

EO-1879



Re: Friday's Conference Call - Hampton Branch
David Navecky to: Burns, Robert
Cc: "Theriault, Roland"

03/19/2012 11:14 AM

Good morning, Bob -

Yes, please prepare a letter to the NH Division of Historical Resources, with the STB copied as a "cc." The letter should specify your most likely options. For the salvage option, please be as specific as possible. For example, if you intend to remove the rails only, the letter should also specify that the ties, ballast, and all existing structures would remain in place. For rail removal, it would be useful to note that rail removal would occur entirely from the existing rail bed, and that adjacent areas would not be disturbed, nor would new access roads need to be constructed to facilitate rail removal (as applicable).

Under the rail salvage and no identified buyer scenario, it would also be useful to specify any anticipated maintenance activities for existing structures, as requested by the state during Friday's conference call. Perhaps these maintenance activities would be limited to what is necessary to ensure that rail crossings of public or private roads are safe. Or perhaps no maintenance activities would be planned at all.

Please let me know if you have any additional questions.

Thanks,

Dave

"Burns, Robert"	Good Morning David: After our conference call o...	03/19/2012 08:55:16 AM
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From: "Burns, Robert" <rburns@panam.com>
To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>
Cc: "Theriault, Roland" <rtheriault@panam.com>
Date: 03/19/2012 08:55 AM
Subject: Friday's Conference Call - Hampton Branch

Good Morning David:

After our conference call on Friday I had to run off to a meeting and then was out-of-pocket during the afternoon. This A.M. I did follow-up with Roland (Real Estate VP) regarding his take on the call. We were both kind of confused as to where things were left. My notes indicate that they requested further comment/description on any salvage activities after abandonment, if any, and or any other plans we might have for the line and there affects to the structures, if any. Is this accurate? Basically we are expected to do one of two things: 1.) Pick-up the rail with no disturbance to the structures, for salvage; or, 2.) Sell the land outright to the State (or some other interested party). The conditions of the sale are obviously unknown at this time (i.e. with or without the rail, etc.).

Any clarification on this would be appreciated.

Thanks,

Bob

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