

Steven Connolly
9838 Old Baymeadows Road #217 307468
Jacksonville, Florida 32256

ENTERED
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November 11, 2023

Joseph P. Heinrichs, CEO
CSX Transportation Inc.
Water Street 15th Floor
Jacksonville, Florida 32202

Re. CSX Corporation and CSX Transportation Inc.- Control and Merger of Pan Am Systems, Inc., Pan Am Railways Inc., Boston And Maine Corporation, Maine Central Railroad Company, Northern Railroad, Pan Am Southern, Portland Terminal Company, Springfield Terminal Railway Company, Stony Brook Railroad Company and Vermont and Massachusetts Railroad Company. STB Docket FD 36472.

Locomotive Idling Boston & Maine Portsmouth Branch.

Dear Mr. Heinrichs:

The reason for this letter is to request your assistance with existing railroad operations and the long-term forward direction of rail on the Seacoast region of New Hampshire.

Some months ago residents of Islington Creek (IC) began expressing concerns about frequent and continual locomotive idling near their living spaces. A precis is attached. Apparently, there has been some limited communication between the parties directed at both Pan Am Railways and more recently, CSX Transportation Inc. My reason(s) for contacting you directly is that as a former NH legislator I know that there are many state resources available in New Hampshire to address this issue, and despite these resources, it's my understanding that almost nothing has been done.

New Hampshire is a small state but it has an effective Bureau of Railroads within the state agency of the Department of Transportation. In addition to creating the State Rail Plan it administers capital programs such as the Rail Safety Improvement Act of 2008 over a state owned portfolio of over 500+ miles of railroad lines all of which were former B&M and Maine Central properties. In addition, the Bureau of Railroads has provided support and technical assistance to railroads throughout the state including the New Hampshire Northcoast, Milford-Bennington and the Conway Scenic. In addition, the New Hampshire Business Finance Authority or BFA which is also very small has what I'd term an very good performance record in supporting business that is associated and near to rail. Examples include an intermodal fuel terminal and a steel fabrication

Mr. Joseph P. Heinrichs, CEO.

Page Two

company called Steel Elements Inc. ,both in northern NH, which with the assistance of a BFA State Loan Guarantee created at least 35 new jobs. All of this state direction, resources and experience could be used I think to quickly solve locomotive idling questions in Portsmouth, but in addition it could advance needed capital investment on this line which is clearly needed. As one example, and as you likely know Portsmouth is the only New England regional served port that has no real intermodal lift capability which I strongly believe is why Portland, Maine is now increasingly successful in the field of intermodal transportation, global based commerce and building long-term local tax base and quality employment in the New England region. I'm also questioning why Seacoast elected officials in the Portsmouth area haven't worked on the issues I've described. Quite frankly I don't think they have any interest.

During the acquisition process of Pan Am Railways Inc. CSX made some important statements about the future of rail service in New Hampshire and across New England which included, *"This acquisition demonstrates CSXs growth strategy through efficient and reliable freight service and will provide sustainable and competitive transportation solutions to New England and beyond."* - James M. Foote, CEO.

With idling locomotives, empty piers and economic challenges in historic Portsmouth, New Hampshire standing in the immediate background. I'm asking for your intervention and involvement to make this quality idea become a reality.

Sincerely

Steven Connolly

Attachments:

Precis Locomotive Idling B&M Portsmouth Branch.

Rail Safety Improvement Act of 2008.

Senator Susan Collins press release.

Certifications: I, Steven Connolly have sent a copy of this comment-submission to Joseph P. Heinrichs, CEO, CSX Transportation Inc. Water Street 15th floor, Jacksonville, Florida 32202

cc. Parties of Record.