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June 27, 2002



BY HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

Re: STB Finance Docket No. 33697 -- National Railroad Passenger
Corporation -- Petition for Declaratory Order -- Weight of Rail

Dear Secretary Williams:

Enclosed for filing are an original and ten copies of Northern New England
Passenger Rail Authority's Rebuttal Brief in this matter. Also enclosed are three
diskettes, each containing an electronic copy of the Rebuttal Brief.

Thank you for your assistance in this matter.

Sincerely yours,

N.M. Rosenblatt

Nathaniel M. Rosenblatt
Counsel for Northern New England
Passenger Rail Authority

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Encs.

cc (w/ enc.): The Honorable Linda J. Morgan (courtesy copy)
The Honorable Wayne O. Burkes (courtesy copy)
All Parties of Record

BEFORE THE
SURFACE TRANSPORTATION BOARD



National Railroad Passenger
Corporation -- Petition for
Declaratory Order -- Weight
of Rail

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**NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY'S
REBUTTAL BRIEF**

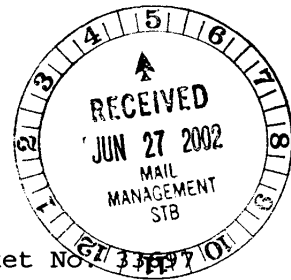
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June 27, 2002

BEFORE THE
SURFACE TRANSPORTATION BOARD



National Railroad Passenger
Corporation -- Petition for
Declaratory Order -- Weight
of Rail

STB Finance Docket No. 67-3597-101

**NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY'S
REBUTTAL BRIEF**

The Northern New England Passenger Rail Authority ("NNEPRA") hereby submits its Rebuttal Brief in support of the National Railroad Passenger Corporation's ("Amtrak") Motion for Further Clarification of the Board's October 22, 1999 Decision.

For the reasons explained in Amtrak's Rebuttal Brief (in which NNEPRA joins) being filed contemporaneously herewith, NNEPRA urges the Board to permit Amtrak to conduct 79 miles-per-hour passenger operations over Guilford's 1/ line between Plaistow, NH and Portland, ME (the "Plaistow-Portland line"). Approximately \$54 million of federal and state monies have been spent to rehabilitate the Plaistow-Portland line so that it can accommodate 79 miles-per-hour Amtrak operations. The evidence in this proceeding demonstrates conclusively that the

1/ Springfield Terminal Railway Company, Boston and Maine Corporation, and Portland Terminal Company are referred to collectively as "Guilford."

rehabilitation project has successfully met its objective, and that 79 miles-per-hour Amtrak operations are now fully justified.

NNEPRA anticipates that substantial public benefits will accrue from increasing Amtrak's operating speeds from 60 miles per hour (the current ceiling) to 79 miles per hour. These include enhanced ridership on the subject Downeaster service being provided by Amtrak (with associated increased revenues), a reduction in highway traffic, and greater passenger convenience. Moreover, the increased operating speeds - with the attendant increased revenues - will assist in bolstering the long-term viability of this valuable service.

* * * *

For the reasons stated above, NNEPRA urges that the relief requested by Amtrak be granted.

Respectfully submitted,



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June 27, 2002

CERTIFICATE OF SERVICE

I hereby certify that on this 27th day of June, 2002,
I caused to be served by the means indicated below a copy of the
foregoing Northern New England Passenger Rail Authority's
Rebuttal Brief on the following:

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