



Scenic Train Rides Through Crawford Notch

It is the position of Profile Mountain Holdings DBA Conway Scenic Railroad that the current language of the State of Maine Railroad Preservation Act supports the development opportunities which our company is working on, relating to the restoration of rail freight services on the Mountain Division Rail Line. We respectfully ask that no modification be made to the existing language which was intended to protect the interests of property owners adjacent to the rail line as well as rail shippers in both Maine and New Hampshire. Modification of Sec. 7. 23 MRSA §7107 is deliberate in nature to further the cause of a non-rail use which has negligible financial benefits as compared to an active rail freight corridor as proposed by our company.

A price differential between truck and rail modes of transportation can be easily determined for each potential rail shipper that our company has identified. Current and future market share losses need to be considered in calculating true economic impact. Additionally, the significantly reduced carbon footprint of rail versus truck needs to be quantified and accounted for. Rail shippers have shown the ability to sue in Federal Court for rate differentials or surcharges. The impact of future litigation by these entities should be considered.

Profile Mountain Holdings Corp. is positioned to work with Maine DOT in creating a long lasting public private partnership for restoration of freight rail service on the Mountain Division.

Jason Briggs

Manager of Government Relations, Profile Mountain Holdings Corp. dba Conway Scenic Railroad

Profile Mountain Holdings Corp. d/b/a Conway Scenic Railroad, embraces a culture based on our core values of integrity, relationships and excellence. These values define who we are and what we do, as individuals and as a company.

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