECR entered into a strategic alliance establishing service across the “Great Eastern Route” launching East Alburg, Vermont as an operating station and connection between the Company and Canadian National Railway (“CN”). The Great Eastern Route has proven to be a vital asset to the Company enhancing our connection with CN and NECR and providing more competitive options for shippers to move their products (e.g., lumber, scrap, and automobiles) into New England.

'In 2014, the Company entered into agreements with NECR and VRS to establish Whitehall, New York as an operating station and connection between the Company and CP. This arrangement built upon the success
of the Great Eastern Route and enhanced our connection with CP and VRS. Moreover, these connections, coupled with the capital improvements and long term development potential in the Ports of Providence, Davisville, and New Haven, contributed to the Company’s revenue gains in 2014 and are important to the Company’s financial growth in the future.'

C.5 New traffic with the NS-D&H transaction
As a precursor to how NS might connect with PW once the CP ban on access [see 15#04B] is lifted, Conti noted that due to the wintry weather, NS, Pan Am, and PW ran some “solid trains” of autos and manifest traffic from Binghamton to Worcester with run-through power.

C6. Pan Am/MBTA Worcester yard
In 2014, MBTA was seeking layover room in Worcester for its new passenger service. Pan Am owns a yard south of Barbers on Garden Street which might work [see 14#02B]. In 2014, Bob Eder said, “I don't know how [the discussion] is doing. CSXT can use that track to interchange with Pan Am, but cannot use that yard. Pan Am can come to Bridge Street, but has no passenger rights. It's a problem and all parties are talking.”

But by April 2015, according to PW spokesperson Charlie Rennick, 'There has been no further discussion on this item.'

D. VOTING
Curiously, several holders of common stock withheld their votes for the directors (they are permitted to vote for three). About 70% of the common stock was voted.

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Interestingly, Mario Gabelli’s GAMCO Asset Management owns 452,977 shares (no change from 2013) or 9.3%; Morris Prop 245,996 shares (no change from 2013) or 5.1%; and Michael Steinberg's Steinberg Asset Management 604,538 shares (2013 592,568) or 12.4%. {PW SEC filing 30.Apr.14; Proxy Statement}

PAN AM: COAL TO BOW
7 May, Bow. *PSNH NO LONGER NEEDS 'LOWER SULFUR COAL FROM FOREIGN MINES VIA EITHER SCHILLER OR PROVIDENCE,'* wrote spokesperson Martin Murray. [Schiller refers to the power plant on the Piscataquis River in Portsmouth – editor.] PSNH 'has only used domestic mid- to lower-sulfur coals delivered via rail (via Norfolk Southern/Pan Am) from northern Appalachia' because 'the installation of our Merrimack Station scrubber result[ed] in significant reduction in sulfur emissions'. {e-mail to ANR&P}

Offshore coal may return, said one source close to the burn. But any would arrive at Schiller as long as Schiller has room for a vessel, as that costs less than delivery via Providence. {e-mail to ANR&Pi}

NS coal traffic
Coal revenue dropped 16% in 1Q15. Utility coal tonnage was off 5% and export coal was off 18%. {NS 1Q15 10-Q quarterly report}
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.

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ANR&P appears weekly. We send a formal issue twice a month, via post or e-mail. Between the formal issues, we send out the e-bulletin, only by e-mail. All information in the e-bulletin (often updated which is indicated by blue type), along with more articles with timely news, is included in the formal issue.

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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 imbibes 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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