



# THE PAN AM CLIPPER

2007 ISSUE 2

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# THE PRESIDENT'S MESSAGE

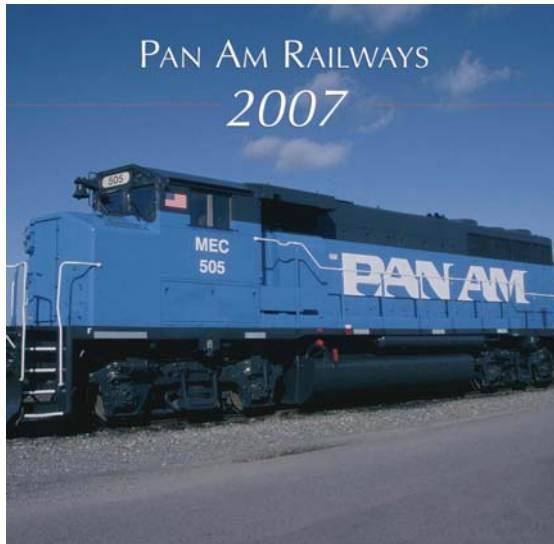
Recent discussion in Washington, DC regarding the re-regulation of the railroad industry could lead us back to the days of carrier bankruptcies, large scale abandonments as well as employee reductions. One only needs to look back thirty years to find an industry in ruin with most of the major eastern carriers in bankruptcy, large parts of the railroad network in need of a major capital infusion, major shipper dissatisfaction allowing an already dropping market share to continue to plummet. These conditions resulted from the archaic and overly burdensome regulatory environment established when railroads did not face stiff competition from the trucking industry, but soon proved to be unworkable with the advent of the interstate highway system.

At that time, with bold political leadership, the industry was saved with the passage of the Staggers Act which gave railroads economic freedom to enter into contracts and price their services to the market. The passage of the Staggers Act allowed the industry to rebuild itself and helped put it into the position it is in today where railroads have the freedom to compete vibrantly with other transportation modes, a market based approach that ensures customers have the best available and most cost effective options to meet their transportation needs. As evidence of the importance of the Staggers Act, Congress later elected to further reduce regulation of the industry in 1995, a move that has helped create even further competition for railroads and make the industry as strong as it is today, fueling economic growth at a time when fuel costs have become a major issue; and the fact that railroads are the most fuel efficient means of transportation available means that customers can save costs by shipping by rail while scarce resources are preserved as well.

It is also important to point out that the successor to the Interstate Commerce Commission, the Surface Transportation Board, continues to oversee railroad practices and regularly investigates potential abuses. Between this oversight and market forces, railroads have little incentive to return to the type of behavior that led to significant regulation. Accordingly, to turn the clock back to the pre-Staggers days would be unwise and, in short order, could likely undo all of the progress made after Staggers, ultimately reducing customer choice and increasing customer cost.

Sincerely,  
David Armstrong Fink  
President  
Pan Am Railways

# CALENDAR CALL



It is once again time to put out the word to all photographers, those currently in the fold and any new ones too, that the deadline is almost here for submitting entries for next year's calendar.

We are appealing to everyone out there to submit photos of Pan Am **trains and planes** to feature in the 2008 edition of our company calendar.

The best way to send the pictures is via email ([kgregory@panamrailways.com](mailto:kgregory@panamrailways.com)) with a reference to "calendar photos" in the subject line. CD's with pictures may be mailed to K. Gregory, c/o Pan Am Railways, 1700 Iron Horse Park, North Billerica, MA 01862. And, of course, be sure to briefly caption the pictures and provide your full name so that proper credit may be given.

All photos must be submitted no later than **Friday, September 28th**. As always, we thank you for your participation in helping us put out a calendar worth displaying.

## INFORMATION

Pan Am Clipper is published four times a year by Pan Am Railways.

Editor: Kathleen Gregory  
1700 Iron Horse Park  
North Billerica, MA 01862  
978.663.1130

## ADDRESS CHANGE?

Let us know your new and your old address. Fax it to 978.663.6907 or send it to the Editor, Pan Am Clipper.

## PAN AM ON THE INTERNET

Book flights or read the latest airline news by visiting: [www.flypanam.com](http://www.flypanam.com).

The Pan Am Railways website ([www.panamrailways.com](http://www.panamrailways.com)) offers car location information either through the car movement system (STARR) or the AEI database. [CustomerService@panamrailways.com](mailto:CustomerService@panamrailways.com) is another option to access car location information, etc.

## IDEA SUBMISSION

If you have a story idea, fax it to us on a single sheet of paper at 978.663.6907 or send it via MEMO to the editor.

## CREDITS

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# CHANGES HAPPENING

For all the 401(k) participants, there has been a recent change in Pan Am's plan advisors. The prior 401(k) plan advisors, the Kelliher Group, have resigned from Smith Barney. After careful consideration, the 401(k) Investment Committee has retained The Butler Group at Smith Barney to serve as our 401(k) plan advisors.

The Butler Group can be reached at 800-343-7913 ext. 3032. The fax number is 781-740-3055, and the email address is [thebutlergroup@smithbarney.com](mailto:thebutlergroup@smithbarney.com). For more information on the Butler Group members, you can visit Smith Barney's web site at <http://www.fa.smithbarney.com/butlergroup>

The 401(k) Committee is excited and confident that this new affiliation will bring about more investment information and opportunities for management employees and their families. In the weeks ahead, be on the watch for such things as: quarterly newsletters from Smith Barney as well as the Butler Group; classes and presentations regarding our current 401(k) plan and additional investment options you might be interested in; suggestions or recommendations about expanding your fund selection; and a complimentary personal financial analysis. We urge you to attend a meeting when held in your locale in order to gain as much knowledge as possible to plan for the future.

Another recent change pertaining to management benefits is the short-term disability insurance carrier and rate. Our new carrier is Standard Life. Standard Insurance has given us a very competitive rate, which, in turn, substantially lowers your STD payroll deduction. Standard Insurance is also our new carrier for Long Term Disability as well as our Life Insurance.

With all of these changes in employee benefits comes a responsibility on the part of you, the employee. It is imperative that human resources files be kept up to date with any major life changes. The birth of a child, a marriage, a divorce, or a move to a new home can potentially affect your benefits, and it is vital that you periodically review all of your account elections and personal information. Although making certain that our beneficiary election remains current is certainly one of our most important maintenance tasks, we often do not take the time to review the names and information on file.

Contributed by:  
Cynthia Scarano



# GRADUATION DAY

The Railroad Police have a longstanding professional relationship with the Maine Criminal Justice Academy which is located in Vassalboro, Maine. The academy provides the basic police training and continuing education for all law enforcement agencies in the state, including the Railroad Police. To keep our commissions active and up-to-date, we are, in fact, required by law to maintain our education by learning about new laws, changes in existing laws, and the latest police procedures. This ongoing instruction is provided at little or no cost and greatly benefits both the individual and the agency for which the officer works.

The 12th Basic Law Enforcement Training Program just graduated sixty new recruits this past May. Typically, the final week of training is designed to measure and evaluate the students' knowledge and skills learned during the previous sixteen weeks. The cadets are required to respond to carefully scripted scenarios encompassing motor vehicle accidents, domestic disturbances, burglaries and many other incidents that they will be called to when they begin their careers. To assist in evaluating the students in these exercises, the Academy relies upon the participation of many experienced police officers.

As a graduate of the Maine Criminal Justice Academy nearly three decades ago, Sgt. Tim Falvey was invited to lend his thirty years of experience as an evaluator, along with several other officers from around the State of Maine. Needless to say, it was an honor to take part in this meaningful part of the curriculum. The simulations, while intense and demanding, are intended to prepare the officer for the real world of law enforcement that they are about to enter. The recruits are scored on how they react to each virtual call and whether they followed the proper protocols.

In his extensive patrols throughout the state, Sgt. Falvey will be working with many of these officers in the cities and towns the railroad passes through. His participation in this crucial phase of their academic program afforded him the opportunity to familiarize the cadets with what they will encounter as they are called to a crime or an emergency that may occur on railroad property in their jurisdiction. Likewise, he was able to cultivate valuable contacts that one day may be relied upon for assistance and information in order to more effectively police railroad property.

Maine Criminal Justice Academy Director John Rogers and Training Coordinator Jack Murphy extended their sincere gratitude to the Railroad Police and Sgt. Falvey for our part in making the 12th Basic Law Enforcement Training Program a success.

Sgt. Falvey is a 21-year veteran of the Boston and Maine Railroad Police Department. He has also served with the Bangor, Maine Police; Pittsfield, Maine Police Department; as well as the Maine State Drug Enforcement Unit. In addition, he is an advanced scuba diver.

Contributed by:  
Sgt. Tim Falvey



Maine Criminal Justice Academy Photo credit: Sgt. Tim Falvey

# CLEANING HOUSE

Over the years, things tend to accumulate and eventually get forgotten. In the office, more often than not, this leads to making another copy of a document that has been buried in a mound of paper, which leads to a taller pile, and on and on. A while ago, here at the railroad we rolled up our sleeves and got down to the business of housecleaning.

Unfortunately, no long lost treasure was discovered, just a mountain of paper. All departments here at headquarters participated in the 'purge', reviewing each article or file as it was disposed of. In the end, only what was considered unnecessary and of no value was relegated to the scrap heap. Storage bins were filled to capacity and rolled out to a truck where they were systematically dumped and put through the industrial strength shredder.

In Greek mythology, King Sisyphus of ancient Corinth was condemned for eternity to roll a boulder up a hill, only to have it roll down again just before it reached the top. This stands as a lesson that, in the future, it would be far better to stem the tide of the paper wave by exercising a little preventive maintenance along the way.

Our thanks to all who helped make the project a success.

Contributed by:  
Greg DeMario



Photos by: Phil Corder





# “TIME FLIES”

## THE HISTORY OF PAN AM

Further commemorating the 80th anniversary of the Pan Am name, here we will celebrate the honor roll of Pan Am Clippers.

The first Pan Am Clipper was an S-40, flown to the Anacostia Naval Air Station in Washington D.C. Mrs. Herbert Hoover smashed a bottle of water from the Caribbean on the nose of the plane, naming it the American Clipper. Juan Trippe said it was “the first American example of the great airliner of tomorrow that will speed trade and good will among nations.”

Juan Trippe chose the name “Clipper” because he equated his flying boats with nineteenth century sailing ships. His family made their fortune centuries earlier from sailing Clipper ships. Flying Clippers became one of the most famous names in aviation history. Now, flying boats were able to take off and land on water, using the ocean as a free runway! Even some of the flight paths of these flying boats were based on navigational clues from old Clipper sailing ship logbooks.

Pan Am continued to name their land based planes Clippers. The right fold out contains a list of all the names that were used for the Pan Am Clippers from 1934 to 1991. Information on the aircraft type, aircraft number, and dates of service can be found at the source [www.panam.org](http://www.panam.org) <<http://www.panam.org/>>.

The Clipper legacy continues now, with Pan Am Clipper Connection. All the aircraft in our fleet of 727’s and Jetstreams, both past and current, were named in the Clipper tradition.

Clipper Guilford  
 Clipper Bahamas  
 Clipper Caribbean  
 Clipper Omagh  
 Clipper Ronald Reagan  
 Clipper Ed Ball  
 Clipper Juan Trippe  
 Clipper Dominican

Clipper Quebec  
 Clipper Havana  
 Clipper Ayn Rand  
 Clipper Pecos  
 Clipper Delaware  
 Clipper Saskatchewan  
 Clipper Wabash

Clipper Kansas  
 Clipper Rhine  
 Clipper Arno  
 Clipper Danube  
 Clipper Lena  
 Clipper Tay  
 Clipper Clyde

Clipper Shenandoah  
 Clipper Allagash  
 Clipper Missouri  
 Clipper Connecticut  
 Clipper Merrimack  
 Clipper Istar  
 Clipper Stryn

Contributed by:  
 Cynthia Alex  
 Director of Stations and Training

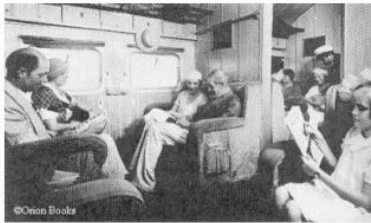


1980 First airline to operate aircraft with fuel-saving “active controls”, the Lockheed L1011-500

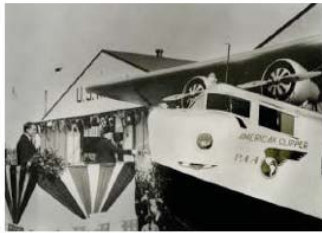


## PART TWO

The Christening of the  
"American Clipper" by First Lady  
Mrs. Herbert Hoover



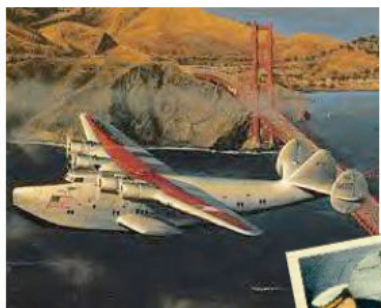
Inaugural flight November 19, 1931  
(Sikorsky S-40)



American Clipper



Yankee Clipper  
Pacific Clipper



- Clipper Alaska
- Clipper Alert
- American Clipper
- Clipper America
- Clipper Andrew Jackson
- Clipper Ann McKim
- Clipper Antilles
- Anzac Clipper
- Clipper Archer
- Clipper Arctic
- Clipper Argonaut
- Atlantic Clipper
- Clipper Atmosphere
- Clipper Aurora
- Clipper Australia
- Clipper Balboa
- Clipper Bald Eagle
- Clipper Beacon Light
- Clipper Belle of the Sea
- Clipper Belle of the Skies
- Clipper Berlin
- Bermuda Clipper
- Clipper Berolina
- Clipper Betsy Ross
- Clipper Black Hawk
- Clipper Black Sea
- Clipper Black Warrior
- Clipper Bluejacket
- Clipper Bonita
- Clipper Borinquen
- Clipper Boston
- Clipper Bostonian
- Brazilian Clipper
- Clipper Buena Vista
- California Clipper
- Capetown Clipper
- Clipper Carib
- Clipper Caribbean
- Clipper Caroline
- Clipper Cathay
- Clipper Celestial
- Clipper Celestial Empire
- Clipper Challenge
- Clipper Challenger
- Clipper Champion of the Seas
- Clipper Charger
- Clipper Chariot of Fame
- Clipper Charlottenburg
- Clipper Charmer
- Clipper Chicago
- China Clipper
- China Clipper II
- Clipper Climax
- Clipper Colombia
- Clipper Comet
- Clipper Competitor
- Clipper Constitution
- Clipper Courier
- Clipper Courser
- Clipper Crest of the Wave
- Clipper Crystal Palace
- Clipper Cyclone
- Clipper Dallas
- Clipper Daring
- Clipper Dashaway
- Clipper Dashing Wave
- Clipper Dauntless
- Clipper Davy Crockett
- Clipper Dawn
- Clipper Defender
- Clipper Defiance
- Clipper Derby
- Clipper DeSoto
- Clipper Detroit
- Dixie Clipper
- Dominican Clipper
- Clipper Don Quixote
- Clipper Donald McKay
- Clipper Dreadnought
- Clipper Dusendroschke
- Clipper Dusseldorf
- Clipper Eagle
- Clipper Eagle Wing
- Clipper East Indian
- Clipper Eclipse
- Clipper Electric
- Clipper Electric Spark
- Clipper Emerald Isle
- Clipper Empress
- Clipper Empress of the Seas
- Clipper Empress of the Skies
- Clipper Endeavor
- Clipper Endeavour
- Clipper Eureka
- Clipper Evening Star
- Clipper Expounder
- Clipper Express
- Clipper Fair Wind
- Clipper Fearless
- Clipper Fidelity
- Clipper Flotte Motte
- Clipper Fleetwind
- Clipper Fleetwing
- Clipper Flora Temple
- Clipper Flying Arrow
- Clipper Flying Cloud
- Clipper Flying Eagle
- Clipper Fortune
- Clipper Frankfurt
- Clipper Freedom
- Clipper Friendship
- Clipper Friendship Force
- Clipper Ganges
- Clipper Gauntlet
- Clipper Gem of the Ocean
- Clipper Gem of the Sea
- Clipper Gem of the Skies
- Clipper George T. Baker
- Clipper Georgia
- Clipper Glad Tidings
- Clipper Gladiator
- Clipper Glory of the Skies
- Clipper Golden Age
- Clipper Golden Chance II
- Clipper Golden Eagle
- Clipper Golden Express
- Clipper Golden Fleece
- Clipper Golden Gate
- Clipper Golden Light
- Clipper Golden Rule
- Clipper Golden State
- Clipper Golden West
- Clipper Good Hope
- Clipper Goodwill
- Clipper Great Republic
- Clipper Guiding Star
- Clipper Hamburg
- Hawaiian Clipper
- Clipper Herald of the Morning
- Clipper High Flyer
- Clipper Hong Kong
- Honolulu Clipper
- Clipper Hornet
- Clipper Hotspur
- Clipper Houston
- Clipper Inca
- Clipper Industry
- Clipper Intrepid
- Clipper Invincible
- Clipper Isabella
- Jamaica Clipper
- Clipper John Alden
- Clipper Juan T. Tripp
- Clipper Jupiter
- Clipper Jupiter Rex
- Clipper Kathay
- Clipper Kingfisher
- Clipper Kit Carson
- Clipper Kreuzberg
- Clipper Lafayette
- Clipper Langer Lulatsch
- Clipper Lark
- Clipper Liberty Bell
- Clipper Lightfoot
- Clipper Lindbergh
- Clipper Lookout
- Clipper Los Angeles
- Clipper Luftikus
- Clipper Maid of the Seas
- Clipper Malay
- Clipper Mandarin
- Clipper Maria
- Clipper Matchless
- Clipper Mayflower
- Clipper Mercury
- Clipper Mermaid
- Clipper Messenger
- Clipper Meteor
- Clipper Miami
- Clipper Midnight Sun
- Clipper Miles Standish
- Clipper Mohawk
- Clipper Monarch of the Skies
- Clipper Monsoon
- Clipper Morning Glory
- Clipper Morning Light
- Clipper Morning Star
- Clipper Mount Vernon
- Clipper Munich
- Clipper Natchez
- Clipper National Eagle
- Clipper Nautilus
- Clipper Neptune's Car
- Clipper Neptune's Favorite
- Clipper Neukolln
- Clipper New York
- Clipper Nightingale
- Clipper Nonpareil
- Clipper Nor'wester
- Clipper Norseman
- Clipper Northern Eagle
- Clipper Northern Light
- Clipper Northwind
- Clipper Ocean Express
- Clipper Ocean Herald
- Clipper Ocean Pearl
- Clipper Ocean Rover
- Clipper Ocean Spray
- Clipper Ocean Telegraph
- Clipper Onward
- Clipper Oriental
- Pacific Clipper
- Clipper Pacific Raider
- Clipper Pacific Trader
- Pan American Clipper
- Clipper Panama
- Clipper Pathfinder
- Clipper Paul Jones
- Clipper Peerless
- Philippine Clipper
- Clipper Phoenix
- Clipper Plymouth Rock
- Clipper Pocohontas
- Clipper Polynesia
- Polynesian Clipper
- Clipper Ponce DeLeon
- Clipper Pride of America
- Clipper Pride of the Ocean
- Clipper Pride of the Sea
- Clipper Prima Donna
- Clipper Priscilla Alden
- Clipper Progressive
- Clipper Queen of the East
- Clipper Queen of the Pacific
- Clipper Queen of the Seas
- Clipper Queen of the Skies
- Clipper Quickstep
- Clipper Racer
- Clipper Radiant
- Clipper Rainbow
- Clipper Rambler
- Clipper Rapid
- Clipper Raven
- Clipper Red Jacket
- Clipper Red Rover
- Clipper Reindeer
- Clipper Reinickendorf
- Clipper Resolute
- Clipper Ringleader
- Clipper Rising Sun
- Clipper Roland
- Clipper Roman
- Clipper Romance of the Seas
- Clipper Romance of the Skies
- Clipper Sam Houston
- Samoan Clipper
- Clipper San Francisco
- Clipper Sausewind
- Clipper Schoneberg
- Clipper Schragger Otto
- Clipper Sea Lark
- Clipper Sea Serpent
- Clipper Seaman's Bride
- Clipper Seven Seas
- Clipper Shooting Star
- Clipper Silver Star
- Clipper Sirius
- Clipper Skylark
- Clipper Southern Cross
- Clipper Sovereign of the Seas
- Clipper Sovereign of the Sky
- Clipper Spandau
- Clipper Spark of the Ocean
- Clipper Sparking Wave
- Clipper Spirit of Cleveland
- Clipper Splendid
- Clipper Sportsman
- Clipper Spreethen
- Clipper Star Gazer
- Clipper Star King
- Clipper Star Light
- Clipper Star of Hope
- Clipper Star of the Union
- Clipper Stargazer
- Clipper Starlight
- Clipper Steglitz
- Clipper Stowaway
- Clipper Sunny South
- Clipper Surprise
- Clipper Swordfish
- Clipper Syren
- Clipper Talisman
- Clipper Tampa
- Clipper Tempelhof
- Clipper Templar
- Clipper Tiergarten
- Clipper Titian
- Clipper Tradewind
- Clipper Troubadour
- Clipper Twilight
- Clipper Undaunted
- Clipper Union
- Clipper United States
- Clipper Unity
- Clipper Universe
- Clipper Victor
- Clipper Victory
- Clipper Viking
- Clipper Virginia
- Clipper Voyager
- Clipper War Hawk
- Clipper Washington
- Clipper Water Witch
- Clipper Waverly
- Clipper Wedding
- Clipper West Indies
- Clipper West Wind
- Clipper Western Continent
- Clipper Westward Ho
- Clipper Westwind
- Clipper Whirlwind
- Clipper Whistler
- Clipper White Falcon
- Clipper Wild Duck
- Clipper Wild Hunter
- Clipper Wild Ranger
- Clipper Wild Wave
- Clipper Wilmersdorf
- Clipper Windward
- Clipper Winged Arrow
- Clipper Winged Racer
- Clipper Wings of the Morning
- Clipper Wing of the Morning
- Clipper Witch of the Wave
- Clipper Wizard
- Yankee Clipper
- Clipper Yankee
- Clipper Yankee Ranger
- Clipper Young America
- Clipper Young Brander
- Clipper Young Mechanic
- Clipper Zehlendorf

# TICKS AND BEES...

## DON'T LET THEM BUG YOU

*Safety Rule GR-D. Employees must exercise care to prevent injury to themselves or others. They must be alert and attentive at all times when performing their duties and plan their work to avoid injury.*

The subject of safety covers a broad spectrum of topics, not the least of which is insect bites - from bees to hornets to ticks. The season of the dreaded tick is well underway and generally runs from May to September, when the colder weather lessens the threat. Train crews, track workers and other railroad employees that in the course of doing their jobs must hike through or work in brushy areas would do well to keep this timetable in mind. Even such normal off duty activities as yard work, recreational woodland outings, or walking along the dunes and grassy areas of our New England beaches can present a risk for potential exposure to ticks. However, by taking proper precautions, any adverse consequences can be avoided.

It is important to be aware of some of the dangerous health hazards that ticks can pose. Here in New England, two species of ticks are the most common, and both are relatively small in size. The smaller of the two is known as the "deer" tick, which, in its early stage, can be the size of a pinhead, making it extremely important to double check our clothing, hair, and selves. It can be recognized by its black legs, and the adult female's familiar orange/red shield. The other variety is the "dog" tick which ranges in size from two to three millimeters, and its flat body is generally brown or speckled brown in color.

The deer tick is predominantly known for carrying and transmitting the bacteria that causes Lyme disease in humans and household pets. General symptoms for Lyme disease include fever, headache, fatigue, as well as muscle and joint aches or a stiff neck. A distinctive feature of being bitten by an infected tick is the ECM (erythema chronica migrans) or "bull's eye" rash, which starts as a small red spot at the area of the tick bite. Over a period of days or weeks, it expands, forming a circular or oval shaped rash. Untreated, Lyme disease can cause arthritis, heart problems and neurological symptoms such as numbness, pain, or weakness in the limbs. Lyme disease can be effectively treated by a doctor; so the sooner the disease is detected and treated, the quicker the road to a successful recovery.

Some helpful hints to safeguard against tick bites:

Wear light colored clothing so ticks may be more easily noticed.

Wear long-sleeved shirts and closed boots, or shoes with socks.

Tuck the hems of pant legs into socks or boots.

Tuck shirts in at the waist.

Apply insect repellent containing permethrin to clothing, especially pants, socks and boots. For exposed skin, insect repellent containing DEET works very effectively, but be mindful not to overuse these types of products.

Once clear of a brushy or wooded area, carefully check yourself for ticks.

Upon arrival home from work or outdoor activities, remove clothing and wash immediately; ticks generally remain above surface for a while before embedding themselves.

In the shower, do a thorough head-to-toe check for any bump similar in size to a poppy seed or even a watermelon seed. If necessary, use a magnifying glass to carefully inspect any suspicious tick-like shape or outline.

Despite the folklore and home remedies associated with removing a tick, such as covering the tick with Vaseline to smother it or burning it out with a match, the best technique is to use needle nose tweezers to gently grasp the head of the tick closest to the surface of the skin. Slowly pull the tick out, moving it lightly back and forth to help dislodge it from the entrance wound. Take care not to pull the tick out too quickly, or to crush its body with the tweezers as doing so may lead to possible infection and Lyme disease. Once the tick has been successfully removed, wash the affected area with soap and water and apply anti-bacterial ointment as a preventative measure. Monitor the wound for approximately two to thirty days for signs of a rash or any noticeable symptoms described above, and definitely consult a physician immediately in the event that any do occur.

Because they spend most of their time outdoors in the open air, trackmen and conductors need to be aware of exposure to other types of insect bites during the warm months as well. In the summer heat, bees in particular find rails, switches, ballast and wooded ties a great place to construct their hives, and anyone who is allergic to bee stings should be especially careful around these areas. Should you encounter a hive, alert your supervisor so action can be taken to neutralize or eliminate the problem.

People who are severely allergic to bee stings suffer what is known as an anaphylactic reaction when stung, meaning the body releases a large amount of a chemical known as histamine into its system. The effect of the histamine causes the throat to close up, or swell, making it difficult to breathe and can even lead to suffocation. In such cases, medical attention should be administered as soon as possible to help relieve the pain, swelling and discomfort of the sting. Any employees who know they are allergic to bee stings should carry an epi-pen (epinephrine shot) with them at all times in case of emergency.

Remember, work (and play) safely and responsibly.

Contributed by:  
Donald Cefalo  
Safety Manager



Photo Reference:  
[http://www.doctormelgar.com/Tick\\_Deer\\_female2.gif](http://www.doctormelgar.com/Tick_Deer_female2.gif)  
[http://www.markorton.com/In\\_Depth/BullsEye\\_book\\_review/tickonfinger.jpg](http://www.markorton.com/In_Depth/BullsEye_book_review/tickonfinger.jpg)  
[http://www.markorton.com/In\\_Depth/BullsEye\\_book\\_review/Lpic1.jpg](http://www.markorton.com/In_Depth/BullsEye_book_review/Lpic1.jpg)

# ALL ABOARD

## PAN AM WELCOMES NEW BUSINESS

The past few months have been very busy ones for Pan Am Railways' Marketing & Sales, and our efforts have paid off with several pieces of new business for the railroad. This growth has taken place across our system and involves several different commodities.

In April [All States Asphalt](#) broke ground for a new asphalt terminal in East Deerfield, MA. The facility will consist of two unloading tracks for tank cars located at the [Warner Brothers](#) quarry. In addition to asphalt, All-States will use their terminal to unload calcium chloride, a road de-icing product produced by [Dow Chemical](#). One of the key reasons All States chose the site is its proximity to Pan Am's rail yard, which is the largest in New England.

In early May, chemical distributor [Univar USA](#) received its first tank car from [ExxonMobil](#) on their reactivated sidetrack in Salem, MA. In recent years, Univar had been delivering product to their terminal by truck. However, due to the rising price of fuel, the growth of their business and improved service by Pan Am Railways, they have returned to rail.

In June, [Red Shield Environmental](#) shipped its first cars of wood pulp from their mill in Old Town, ME. The mill, formerly operated by Georgia Pacific, had been closed for over a year. [Central National Gottsmund](#) will be marketing the company's product to paper mills around the world. Red Shield's goal is to produce ethanol from the byproducts of the pulping process and has partnered with the University of Maine to develop this process.

Also in June, [Cousineau Forest Products](#) received their first carload at North Anson, ME. This was made possible by a restoration of the branch between Madison and North Anson in conjunction with the Maine Department of Transportation. Cousineau has constructed a warehouse on site intended for lumber products, but, through creative marketing efforts, we have worked together to utilize the facility as a transload for wood pulp destined for Central Maine.

In early July, [Siegel Egg](#) received their first boxcar of flour at their new warehouse in North Billerica, MA, near Pan Am Railways' offices at Iron Horse Park. The company has relocated here from Framingham and Cambridge, MA to the Billerica Commerce Center. Siegel Egg is a distributor of provisions for the food service industry. Part of the project involved restoring a sidetrack that had been buried under a parking lot for over two decades. The [Billerica Commerce Center](#) was originally built as a distribution center for Purity Supreme and later used by K-Mart. Additional rail served space is still available in the building and we are working with other potential tenants to fill it.

A number of other projects are currently in the works and promise to bring even more traffic to the railroad. We look forward to reporting on them in future issues of the Pan Am Clipper.

Contributed by:  
Mike Clements  
Assistant VP Marketing



All States Asphalt's new site at E. Deerfield, MA with track panels stacked, waiting for installation  
Photo Credit: Mike Clements



En route to Cousineau Forest Products  
Photo Credit: Denny Mohn



(MD1) Spotting Cousineau, N. Anson, ME



Owner Randy Cousineau (right) and Brody Cousineau, General Manager  
Photo Credit: Denny Mohn



Siegel Egg Company Inc.'s new siding at N. Billerica, MA  
Photo Credit: Mike Clements

# THE CAR REPAIR BILLING PROCESS



AAR Billing Card



Handheld device featuring  
"Express Yard" software



Carman utilizing the handheld  
device  
Photo Credit: Shawn Nava

Watching a freight train pass by, one might only think of the various commodities inside those freight cars being moved from Point A to Point B. Yet, in actuality, the task of keeping those freight cars on the move entails a great deal of time and manpower. Since the rail industry rarely shuts down, it follows that freight cars will incur routine wear and tear in the normal course of business. As a result, freight car repairs take place 365 days a year. Whether it is a small task like changing a brake shoe, or a more involved job like changing a wheel set, the Pan Am Railways Car Department makes repairs on a daily basis and our four repair facilities, located in Waterville, Rigby, Lawrence and East Deerfield, are kept busy with freight car maintenance throughout our rail system.

Not just limited to our own fleet of equipment, our workforce often makes repairs to freight cars owned by other railroads as well as private companies. Similarly, foreign railroads make repairs to Pan Am Railways' cars when they travel across other systems. In order to maintain cohesion among railroads and private car owners, freight car repairs are carried out in accordance with The Association of American Railroads (AAR) Interchange Rules. The AAR, an industry trade group that is made up of railroads from The United States, Canada and Mexico, has implemented Rules and Standards that its members follow in order to improve efficiency, safety and service within the rail industry.

When a repair of any kind is made to a freight car, a billing repair card is completed. This record contains a job code associated with each repair to ensure that the proper repairs were made in accordance with AAR Interchange Rules. By adhering to these standards, it can be assured that freight cars interchanged between railroads will be safe to travel on their respective lines.

Billing repair cards are entered into a computer system where an invoice is generated for the repaired freight car's owner. Pan Am Railways has recently switched its car repair billing procedure over to "Express Yard", an online software system which helps to manage daily car repair and billing responsibilities in compliance with AAR as well as industry standards. One feature of Express Yard that makes car repair billing more efficient is the ability to use handheld devices in the field. These wireless handheld devices allow Carmen to submit accurate information as the repairs are being completed at the facility. The data can be entered using AEI (Automatic Equipment Identification) tag scanners and is validated against AAR Interchange Rules right on the handheld, which helps to eliminate errors before they occur. Currently the handheld devices are in use at East Deerfield, but once training at the other three locations is completed, they will be made available to all car repairmen.

Rick Carlson, the outgoing Manager of AAR Services here at Pan Am Railways, retired in March. Rick began his railroad career in 1969 and, in 1987, was promoted to Manager of AAR Services. We wish Rick a long and happy retirement. Succeeding Rick in this key position is Kurt Bruce. Kurt started with the railroad as a trackman in 1994. He has also worked in the Power Control office and was the Personnel Officer for the Engineering Department. And prior to his promotion in January 2007, Kurt was an officer in the Safety Department. When it comes to matters of freight car repairs for other railroads and private car owners as well as our own freight car fleet, the key contact is the Manager of AAR Services. With the latest technological innovations, the car repair billing process here at Pan Am Railways has been made simpler.

Contributed by:  
Kurt Bruce

# THE WEST END

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The west end---it sounds so final. But, in many ways Pan Am Railways' west end is just the beginning since it is here that Pan Am links up with the CSXT, Canadian Pacific (CP) and Norfolk Southern (NS) railroads, which, in turn, connect with the rest of the North American rail system. As the end of the Pan Am system operations, it is where traffic destined beyond our rail system continues its trip to anywhere U.S.A. On the other hand, it is also where much of the inbound products and raw materials bound for New England businesses actually start their journey over Pan Am.

Traditionally when referencing the "west end", it denotes that part of the Pan Am system west of East Deerfield yard, near Greenfield, Massachusetts. The Pan Am mainline runs eighty-three miles west from Greenfield, through Deerfield, Shelburne, Conway, Buckland, Charlemont, Rowe, Florida, North Adams, and Williamstown, Massachusetts before crossing into the lower western corner of Vermont at Pownal. The rest of the line is in New York State, passing through Petersburg, Hoosick, Pittstown, Schaghticoke, Stillwater and Mechanicville. The most notable feature of this section of the Pan Am rail system is the Hoosac Tunnel, a 4.7-mile long dark hole through the mountains east of North Adams. This is also the highest point on the west end, dividing the Hudson and Connecticut River watersheds, and the gradients impact the tonnage that locomotives can haul.

At Mechanicville the Pan Am line connects with the CP main from Albany, continuing west through Halfmoon. At a location known as Crescent, the CP main splits and continues to Mohawk yard in Schenectady. The Pan Am main continues twelve miles west to Rotterdam Junction via the Rotterdam Branch, through Glenville and into Rotterdam.

It is at Mohawk yard in Schenectady that the CP interchanges with Pan Am. The CP also handles through traffic to and from the Norfolk Southern (NS). This inbound traffic is gathered at Mohawk and Pan Am train **MOED** (Mohawk to East Deerfield) runs it east. **EDMO** (East Deerfield to Mohawk) is the corresponding train which handles all the interchange traffic going to the CP and NS. Mohawk yard, though owned by the CP, is used jointly by both CP and Pan Am crews.

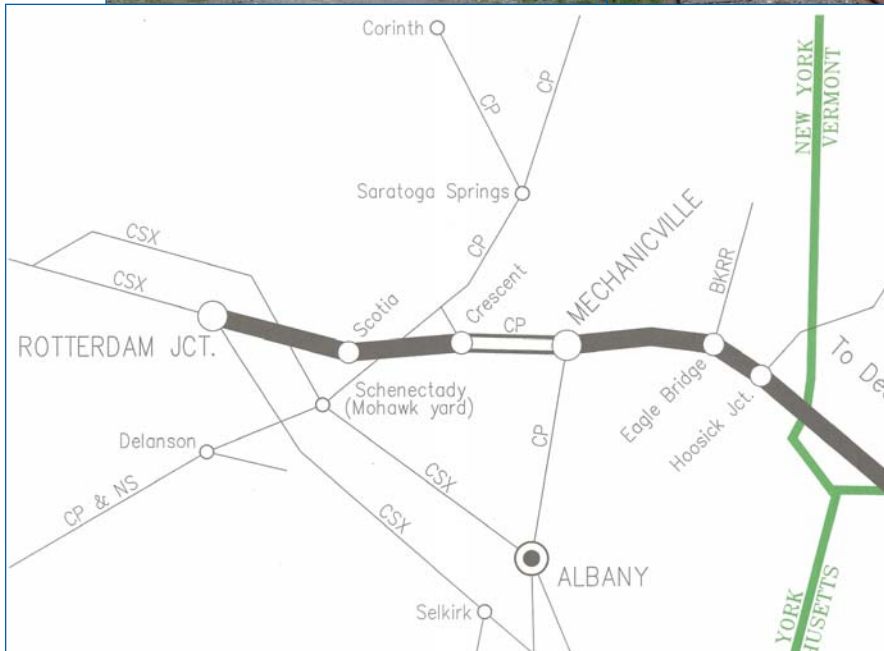
Rotterdam Junction, just west of Schenectady, is where CSXT interchanges with Pan Am. The inbound traffic arrives from Buffalo on CSXT Train Q-632. Pan Am operates this connection as **SEED** (Selkirk to East Deerfield). Its counterpart, Train **EDRJ** (East Deerfield to Rotterdam Junction) handles the outbound interchange traffic for CSXT. This outbound traffic runs directly to Buffalo on CSXT Train Q-633, bypassing the former reverse move to Selkirk yard. This streamlining of movement has resulted in the elimination of a one or two day delay for this traffic.

The yard at Rotterdam Junction has just three tracks and is home to a Pan Am local train. RJ-1 serves all the local business as far east as Hoosick, NY. Rotterdam Junction is the site of Schenectady International, Inc., a large chemical plant that requires regular service. In addition, the former Scotia naval base in Glenville, just a couple of miles away, has several rail customers. Adirondack Beverages manufactures soft drinks. Sealed Air Corporation manufactures plastic protective films and lading protection such as bubble wrap. Super Steel is a metals manufacturer that produces railroad locomotives and passenger cars. RJ-1 can run east to Schaghticoke to serve Hoosick Valley Farmers Exchange, Inc. as well.

Due to its distance from the core of the Pan Am system, the west end can be a very challenging territory. This key segment of our rail system is entrusted to Hal Raven, the Pan Am Area Manager and Road Forman for the region who hangs his hat at Rotterdam Junction and oversees the daily operation of the extreme west end. Although it could be likened to being on the end of a very long chain, by working closely with the Pan Am Operations Control Center, the connecting carriers, and the local customers, Hal keeps these two important junctions fluid and is able to personally interact with our customers.

Contributed by:  
Steven Belforti

Super Steel  
Photo Credit: Hal Raven



RJ-1 switching Adirondack Beverages,  
Scotia, NY (backside of Plant)  
Photo Credit: Hal Raven

Adirondack Beverages, Scotia, NY  
Photo Credit: Hal Raven



RJ-1 at Schenectady International  
Photo Credit: Hal Raven



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