



THE PAN AM CLIPPER

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THE PRESIDENT'S MESSAGE

As I was reading the Wall Street Journal on September 17, 2007, I was struck by an interesting article on safety. This article, entitled "Safety First", reviewed the history of industrial accidents in the early twentieth century, and the slogan that is still with us today in the railroad industry, "Safety First". One only needs to look at the newly issued Pan Am Railways Safety Rulebook to General Rule A – Safety is the first importance in the discharge of duty.

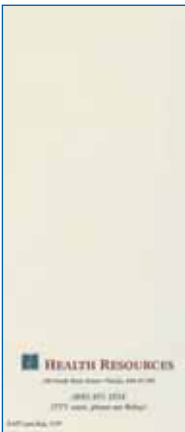
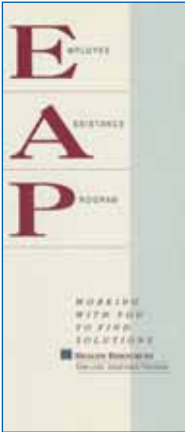
The railroad industry has been first in safety for quite some time. In fact, it is safer to work in the railroad industry than it is to work at the local hotel or department store. The railroad industry has also been a leader in mandatory drug and alcohol testing to ensure that our employees are prepared to safely complete their tour of duty.

While the industry can be proud of its safety record, we must redouble our efforts to ensure that all employees work in a safe manner every hour of every day – Safety First. We will never be satisfied until we hit the goal of zero injuries.

David Armstrong Fink
President
Pan Am Railways



REACHING OUT



Recently, Pan Am Railways' managers received a personalized package detailing the benefits selected for themselves and their families. Included in each packet was a brochure describing the Employee Assistance Program (EAP), a valuable yet often misunderstood benefit available to **all** employees and family members - union as well as management. It is unquestionably an option worth knowing about.

Oftentimes people incorrectly assume that EAP is there to help individuals with substance abuse issues only, when, in fact, it offers employees and their families private counseling and guidance on a wide range of personal problems. Stress that affects family life as well as the job, coping when parents are no longer able to take care of themselves, and lack of control over finances are just a few issues EAP can provide assistance for.

Above all, EAP is **strictly confidential**, meaning the company is not notified of any contact initiated by an employee or his/her family members. No information is shared with the company unless specifically directed by you, so nothing is included in your personnel and/or medical file. Certainly, if you think that EAP presents a practical alternative, we urge you to take advantage of it.

On another note, we would like to report that the Human Resources department and EAP have jointly established an outreach program in order to open a line of communication for employees in particular situations. For example, when notified of a circumstance and/or tragedy affecting an employee, Human Resources in turn requests EAP to contact the employee to make them aware of the support system available to them. Even in these instances, EAP will only inform Human Resources that they have made contact, nothing further.

There is no charge for EAP, and appointments may be made during day or evening hours. A counselor will meet you at a convenient location to discuss your concerns and make every effort to help resolve the problem through short-term counseling. If it is decided that further assistance is necessary, the EAP counselor will then refer you to an available resource. When professional help is recommended, you should be aware that many of those services are covered either partially or totally by your existing health insurance.

Sometimes an issue becomes too much to handle and starts to affect work, family and personal happiness. Remember, Pan Am Railways employees and families have a resource available to them and should feel free to make a call 24 hours a day, seven days a week. The number is 1(800) 451-1834.

Contributed by: Cynthia S. Scarano

INFORMATION

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

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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.

The Pan Am Railways website (www.panamrailways.com) offers car location information either through the car movement system (STARR) or the AEI database. 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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FOR SAFETY SAKE - S.T.O.P.

In conjunction with the Safety Rule Book, Pan Am Railways' supervisors have the ability to evaluate our employees' compliance to the Safety Rules through the Safety Training and Observation Procedure, commonly known as the S.T.O.P. program, that has been designed to yield a positive impact throughout the system by underscoring to our employees the importance of safety and health, what behavior is expected of them, and our commitment to protect them against the unsafe acts of others.

The program is overseen and maintained by the Safety Department and stands as a daily reminder of Pan Am Railways' dedication to safety in the workplace; it effectively serves as the chief link between safety rules, operating procedures and the results desired in production, profits, and workplace safety and health.

Foundations of the S.T.O.P. Program

Pan Am Railways uses the Safety Training and Observation Procedure as its primary tool to improve workplace safety and prevent accidents and personal injuries through education and conformity to safety rules. Every employee, by means of active participation in the S.T.O.P program, plays a specific role in our loss prevention efforts and is expected to fulfill all safety procedures while observing all established precautionary measures. This is accomplished through continual, formal, observations and training by front line managers and supervisors in all departments.

SUPERVISOR:	ID #	DATE:	TIME:
EMPLOYEE:		AUDITLINE:	DEPT:
OCCUPATION:	LOCATION:	TRAIN/TRACK CAR:	
Safety Training Observation Program			
Rule No's:			
Result:	C I	C I	
Comments:			
Comments:			
EMPLOYEE SIGNATURE			

S.T.O.P. Form to be completed by Supervisor

To uphold such an important agenda, an ongoing training process stands as the key component in ensuring that rules and safe working procedures are taken seriously by employees and applied in the workplace. By extension, the safety policy exists as a means of protection for them and their fellow workers in order to prevent accidents. It lets employees know how they are expected to operate in relation to the goals of the safety and health program, and what actions will be taken if those expectations are not met.

Communication is critical to the success of the S.T.O.P program. By informing employees about safe operating procedures and the hazards averted or controlled by implementing them, they are more likely to realize that the program is in place to protect their own best interest. Not to mention that establishing a dialogue between employees or supervisors at the time an incident occurs can often serve to correct minor safety and health performance matters and prevent them from becoming major in the future.

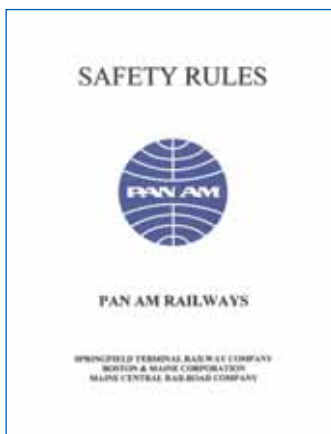
So once a problem is noticed, supervisors must intervene, discuss and instruct the employee in proper procedures. It is then up to the employee to correct his or her own conduct or erroneous work habits by demonstrating a marked improvement from that point forward. If intervention, training and coaching do not result in behavioral adjustment and the problem recurs, enforcement measures must then be taken.

The Pan Am Railways Safety Rules, issued September 21, 2007 and any changes incorporated thereto will be used as the written standard for all employees in describing acceptable behavior and identifying actions that are not appropriate. A copy of the safety rules will be issued to all employees affected by them. Employees will sign a receipt indicating that they have received a copy of the Safety Rules and understand them.

David Nagy
Executive Director of Safety Training

Effective September 21st 2007 Pan Am Railways has introduced the Pan Am Railways Safety Rule book to all employees. This Safety Book has been distributed across our system to all employees of Pan Am Railways and will supersede all previous Safety Rule Books on Pan Am Railways.

The Safety Rule Book will be a guideline to our employees as to the importance of Safety here at Pan Am Railways. Our Safety Policy is as follows.



Safety Rule Book Cover

SAFETY POLICY

Pan Am Railways believes that the employee is our most important asset. When a person enters the employ of Pan Am Railways, they have a right to expect that they will be provided with a place of employment, free from recognized hazards.

It is the primary responsibility of every level of management to safeguard the safety and well being of all employees. Because of his or her direct contact with the employee, the supervisor is the key person in our safety program, and, as such, has an obligation to implement and oversee this policy on an ongoing basis, without exception.

The management does not expect employees to take unnecessary chances in the performance of duty, and it is our earnest desire that every employee be spared the pain and suffering of a personal injury.

Safety practices on the part of employees must be a component of all our operations. No job shall be considered efficiently completed unless the worker has carried out his responsibility of following all safety instructions and rules to protect himself and his fellow workers.

As we carry out the obligations of this policy, you will see that accident prevention and efficient production go hand in hand.

These Instructions govern all employees of:

Pan Am Railways.

These Instructions become effective September 21, 2007 and supersede all previous Safety Rule Books on Pan Am Railways.

David Armstrong Fink
President

D.A. Nagy
Executive Director of Safety and Training
For Safety Sake – S.T.O.P.

PATROLLING THE FESTIVAL

Back in 2002, the City of Bangor, Maine was awarded the privilege of hosting the National Folk Festival for three years. The locale chosen along the Bangor waterfront includes the old Maine Central Railroad yard and the active main line. It is 2007, and the festival, now named the American Folk Festival, has just completed its sixth successful year.

In preparation of the event, City Engineer Jim Ring and American Folk Festival Executive Director Heather McCarthy contacted Pan Am Railways to arrange meetings with the Police, Safety and Operating departments in order to work out the safest methods of continuing train service and providing safety for the thousands of pedestrians who would be passing through the festivities from August 24-26, 2007.

The track at the festival site has three crossings. Keeping the crowds in check as the trains went by entailed the areas between the crossings being fenced off, and the crossings themselves had to be quickly barricaded in advance of the train's arrival. Sgt. Timothy Falvey of the Railroad Police Department coordinated the train moves with Pan Am Railways' Transportation Supervisor Dwyann Williams, who did an outstanding job making sure the trains passed at the safest possible times, at reduced speeds. No small task, when the crowds exceeded 50,000 at a given time. Sincerest thanks must also be extended to the Bangor Police for the professional manner in which they responded to this community effort. Through close cooperation with Deputy Chief Peter Arno of the Bangor Police, who mustered six officers and dozens of volunteers, the Railroad Police, upon notice from Dwyann Williams of the train's approach to the festival grounds, all contributed to making the event run like clockwork, with minimal inconvenience to the public.

The onlookers seemed to really enjoy the train, often cheering as it passed through. Actually, the RRPD fielded countless inquiries as to when the train was scheduled to arrive so families could wave to the train crew. The children, especially, were interested in the moving train. To call attention to the significance of safety around trains, Operation Lifesaver's educational caboose was nearby, as it is each year, adjacent to the Front St. crossing; and recognition must be given to all of those Operation Lifesaver volunteers who passed out thousands of pieces of literature and showed videos to educate another generation of train enthusiasts about the dangers of reckless conduct or inattentiveness at rail crossings.

When all was said and done, as many as 175,000 people had visited the American Folk Festival this year alone, making it the largest single event in Maine's history. Executive Director McCarthy expressed that she and the City of Bangor were exceptionally pleased with the ongoing cooperation that the Railroad has provided in making this annual event a great success. Sincere thanks to Transportation Supervisor Dwyann Williams and the District One Dispatchers for keeping the RRPD abreast of the latest information, and making the necessary adjustments as they occurred.

Contributed by: Sgt. Timothy N. Falvey



Photo credits: Sgt. Timothy N. Falvey

CROSSING FOREST AVENUE

Recently the Pan Am Railways Engineering Department, together with Maine Public Works officials, worked diligently to address the resurfacing needs at the “at grade” railroad crossing located on Forest Avenue in South Portland, Maine.

After several preliminary discussions, the Railroad requested that, during the initial resurfacing project, Forest Avenue be completely closed off for forty-eight hours. And in order to minimize the impact to local businesses as well as motorists, a weekend shut down was determined to be the best option since traffic volumes usually prove to be lighter, causing less of an inconvenience to the community.

The next step in moving the project along entailed City employees hand delivering notices to those local businesses which would be directly affected by the shutdown, as well as residents along specific stretches of Forest Avenue, Walton Street and Ocean Avenue. In addition, illuminated message boards were positioned at key locations to inform commuters of the upcoming avenue closure. With all of the advance work done, it was now time to start the job.

On Saturday August 18, 2007, Pan Am Railways Engineering Department track crews removed 240 track feet of the old crossing rubber. To allow for a smoother ride over the crossing, a paving contractor was hired to grind the paved crossing approaches. The rail crews used a Mark IV Ballast Tamper to adjust the track surface and alignment throughout the crossing; and after the ballast tamping was completed, they put in 120 track feet of the new rubber crossing material, ending a productive first day of the two-day project.

Sunday’s assignment for the track crews consisted of laying the remaining 120 feet of crossing rubber, followed by the installation of approximately 150 tons of roadway material by the paving contractor. With the two-day task complete, Forest Avenue could now be reopened to the public in a noticeably improved condition than it was the previous Friday night.

Thanks to the full cooperation of the Portland Public Works officials with Pan Am Railways, the Forest Avenue railroad crossing project was concluded on schedule, and the road reopened to vehicular traffic in a timely manner.

Contributed by: R. A. Blanchard

Forest Ave. Rail Crossing



“Before” Facing East



“During” Facing West



“After” Facing West
Photo credits: Dave Landry

SECOND EXCLUSIVE

PAN AM/MARC JACOBS BAG LAUNCHES

The success of the first Pan Am/Marc Jacobs bag in Marc by Marc Jacobs stores leads to the debut of the second limited edition Pan Am/Marc Jacobs travel bag. A prominent fashion icon, Marc Jacobs is known for his hot and hip designs. His creations are sought after by those who like to be seen as trend setters, and his clothes are available in boutiques around the world. We are pleased to be collaborating with him on these attractive bags and feel they are a “must have” for anyone who wants to convey a sense of style!

NEW YORK (BusinessWire EON) June 11, 2007 -- A limited edition Pan Am/Marc Jacobs bag was recently launched and will be sold exclusively at Marc Jacobs stores internationally. Pan Am's Explorer bag, ideal for travel, has sold so well in Marc by Marc Jacobs stores that a second bag, the Innovator, will be sold in stores, as well.

Recently, Marc Jacobs has embraced the Pan Am retro history by applying his trademark signature to the Pan Am bag, the Explorer. Pan Am's Explorer bag, which is available in colors, Vintage White and Pan Am Blue (Navy), now has Marc Jacobs' name across the reverse side. The bag has been so successful that Marc Jacobs will now carry a new Pan Am/Marc Jacobs bag, the Innovator, another travel bag that is reminiscent of Pan Am's 80-year history. These limited edition handbags are sold in Marc by Marc Jacobs stores internationally.

The Pan Am Bag launched in 2006 pays homage to the original Pan Am cabin bag. The company that caught the eye of many in the 1950's and 1960's and invented the “jet-setter” will be proudly represented through a series of cabin bags that replicate the originals. Produced with an outer shell of PVC, these first class designs will serve to remind past and present generations of the first airline to offer luxury through both domestic and international travel. Pan Am's line of Retro Bags and apparel are being sold in stores such as Atrium, LuLu (Miami), Marchand De Legumes (New York & Japan), In-jean-ious (San Francisco), Fusion (Philadelphia), EMODA.com, Bauhaus (Hong Kong), Wear Me Out (NYC), Distant Lands Pasadena (CA), and Fred Segal (Santa Monica).

For more information on Pan Am or the limited edition Marc Jacobs/Pan Am bag, visit www.panamone.com and www.sonobiPr.com, or contact Laura Salerno at (212) 391-9130 or Email to: Laura@SonobiPr.com.

Contributed by:
Stacy Beck
Director of Marketing and Corporate Development



Pictured above is the very first limited edition Pan Am/Marc Jacobs bag to have landed on shelves in Marc by Marc Jacobs stores internationally. The Pan Am iconic globe logo is embossed on one side, with Marc Jacobs' signature on the reverse. This travel bag is still available in stores, in addition to the latest arrival in Pan Am/Marc Jacobs apparel, the Innovator travel bag, which recently launched. For more information, visit the News & Events section of www.panamone.com. (Photo: Business Wire)

PAN AM ROCKS!

FOR NATIONAL MULTIPLE SCLEROSIS SOCIETY

In mid-September, Pan Am/Marc Jacobs teamed up with MTV to benefit the National Multiple Sclerosis Society by auctioning off two signature bags on ebay. These bags are no longer available in Marc by Marc Jacobs stores, making them quite a coup for that lucky someone. Even better, though, one hundred percent of the proceeds realized from the auction would go to the charity, with bids running from September 14 through 24, 2007.

The bags were autographed on September 8 and 9 at Pan Am's 80th Anniversary Celebrity Swag Suite and at the LRG gifting suite during this year's MTV Video Music Awards by current celebrities from the worlds of television, movies and music. The roster of stars who graciously 'donated' their signature to this worthy cause consisted of: Linkin' Park, The Plain White T's, Whitney Port of MTV's "The Hills", The Bravery, Angie Stone, Elliot Yamin, Brian Michael Cox, Keri Hilson, Shay Johnson and Leiline of Charmed School, Melody of the Pussy Cat Dolls, creator of the Pussy Cat Dolls Robin Antin, D. Woods of Danity Kane, Rich Boy, TI, Lil' Mama, Brent Smith of TLC, Fonsworth Bentley, Polow Da Don, and Prince Faison of Saudi Arabia. Quite a list!

In addition to the Pan Am/Marc Jacobs signature bags, the eventual high bidder would receive the easily recognizable Moon Man, which is the official MTV Video Music Awards trophy, the exact one handed to the VMA winners as they accept their award on stage prior to receiving their very own! Carrying a value of \$5,000, this is the only one that MTV has auctioned, and, needless to say, is not sold anywhere. The lucky winner would also be rewarded with MTV VMA "Talent Escort" T-shirts that are not sold in stores.

Lucky ebay bidders were in the running not only for the two very stylish limited edition autographed Marc Jacobs/Pan Am signature fashion bags and the only official MTV Video Music Awards Moon Man remaining from the show, but a cache of name-brand hot items, such as MP3 Players, iPod and iPhone accessories, vouchers for free tires, T-shirts, hats, footwear, beauty products, and more.

By bidding on this one-of-a-kind package, the winner would be joining the fight against MS and helping to bring us closer to finding a cure for this debilitating disease. Bottom line, by the time the ten-day clock ticked down, at \$6,877.00, one very lucky bidder had made a very unique deal for his or her self!

Pan Am is proud of its participation in such a worthy cause.

Contributed by:
Stacy Beck
Director of Marketing and Corporate Development



(Note: Information and photos from : HYPERLINK <http://cgi.ebay.com/ws/eBayISAPI.dll?ViewItem&item=320158524041&ssPageName=ADME:B:EF:US:11>)

"TIME FLIES"

THE HISTORY OF PAN AM

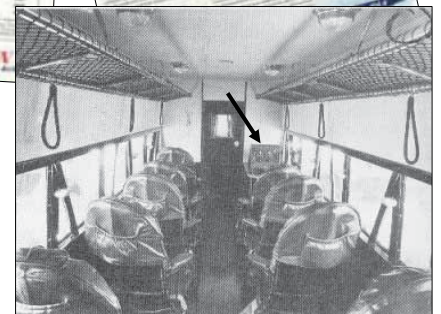
Throughout this year, leading up to its 80th anniversary in October, we have been celebrating the rich history of Pan Am. And it is with a great deal of pride that we reflect on the airline's impressive past while looking ahead to a future full of promise. Happily, at the time of this very special occasion, Pan Am is indeed experiencing a renaissance in the public consciousness through, for instance, the marketing of products and apparel bearing its familiar logo. In addition to serving select destinations, Pan Am offers private charters through Boston-Maine Airways as well as domestic and international charters in concert with its various partners in the travel industry.

So, as the official anniversary date is commemorated, once more we take a nostalgic look back on an amazing chronicle of firsts.



More Pan Am Firsts

Pan Am was an airline of many firsts. We were the first American airline to use radio communications, to carry emergency life-saving equipment, to use multiple flight crews and to develop an airport and airways traffic control system. Pan Am was also the first to order and purchase aircraft which was built to its own specifications, such as the Sikorsky S-38 and the Ford Trimotor shown here. Notice that the radio operator sits in the front seat. (arrow)



Fokker F-7

Pan Am's early aircraft, such as this Fokker, served scheduled flights between Key West and Havana, Cuba. Although the 10-passenger interior made for very crowded conditions, flight crews still delivered expert service. This interior view of an early Pan Am aircraft shows wicker seats, bolted to the floor, with large leather seat belts.



PART THREE



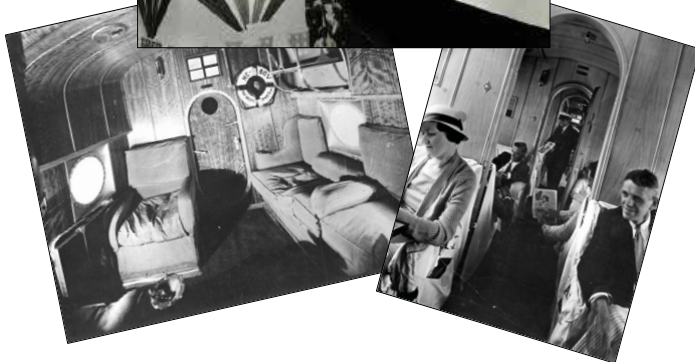
The Commodore was an aircraft that served in the 1920's and 1930's in the Caribbean. It was the first passenger aircraft to have upholstered seats.



Pan Am was the first American airline to employ cabin attendants and serve meals in flight.



The American Clipper was the first Pan Am flying boat to be named a Clipper. The then first lady, Mrs. Herbert Hoover, christened this ship with a bottle of water from the Caribbean at the naval air station Anacostia in Washington, DC. The Inaugural Flight of this Sikorsky S-40 was on November 19, 1931.



The Yankee Clipper inaugurated the world's first scheduled transatlantic service. The infamous Pacific Clipper made a 31,500-mile flight around the world. The price of a one-way ticket was \$375; a round trip cost \$675.



The China Clipper, which was a Martin M130, cleared the Golden Gate Bridge, which was still under construction, on the first commercial flight across the Pacific Ocean.

"TIME FLIES"

THE HISTORY OF PAN AM



"Queen of the Skies" Pan Am Boeing "Stratocruiser"

In 1949, Pan Am was the launch customer for Boeing's B377 Stratocruiser. The double-decked Stratocruiser, known as The Queen of the Skies in the 1950's, was considered the most luxurious airliner ever built. Ninety passengers traveled in comfort with a lower deck cocktail lounge and main deck sleeping berths that retracted into the ceiling. The Clipper lower deck lounge was located in the lower lobe of the aircraft, just after the wing, and was accessible by a circular staircase from the main deck above.



Sleeping accommodations were provided by two seats converting to a lower berth, and the upper berth descending from the overhead, much like the passenger trains of that time. The luxurious Clipper powder room was spacious enough for more than one person at a time.

PART THREE (CONTINUED)



United States air passenger service entered the jet age in 1958, when the Clipper America, a Boeing 707, flew from New York City to Paris with 111 passengers.



Pan Am specified and ordered the Boeing 747 in 1966, and in 1970, Pan Am was the first airline to operate the 747 with regular scheduled service.



In 1976, the 747 SP (Special Performance) flew a record setting round-the-world revenue flight.

Pan Am celebrated the 50th Anniversary with the first round the world polar flight in 1977.

In 1980, Pan Am was the first airline to operate aircraft with fuel saving "active controls" – the Lockheed L1011-500.



We hope that this three part series has been of interest in calling to mind the amazing legacy of Pan Am. For more information, please visit the website www.flypanam.com or call 1-800-FLYPANAM to book a flight or read the latest news.

Contributed by:
Cynthia Alex
Director of Stations and Training

DAMAGE PREVENTION IN PRACTICE

Aside from safety and moving freight, damage prevention is an area of significant concentration for every railroad and represents a commitment to making sure customers receive their products in acceptable condition. While there are several factors that may affect the lading while in transit, damage prevention examines all aspects of those issues and, where necessary, designs a plan to mitigate or eliminate those elements to ensure the product is delivered in the condition in which it was loaded.

Most causes of damage to lading while in transit can be concentrated into three main groups: equipment, preparation and handling. Books, manuals, seminars, labor and the like go into great detail regarding damage prevention, and millions of hours are spent each year to ensure that products move by rail in a quality manner.

Not long ago, bauxite product moving into Law Warehouse, Nashua, New Hampshire had been experiencing damage while in transit. Bauxite is an aluminum ore comprised mostly of clay minerals. Originating in Georgia and moving via the Norfolk Southern to Mechanicville, New York for furtherance by Pan Am Railways to Nashua, it had been packaged in 50-pound bags on pallets as well as large 2-3K pound sacks for delivery in 50-foot boxcars. The bags were arriving shifted and sometimes open, which resulted in difficulty unloading as well as claims for damaged merchandise. Because it was a joint move, Pan Am contacted the NS and informed them of the issue and the need to examine the situation to see what could be done to eliminate the damage. A few simple changes were suggested involving the type of boxcar used and method of loading.

It was first determined that the bauxite should be transported in a cushioned boxcar instead of a rigid boxcar; the difference being that when a cushioned boxcar is switched, it has the ability to absorb the impact of the cars being connected, much like a shock absorber in your automobile. Secondly, it was recommended that the cars move in non-mixed loads, meaning that entire loads of 50-pound bags would move in one car and the 2-3K pound sacks would move in their own car. Ultimately a test car was moved in early September and virtually all of the damage previously experienced was eradicated.



Proper Loading of 46" Rolls
Photo Credit: Doug Steward



Successful Bauxite Test Car
into Law Warehouse
Photo Credit: Doug Steward

Another instance of ongoing damage prevention involved a CSX sponsored paper damage prevention training seminar held at Verso Paper in Jay, Maine. Pan Am was present as well as Guilford Motor Express (GMX), which is the warehouse and intermodal arm of the Pan Am operation. Also in attendance were representatives from two dunnage companies that supply materials to protect and restrain lading while in transit.

During the seminar, various methods of how to load rolled paper were presented to help guarantee safety and quality. Topics of discussion ranged from rejecting cars which have defects that may contribute to damage, to how to strap rolls together to prevent movement while in transit. Questions were raised regarding how to best handle some of the larger rolls, which can be fifty inches in diameter and exceed five thousand pounds each, as well as seasonal issues with some of the strapping material, such as tape that does not seem to stick when the temperature drops below freezing. In the end, all participants came away with a greater understanding of paper loading and several action items to improve things even further.

The bottom line is that the railroads comprise roughly 146,000 miles of track and 1.5 million boxcars in the United States alone, so the potential for damage to freight is considerable. However, with the commitment of each shipper, equipment supplier and railroad, we will keep providing safe, efficient and damage free transportation for America's products.

Contributed by:
Doug Steward
Director of Sales and Intermodal Services

A FINE RECOMMENDATION

MBTA CONTRACT WORK AT THE WATERVILLE SHOPS

With a longstanding history of taking on “outside” contract work for other railroads and industries, our facility at Waterville has the means to perform nearly any Locomotive, Car, or Work Equipment task. Its central location, large shop, overhead cranes, and variety of specialized equipment have played a large role in attracting this type of venture over the years, but it is the craftsmanship and the productivity of our employees that is the mainstay of why these services are sought after today.

Most recently we have been doing some work for the MBTA (Massachusetts Bay Transportation Authority). This past January, the MBTA inquired as to whether Pan Am Railways would be interested in rebuilding two of their F-40 locomotives that had been out of service for several years with major engine damage. Pan Am Railways agreed to the project, and the first unit arrived at Waterville in early March. The MBTA #1005 was initially inspected and washed at our Engine House facility before it was brought over to the Back Shop to start the job.

Upon arrival in the Back Shop, the hoods, hatches and radiator sections were removed, along with the AR-10 (Main Generator), Main Engine Block, Turbo, and HEP Gearbox (Head End Power). Next, with the engine room almost completely stripped of components, the unit was moved to the Engine House so that a thorough wash of the engine room floor area prior to reassembly could take place. Once the unit was returned to the Back Shop, the engine room floor dowel holes were welded, pipe fittings cleaned and prepped, electrical connections cleaned and inspected, and the rebuilt EMD 645E3 Engine, AR-10 Main Generator and HEP Gearbox prepped for installation.

First the rebuilt engine block was set in place, followed by the AR-10 Main Generator, the Auxiliary Generator, Turbo, and HEP Gearbox; each one was aligned and torqued in accordance with the manufacturer's specifications. At the same time these main components were being installed by our Machinist craft, other craft employees were working on this same unit, performing other tasks such as the construction of the firewall, piping the oil and water lines to the engine block, air compressor, radiators, water and oil pumps and other accessory items. Electricians were wiring the AR-10, Auxiliary Generator, HEP Unit, starters and fuel pump, along with replacing missing electrical components in the cab, while a Boilermaker was steadily making repairs to the car body and hatches.

As the engine room components were being finished off, the hoods and hatches were reinstalled, the rebuilt engine block was filled with new lube oil and pre-lubed, the batteries were put on charge, and the unit was filled with water and checked for leaks.

The locomotive was now ready to be tested outside and started up for the first time. Once started, all inspections and tests of the rebuilt engine block, AR-10 and accessories were methodically performed and verified to be functioning properly. From here, the unit was sent back to our Engine House Facility to perform a C368 (One Year) FRA test.

With the test completed, the MBTA unit was then moved to our Paint Shop, where it was grit blasted and sanded, primed, and painted with the MBTA paint scheme specifications. All decals, reporting marks, and stickers were applied prior to the unit next being moved to our load box. Here a complete load test of the locomotive was performed to verify that the rebuilt locomotive is producing the proper horsepower and that the rebuilt engine and all accessories are working perfectly.

After the locomotive was completely finished, representatives of the MBTA performed a joint inspection of the unit with shop management. While the unit was still hooked up to the load box, they could also do a thorough final inspection of the unit before accepting it prior to movement back to Boston. The MBTA representatives were very satisfied with the workmanship and the overall condition of the locomotive.

In late April the second MBTA locomotive arrived at Waterville, the MBTA #1011, and a similar repair procedure was performed. The same components were changed out, the unit's air compressor was replaced, as well as two grounded traction motor combos. As was the case in January, a C368 FRA test was performed and the unit was painted and load-boxed before another joint inspection with the MBTA.

Currently Waterville Shop is working on a third unit, the MBTA #1006 which also had block damage and will get a rebuilt engine block in addition to a turbo, AR-10, HEP Gearbox and Air compressor. The same FRA test, paint job and load box will be performed on this locomotive before it, too, is completed.

Before long, a fourth MBTA unit will be arriving. The MBTA #904, a GP-9 switcher, however, will only undergo a new paint job.

Both the management and employees of Pan Am Railways Waterville Shop welcome the opportunity to perform contract work. We take great pride in our accomplishments and look forward to being the repair facility of choice for many other rail companies.

Contributed by:
Mark Gray



Photo Credits: Mark Gray

AT THE CROSSROADS

EAST DEERFIELD

The main classification yard and locomotive servicing facility of the Pan Am Railways (PAR) system is located at East Deerfield. It lies in north central Massachusetts where the Deerfield and Millers rivers empty into the Connecticut River near the Town of Greenfield. From East Deerfield the PAR Freight Mainline runs east, following the Millers River and climbing up Royalston hill and over the top at Gardner, then on to the industrial heart of eastern New England. It also runs west following the Deerfield River, up Shelburne hill and through the Hoosac Tunnel, continuing west to our off line rail connections, CSXT, Canadian Pacific (CP) and Norfolk Southern (NS). The Connecticut (Conn) River Mainline crosses the Freight Mainline just west of the yard in Greenfield, following its namesake Connecticut River north and south and serving central New England.

The East Deerfield yard itself is nestled between the Connecticut River on the east and the Deerfield River on the west, with bridges over the rivers at either end of the yard. Between these bridges are two interlockings, called Control Points, providing dispatcher signaled access into and out of the yard. There is an 8-track receiving and departure yard where trains can be made up and inspected. There is a manually operated hump with eighteen classification tracks, known as the West Yard, to assist in the classification of freight cars. An engine house and turntable, a locomotive fueling and servicing facility, a freight car repair shop, a Work Equipment repair shop, and the system radio repair shop are situated here as well. Remarkably, all of this is shoehorned into about one linear mile due to the lay of the land, and can be likened to a crowded but orderly dance floor teeming with activity.

It is the responsibility of PAR Superintendent-West, Mark Galvis, to oversee things from the Transportation Department angle. From East Deerfield he and his Transportation supervisors manage the operations of several local freight crews, the ten to fourteen through train crews, the extra crews handling special movements, and the day-to-day operations of the yard. Other departments, including Engineering, Mechanical, Bridge and Building, Automotive, Communications and Signals, also call East Deerfield their western headquarters.

Nearly all PAR trains on the west end of the railroad start or finish at East Deerfield, and even the unit coal trains for Bow and Mt. Tom service their engines and re-crew from here. Actually, the only trains that do not stop here are the Intermodal trains from Ayer to Mohawk and return (AYMO, MOAY), which bypass the yard altogether.

Running west from East Deerfield are the connection trains. EDMO (East Deerfield to Mohawk) handles interchange traffic to the CP and NS at Mohawk yard in Schenectady, New York; whereas EDRJ (East Deerfield to Rotterdam Junction) handles interchange traffic to CSXT at Rotterdam Junction. These outbound trains haul all of the traffic brought in from the eastern parts of the PAR system, plus freight generated by local customers and the Conn River trains.

The inbound traffic to Pan Am Railways comes into the yard at East Deerfield to be switched or classified into outbound trains going in the appropriate directions. Eastbound trains handle cars routed to all points of the PAR system and to connecting railroads in

New Hampshire and Maine: the New Hampshire Northcoast (NHNC), St. Lawrence and Atlantic (SLR), Montreal, Maine and Atlantic (MMA), and New Brunswick Southern (NBS) railways. There are three regular eastbound trains, EDWA (East Deerfield to Waterville, ME), EDRU (East Deerfield to Rumford, ME), and EDNM (East Deerfield to Northern Maine Junction). In addition there is one northbound train, EDWJ (East Deerfield to White River Junction, VT), and one southbound train, EDPL (East Deerfield to Plainville, CT). A brief description of each train is listed below:

- EDWA handles cars destined to the Lowell/Lawrence/Boston, Massachusetts area, local traffic for the Freight Mainline between Lawrence and Waterville, ME including the Portsmouth Branch in New Hampshire and the SLR interchange at Danville Junction in Maine, and all the traffic for the Waterville area.
- EDRU handles cars destined to Dover, NH and the NHNC interchange, Rigby yard and the Portland, ME area, and the Rumford Branch in Maine.
- EDNM handles cars destined to Gardner, MA and the PW interchange, the Fitchburg/Ayer/Nashua, NH area, and cars destined to Northern Maine Junction and east in central Maine.
- EDWJ handles cars destined north on the Conn River Main and for interchange with the New England Central (NECR) and Vermont Railway System (VRS).
- EDPL handles cars destined south on the Conn River Main into Connecticut and the Plainville/Waterbury, CT area.



AT THE CROSSROADS

EAST DEERFIELD

Each of these trains has a counterpart that carries traffic into East Deerfield. The freight arrives unclassified, requiring switching to place it in the proper trains to continue its journey to ultimate destination. Almost all cars that do arrive at East Deerfield, in fact, belong somewhere else. These inbound trains normally consist of sixty to seventy cars, but can be as large as one hundred twenty-five cars. Once in the yard, these cars are listed on the tracks they are placed upon, inspected and made ready to switch.

There is a switcher crew assigned exclusively for classifying cars, ED-1, also known as the hump switcher. This crew utilizes the hump at the east end of the yard to switch cars by gravity. A string of cars will be pulled east of the hump, then shoved over the crest. The switch foreman or conductor will uncouple the cars as they move over the top. As they roll down the other side, the switchmen will line them into the appropriate classification tracks.

There are over fifty different classifications that cars may be assigned and eighteen tracks to switch cars into, posing a bit of a challenge but one that is always overcome through experience and fine-tuning techniques. Certain tracks will be assigned to traffic going in a specific direction, or to a specific train. Once these tracks are filled, they may well have to be re-switched to put the cars into blocks going to the same places. In turn, those blocks may need to be shuffled to put them in the right order for the trains they belong to.

After classifying the cars, the Hump switcher will then assemble trains with the blocks of cars going to the particular destinations designated for a specific train. They also assist in the terminal testing and inspection of these trains. If a car is found to be defective, the Mechanical Department may be able to repair it in place; if not, it must be switched out again and placed on a repair track in the car shop. These repair tracks, in turn, have to be switched regularly so the repaired cars may be returned to the classification yard for placement back into the proper trains.

Besides all of this activity, there are local trains based here at East Deerfield as well. ED-2 serves all the customers from Greenfield south on the Conn River Main toward Springfield; ED-4, handles the customers in the East Deerfield area and north on the Conn River Main toward East Northfield; and AD-1, is responsible for the Adams Industrial Track and customers on the Freight Mainline west of Greenfield.

Because of its location, East Deerfield has become the western hub of our rail system. The routine operations of this busy yard are a linchpin in our ability to provide safe and efficient service to our customers. And while the concept of a classification yard is simple, the execution is complex and can change from one day to the next. It is the Pan Am Railways employees that keep this major hub spinning, moving traffic in and out of this important facility in a safe, smooth dance.

Contributed by:
Steve Belforti

CONTINUED

Locomotive Servicing Facility



West Yard (Hump Yard)



ED-1 (hump switcher) pulling a string of Omya Cars



Looking Down the Classification Yard (Westward) Towards the Receiving Yard



Loop Track Bridge
Photo Credits: Ed Motte



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