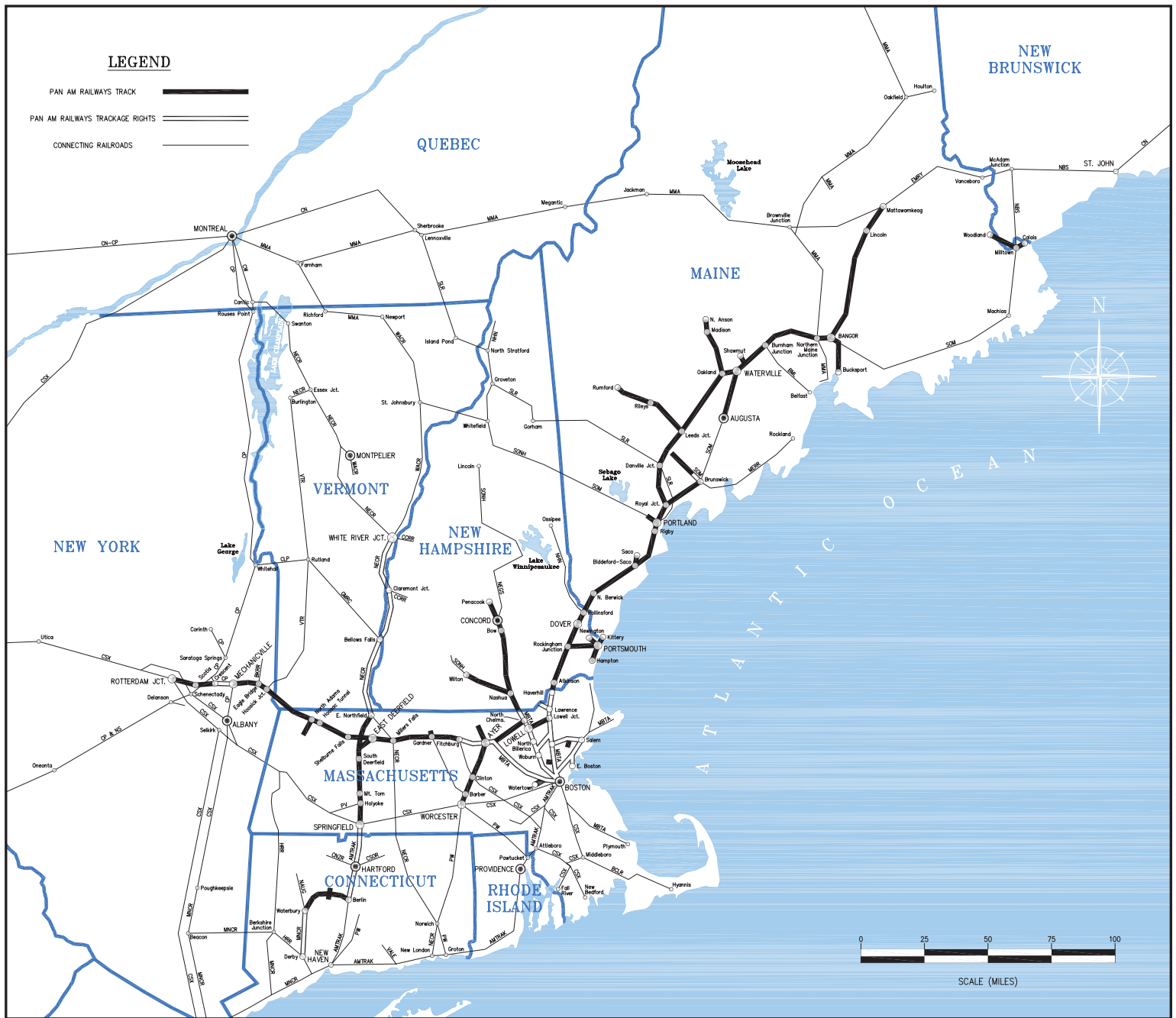




THE PAN AM CLIPPER

2007 ISSUE 4

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PAN AM RAILWAYS 2007 SYSTEM MAP

APPROVED JANUARY, 2007



SPRINGFIELD TERMINAL RAILWAY CO.
BOSTON AND MAINE CORPORATION
MAINE CENTRAL RAILROAD CO.
PORTLAND TERMINAL COMPANY

LEGEND:

BCLR	BAY COLONY RAILROAD CORP.	MNCR	METRO NORTH COMMUTER RAILROAD CO.
BKRR	BATTENKILL RAILROAD CO.	NAUG	NAUGATUCK RAILROAD
BML	BELFAST AND MOOSEHEAD LAKE RAILROAD	NBS	NEW BRUNSWICK SOUTHERN
CCRR	CLAREMONT & CONCORD RAILROAD CORP.	NECR	NEW ENGLAND CENTRAL RAILROAD
CLP	CLARENDON & PITTSFORD RAILROAD CO.	NEGS	NEW ENGLAND SOUTHERN RAILROAD CO. INC.
CN	CANADIAN NATIONAL RAILWAYS	NHC	NEW HAMPSHIRE CENTRAL
CNZR	CENTRAL NEW ENGLAND RAILROAD	NHN	NEW HAMPSHIRE NORTHCOAST CORP.
CP	CANADIAN PACIFIC RAILWAYS	NS	NORFOLK SOUTHERN CORP.
CSOR	CONNECTICUT SOUTHERN RAILROAD	PV	PIONEER VALLEY RAILROAD CO. INC.
CSX	CSX TRANSPORTATION, INC.	PW	PROVIDENCE AND WORCESTER RAILROAD CO.
DTRR	DANBURY TERMINAL RAILROAD	SLR	SAINT LAWRENCE AND ATLANTIC RAILROAD
EMRY	EASTERN MAINE RAILWAY	SOM	STATE OF MAINE
GMRC	GREEN MOUNTAIN RAILROAD CORP.	SONH	STATE OF NEW HAMPSHIRE
HRR	HOUSATONIC RAILROAD	VALE	THE VALLEY RAILROAD CO.
MERR	MAINE EASTERN RAILROAD	VTR	VERMONT RAILROAD INC.
MBTA	MASSACHUSETTS BAY TRANSIT AUTHORITY	WACR	WASHINGTON COUNTY RAILROAD
MMA	MONTREAL, MAINE, & ATLANTIC RAILROAD		

FUEL ALERT

This past fall, the EPA (Environmental Protection Agency) mandated that all railroads convert from No. 2 heating oil to ultra low sulfur diesel to run their locomotives. At this writing, the price differential between the two fuels is approximately fifteen cents per gallon, which, in all likelihood, will continue to fluctuate at any given time. As Pan Am Railways purchases tens of thousands of gallons of diesel daily, these day-to-day market variations, coupled with the initial price increase resulting from the switch, can potentially have a significant impact on the railroad.

To offset this cost, Pan Am Railways has been purchasing and phasing in Auxiliary Power Units (APU's) on our locomotives. There are a host of benefits that are realized by utilizing APU's (see July/August/September 2006 issue of The Pan Am Clipper), but the unit's capacity to shut down an idling engine within thirty minutes goes a long way towards preventing the waste of this "liquid gold".

With the full force of winter upon us, and no end in sight to the escalating price of this precious commodity, it behooves all of us to conserve whenever and wherever we can, not just here at the railroad, but in the course of everyday life, both at the gas pump and in heating our homes.

Contributed by:
Gregory A. DeMario



APU Awaiting Installation on Locomotive
Photo by: P.M. Slaney

INFORMATION

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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.

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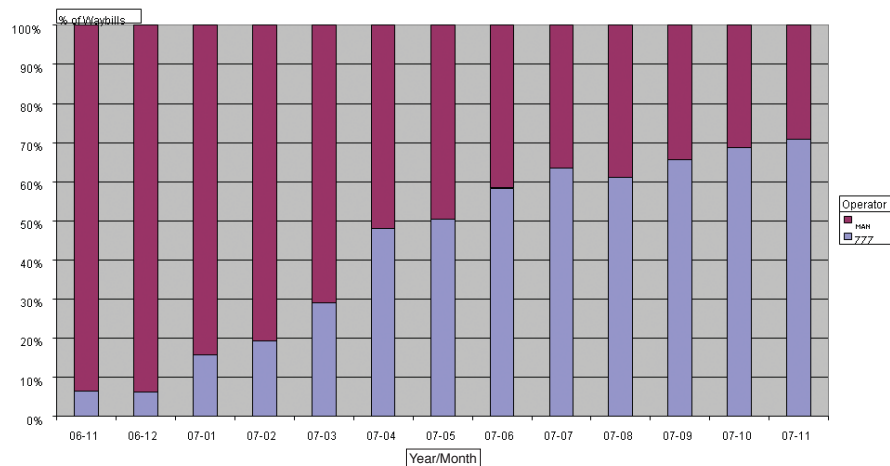
Designed by
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PAYING THE FREIGHT

The proper assessment of freight charges has posed a challenge to rail carriers over the years; and since the inception of deregulation of the industry in the early 1980's, most rail prices have been negotiated among the participating railroads in the route, with each carrier establishing its own revenue requirement for its particular segment of the haul. And while the shipper expects the carrier to provide properly rated freight bills, it follows that the railroad anticipates those charges will be paid in a timely manner. Needless to say, the incorrect application of charges usually leads to unwarranted administrative expense and delay of payment, which, in turn, impacts cash flow.

At Pan Am Railways there is an ongoing commitment towards improving the accuracy of freight bills issued to our customers. This effort started in earnest back in late 2006 when the method of pricing shipments up till then depended upon the selection of "patterns" that established a correlation to existent price files. Although somewhat effective, this was nevertheless a manual technique that would monopolize the workday. New programs have since been designed that provide direct links to those price files, thereby eliminating the use of patterns. The end result is a more precise application of prices to shipments, with less manual effort.

The chart below represents a recent twelve-month cycle and depicts the percentages of bills for which prices were automatically applied. Clearly there is a significant improvement from November 2006, at seven percent, to November 2007, at seventy-one percent.



There are further advantages to be realized by both Pan Am Railways and its customers when, for instance, multiple car shipments comprised of an assortment of car types and rates, now manually processed, are ultimately automated; likewise, the increased utilization of electronic shipping documents and shipment releases from storage.

In closing, we encourage our shippers to make use of these innovations and to provide us with inquiries or feedback regarding mutually beneficial advancements to this very fundamental aspect of doing business.

Contributed by:
Ronald E. Jolin
Director, MIS

A CLEAN SWEEP

Recently the Railroad Police Department (RRPD) combined forces with the Holyoke Police and Fire Departments, the Massachusetts State Police Air Wing, and the Massachusetts Environmental Police to address grievances voiced by several citizens relative to All Terrain Vehicles (ATV) and dirt bikes trespassing on both railroad and private property in the Jones Point area of Holyoke, not to mention numerous complaints of young people having parties in the wooded section of this area, as well as a number of fires being set.

Besides curtailment of the trespassing problem, another objective of the “united front” was to provide a safer atmosphere and enhance the quality of life for those residing in the Jones Point area. To that end, the Massachusetts State Police Air Wing provided aerial surveillance, spotting violators from their vantage point and radioing the ground units as to the position of the perpetrators. And further assistance came in the form of the crew cab hi-rail vehicle provided by the railroad’s track department which enabled the RRPD officers to “level the playing field” by gaining access to areas not usually accessible by foot or patrol vehicle, but easily accessible by ATV or dirt bike.

This effort took place on various weekends for a total of ten days. During this period over two thousand people were turned away from the Jones Point area, with numerous ATV’s fleeing the vicinity upon noticing the police presence. One of the arrests made was for trespassing on railroad property with a stolen ATV.

The RRPD oftentimes joins with local police departments for community policing operations such as this and will continue to do so with the goal of reducing crime and helping to keep safe those who are legally on railroad property.

Contributed by:
Chief John P. Holland

The fire Kubota has a water tank and pump on board and is used to fight fires in areas not easily accessible by larger vehicles. The police Kubota is used to access the same type of areas for crowd control.



Photo by: Officer Michael Whiteman



Photo by: Officer Michael Whiteman

TTX TRAINING

FOR PAN AM RAILWAYS PERSONNEL

Any regular reader of The Pan Am Clipper has by now developed a keen appreciation for the significance of training and safety in all spheres of transportation. Without question, it is an ongoing and integral part of the railroad industry, intended to keep personnel safe, up-to-date, educated, and proficient in all facets of their prescribed duties. Given that training needs are taken seriously by Pan Am Railways, when an opportunity was presented recently to broaden our horizons in a specific area, we took advantage of the offer.

In early September 2007, Stuart Trout, the Senior Manager of Engineering, Field Services for TTX Company, along with Tim Comegys, their Senior Engineer of Field Services, presided over training classes for Pan Am Railways' Ayer, Massachusetts facility. TTX has been providing railcars and related freight car management services to the North American rail industry since 1955, supplying pooled railcars for service in the intermodal, automotive, lumber, and other commodity groups where flatcars, boxcars and gondolas are required. (More information about TTX Company may be found at their website www.ttx.com.) The instruction was directed at those employees who are involved with TTX intermodal freight car equipment and included twenty personnel from management and crafts alike.

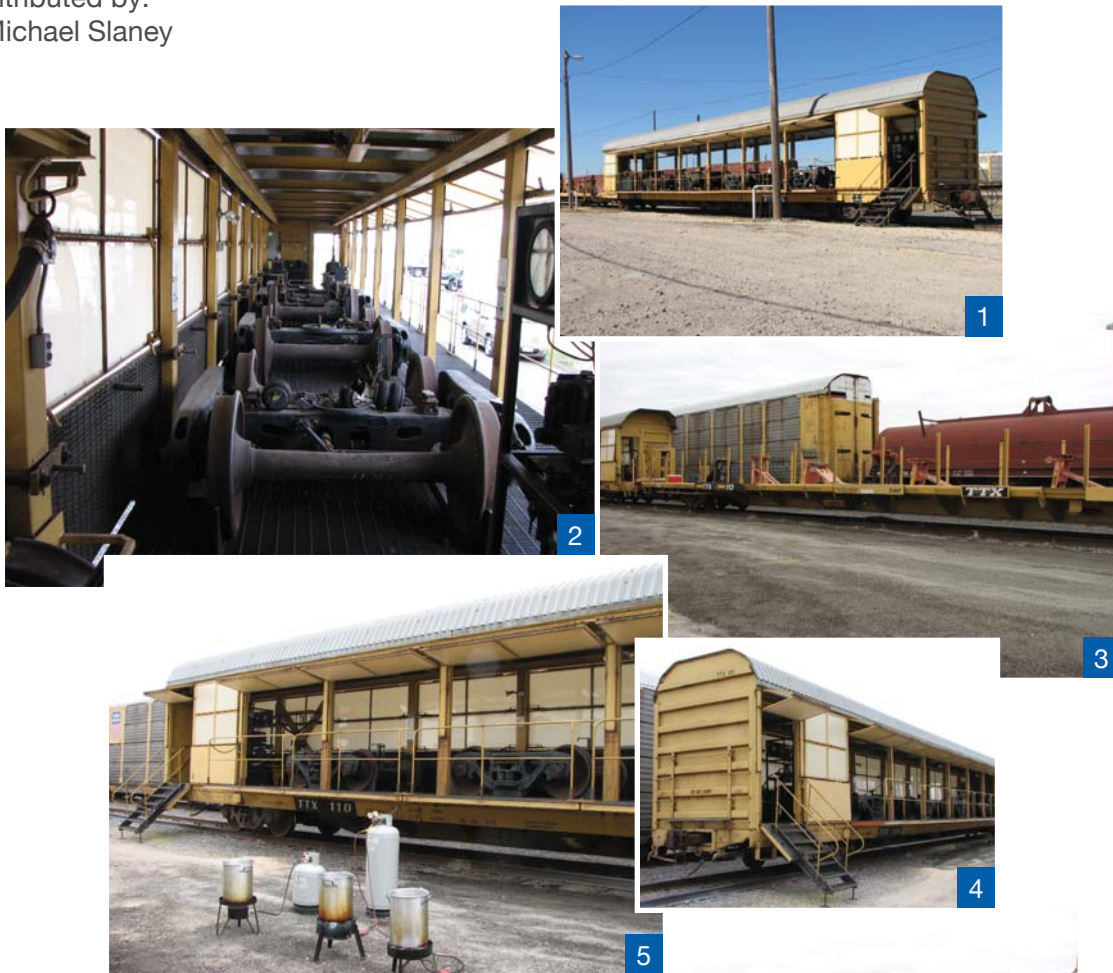
The training was conducted on board two of TTX Company's double-stack training cars, TTX 110 and TTX 113, located on the Emma track in the Hill Yard at Ayer. Specifically designed and built by TTX Company for training purposes, these cars, with their on-board compressed air and electrical systems, serve as mobile classrooms and are moved to locations throughout North America to provide training on TTX intermodal equipment. Classes were limited to small groups and entailed approximately three hours of instruction.

Instruction on board TTX Car 113 focused on both piggyback tie down stanchion and container tie down arrangements. And, with the various models and configurations of TTX equipment mounted to the 113's deck, it made it easy for the instructors to demonstrate and discuss inspection procedures for this equipment, safety and maintenance practices, common problems that may be found in the field, and procedures to correct any problems. Real benefit was gained by personnel who work at our Ayer intermodal facility as they were taught the necessary skills to ascertain that all containers and trailers are secured properly and safely on the rail cars.

Operational exhibits featuring various truck-mounted air brake configurations that are found on TTX equipment were on display on TTX Car 110, including Wabco/Nycopac, Wabcopac II, Nycopac II, Triax II, Ellcon-National, Empty/Load Valves, and Slack Adjustors. Our guest instructors demonstrated and explained inspection procedures, safety practices, and maintenance and repair methods for these types of equipment. There were also displays of various articulated connections in use on TTX cars, and points were given on disconnecting / reconnecting procedures and proper jacking techniques indigenous to this equipment. Furthermore, there was a display and discussion of common wheel and roller bearing defects that may be found in the field on any type of rail car. The training and exhibits displayed on TTX 110 focused on the intermodal rail cars themselves and provided our Mechanical Department employees with additional knowledge regarding specialized equipment on TTX railcars.

This comprehensive presentation was well received by all who attended and proved to be a valuable service courtesy of the TTX Company. It afforded an opportunity for hands-on experience and instruction from professionals who are involved with design, development, and manufacture of this equipment. This training will serve to increase productivity, improve safety and expedite the movement of intermodal equipment in and out of our Ayer facility to the benefit of both the TTX Company and Pan Am Railways.

Contributed by:
 P. Michael Slaney



1. Full side view of TTX 110 with both sides open, ready for classroom training.
2. TTX 110 classroom showing various mounted air brake arrangements.
3. TTX 113 showing various trailer stanchion arrangements.
4. TTX 110 truck and air brake classroom.
5. TTX 110 with sides open, showing various truck and air brake arrangements.
6. TTX 113 showing various trailer stanchion and container pedestal arrangements.

Photos provided by: Stuart Trout - TTX Company

TRY THESE ON FOR SIZE

Retro... it is definitely a look that is “in”. As we move forward in the twenty-first century, it is clear that some things just stand the test of time. Consider the fabulous new items being offered by Pan Am featuring some of the most popular iconic emblems from past decades. In response to public demand for both airline and railroad merchandise and apparel, we are broadening our line of company products; and whether you are a former or present employee, or simply a connoisseur of good taste, chances are that you will not be disappointed.

Early in 2007 we launched a new line of fashionable accessories bearing the celebrated Pan Am logo (visit www.panamone.com). A whole array of men’s and women’s T-shirts as well as cabin bags, towels, stationery, magnets, and so forth, elegantly displaying the world famous Pan Am globe became available for purchase by the general public. These items, while modern and casually chic, hearken back to an earlier, more sophisticated time in air travel folklore. And so successful was the Pan Am Explorer bag sold in Marc by Marc Jacobs stores that a second, limited edition Pan Am/Marc Jacobs Innovator bag was introduced.

And it gets better! We are now offering branded merchandise for all enthusiasts of the former Maine Central / Boston and Maine railroads that now make up Pan Am Railways. Over time we plan to phase in more products, but currently the MEC and B&M insignias are embroidered on top quality hooded sweatshirts and baseball caps, at a very good price.

First up is the Maine Central Railroad gear. The “Pine Tree Route” logo pays tribute to the railroad’s link to that state’s longstanding forest products industry. The familiar green and yellow pine tree design is stitched on a dark green hooded sweatshirt and baseball cap. The sweatshirt also comes in gray, and the cap in tan.

On to the Boston and Maine sweatshirts and hats which boast a choice of two emblems. The old “Minuteman” Route insignia is set off nicely against a maroon or gray hoodie, and maroon or tan hat. The more contemporary logo with the simple B&M monogram stands out against a bright blue background on the hooded sweatshirt or hat. It, too, is available in a gray hoodie or tan cap.

Needless to say we are very pleased about our latest line of branded apparel that, once again, represents a tasteful fusion of the past with the present. Watch for new Pan Am products this spring by visiting www.panamrailways.com.

Remember, classics never go out of style!

Contributed by:
Kathleen Gregory



CUSTOMER PROFILE

HORIZON MILLING

If you have ever driven westerly along Westford Road out of Ayer, Massachusetts, you may have noticed a structure featuring many large silos that would probably look more at home in the Midwest than here in Massachusetts. This seemingly out of place complex is Horizon Milling, the easternmost flour mill in the United States and a very good customer of Pan Am Railways. Horizon Milling, a dual enterprise of Cargill and Harvest States, is a national milling network consisting of twenty mills spread across the country, and Pan Am Railways serves the Ayer facility, just one more example of how the rail industry is tied to so many of the basic needs of everyday life.

The Ayer mill had been built originally in 1984 by Italgrani to provide Prince Spaghetti, located in nearby Lowell, with durum flour to make their famous pasta products. For many years the mill facility was known as New England Milling Company, otherwise called Nemco, and the actual address for the plant is Nemco Way in Ayer. In 1987 Borden Inc. purchased Prince Co.

Not long after the Prince plant in Lowell was closed in 1997, the Ayer mill was leased to Cargill Milling and the mill's focus was redirected from durum flour to supplying local bakeries with flour in bulk. In 2002 Cargill and Harvest States Milling created Horizon Milling, a joint venture intended to operate the flour milling divisions of both companies that thrives to the present day.

Horizon generates a tremendous volume of rail traffic. Large blocks of wheat cars are shipped from the Midwest to Ayer, oftentimes making up an entire train. Upon arrival at destination, the mill utilizes its own switch engine to shuffle the cars through the unloading shed. The track at the mill is in the shape of a large oval that enables Horizon to unload a substantial volume of cars within a short span of time. In addition to wheat and flour, Horizon ships spent grain, also known as middlings or mids. This product is, in turn, delivered to mills around the Northeast for use as animal feed, and Pan Am participates in this move as well.

The Ayer mill stands as a prime example of a business that has successfully adapted to an evolving marketplace. For instance, the public's recent devotion to low carbohydrate diets seems to be on the wane and people are reintroducing bread back into their daily regimens, proving that when companies are able to effectively foresee and adjust to such cycles, there is profitability.

What is good for Horizon Milling, by extension, is good for Pan Am Railways. We are part of the chain that provides a daily supply of bread to those who reside in the New England area and we look forward to continuing in that role.

Contributed by:
Michael Clements

Information sources: Borden Foods, Boston Globe, Horizon Milling, Prince Pasta, Italgrani

Horizon Milling
Photo by: D. Steward



NEMCO Switcher 1000, Ayer, MA
Photo by: M. Clements



Horizon Milling Locations
Visit www.horizonmilling.com



Aerial View (archives)



Photo by: M. Clements

DRIVING AND CELL PHONES: PROCEED WITH CAUTION

Since the early days of railroading when hand signals and lanterns were used as a form of communication, as time passed and railroads expanded, the need for more sophisticated methods became critical. Along came telephones and radio systems, computer programs and more advanced technology to assist in getting the job done more efficiently.

Now we have at our disposal that very handy device known as the cell phone. Most of us are familiar with its advantages in everyday life as evidenced by the fact that the bulk of the world's population subscribes to wireless communications. Its versatility allows companies to conduct business in a direct, immediate manner and the railroad is no exception. Yet despite all of the perceived benefits, the fact that about one million people use a cell phone while driving underscores the fact that there are considerable related safety issues.

In the course of a workday, most of us have learned to "multitask". And, one dictionary definition of "multitask" even states: "The best way to pass the time while exercising is to multitask – why just pedal when you can talk on your cell phone at the same time." Granted, this example pertains to pedaling the stationary bike, but all too often it is more indicative of talking and driving the car or truck.

It is human nature that when trying to do two things at once, performance suffers ever so slightly, especially if one of the tasks becomes more demanding. Talking on the phone while driving tends to place more emphasis on conversation than steering the vehicle, even when it involves simply getting directions from someone; and if a conversation becomes aggressive, or the person on the other end of the call is actually unaware that you are driving and unwittingly increases the complexity or the emotional content of the conversation, the threat of danger escalates.

Driving requires our full attention at all times, and diminished reflex or reaction time is not acceptable when human life and property damage are at stake. Studies have shown that the reaction time of a person on a hand held or hands free cell phone is comparable to someone who has just consumed two shots of whiskey and registers a blood alcohol reading of 0.08%, which is the minimum level that defines illegal drunk driving in most states. The results relative to level of impairment were amazingly alike.

And the driver on the cell phone is not the only one facing potential harm to his or her self. What about the driver behind someone engrossed in a cell phone conversation who must be extra vigilant about potential mishaps where the cell phone user might be speeding while talking on the phone, or taking their eyes off the road while dialing or reaching for the cell phone, or abruptly pulling off the road to talk on the phone, or being distracted by answering a phone, or picking up a phone that was dropped, or checking for messages – just to name a few!



Cell Phone + Driving = Level of Two Drinks
Photo Credit: G.T. Riordan



Proper Cell Phone Etiquette
Photo Credit: G.T. Riordan

There is always room for improvement in making everyone aware of the safety complications of driving while talking on a cell phone. Just check the manual that came with your cell phone, especially the section on road safety that recaps some of the points mentioned above.

Here are some TIPS on how to be safe while driving and using a cell phone:

Stating the obvious: Wherever possible, avoid using a cell phone while driving.

Make all calls before or after a trip.

When a call is necessary, carefully pull over to a safe area to do so.

Make the other party aware that you are driving and that you will call back.

Do not try to write while on the phone.

Do not dial a number, set up a speed dial in advance.

Install a hands free device

Most important, be aware of what is going on around you.

An abundance of studies on the health effects tied to cell phone usage, not to mention liability relevant to accidents involving an operator using a cell phone on company business, has caused some companies to expand their policies regarding the use of cell phones on the job. Here at Pan Am Railways, most of our managers use company issued cell phones, while some use their own. We have taken all the necessary steps to keep our employees out of harm's way, but ultimately it is the responsibility of every individual to be accountable for their own safety. Pan Am Railways has identified cell phone use to be unsafe in some situations and has incorporated Safety Rule PGR-L in its Safety Rule Book to address this conduct. Our company policy states that cell phones should be used primarily for company business and personal calls should be kept to the absolute minimum.

While in a company vehicle or your own, attention to driving skills is a top priority. Use common sense because your life or someone else's may depend on it.

Contributed by:
Gordon T. Riordan

Sources for research: ABC news, NHTSA, Insurance Information Institute, US News

PAN AM MANAGERS TAKE A “TEST RIDE”

The logistics of actually moving freight can be a mystery to non-railroaders and railroad employees alike, perhaps in large part because, as humans, we occasionally tend to focus on finite details without looking at the big picture. So even though an employee might not have a real appreciation as to how his or her function fits in overall, the fact is that each job on the railroad impacts the movement of freight across the system. In reality, the act of successfully transporting goods to and from entails the individual members of every department, from Transportation to Human Resources, working collectively to piece together a puzzle, so to speak, in precisely the right order to create a cohesive operation.

A short time ago, Pan Am Railways established a program that offered our managers the chance to ride a freight train for the purpose of observing firsthand the physical act of moving freight. Those who participated in riding our trains, in most cases, hold positions or manage employees that directly or indirectly facilitate the shipment and delivery of freight on a day-to-day basis, yet have never really witnessed the end results of those efforts. It also turned out to be a great chance for our conductors and engineers to meet face to face with some of the people that they have spoken with on the phone, in some instances for years, during the course of their railroad careers.

For myself, I remember driving to Ayer, Massachusetts at 3:00 A.M. and thinking how dark and quiet it was. When I arrived in the yard, I was amazed that it appeared to be the middle of the day. And for everyone in the yard, as well as the dispatchers who are in constant contact with the trains, it was the middle of their day. Crews were retrieving their assignments from the dispatchers, some were ending their tour of duty, and some were just getting started. Conductor John Pelligrino and Engineer Bill Keevan, who seemed to welcome the visit, greeted me at the yard. From their description of the train, the route we were going to take, and the companies that are served along the way, it was obvious that both John and Bill take great pride in their work. The trip provided everyone a chance to learn, up close and personal, how we all contribute in some manner to meeting the company's goal of shipping freight for our customers.

Many of the comments from individuals I directly spoke with who participated in our train ride program were similarly “thumbs up”. One trip in particular that stands out was taken by Supervisor of Track, East, Richard A. Blanchard, who, unlike those of us who work in the office, spends his days out in the field. He sees train and engine crews as a matter of routine and has an actual understanding of the physical characteristics of the track and machinery. So what made his trip so special?

As fate would have it, the engineer on the train going from Mattawamkeag to Northern Maine Junction would turn out to be one James E. Blanchard, Dick's brother! And this was to be no ordinary trip for Jim, but his last as an active engineer for Pan Am Railways since, upon arrival at “Keag”, he would gain a new status in his railroad career, that of a happy retiree. The very year that Jim received an honorable discharge from the United States Army where he had served from 1966 to 1975, he came to work for the Maine Central Railroad. From 1980 to this historic day, he had served as a Pan Am Railways' engineer. How fitting that this significant milestone capping off Jim's thirty-two years of dedicated service could be shared by the Blanchard brothers.

When asked why he chose this specific freight assignment, Dick stated that although 4:00 A.M. is not the ideal time for a retirement party, it presented a perfect opportunity to mark this very special occasion with his brother, talk with him on his last shift and wish him the best. Dick remembers Jim chatting about the hunting and fishing trip he had planned for the next day, how he hopes to play a “little” golf and, provided there is enough time in his new career as a retiree, maybe get a part time job at the golf course! Pan Am Railways joins with his brother Dick in wishing Jim and his family all the best.

Whether it was a Pan Am local or one of the larger trains that went a bit further on our rail system, to borrow a phrase, “it’s not the destination that matters, it’s the journey.” The “testing” period is over, and we are optimistic that the benefits will lead to implementation of a permanent, hopefully longstanding, program at Pan Am Railways.

Contributed by:
Cynthia S. Scarano



Hal Raven, Trainmaster/Road Foreman and Larry Ferguson, Director of Train Operations at Deerfield Yard.



Jason Sevene, Conductor on EDMO.



Larry Ferguson aboard EDMO.
Photo Credits: Debbie Bourassa



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