

From: Cunningham, Kelly A <Kelly.Cunningham@amtrak.com>

Sent: Thursday, September 10, 2020 9:04 AM

To: Scott Kuxmann <Scott.Kuxmann@cn.ca>

Cc: Brophy, Jane <Jane.Brophy@amtrak.com>

Subject: McComb Sub Timetable Speeds at Southport Jct

Hi Scott,

Any updates on the CN TT speed change for McComb sub between MP 906.4 and 908.6?

As a reminder, Southport Jct – CN at Southport has a 50 mph PSR. Amtrak property starts just after Southport with a 30mph PSR. It's virtually impossible to run 50 mph at Southport when the speed is 30 mph on the other side of the diamond. Even though TSR of 25mph exists (at least as recent as March), Amtrak would like the PSR at Southport to be 30 mph (McComb Subdivision between MP 906.4-mp 908.6).

Thanks,

Kelly

Kelly Cunningham, PMP

Principal Host Railroad Development, Amtrak Host Railroad Group

Phone: 215-349-2427, ATS: 728-2427, Mobile: 215-341-5334



Hi Scott,

Hope all is well with you. Just following up on a few risk mitigation items on the City of New Orleans route:

1. Southport Jct – CN at Southport has a 50 mph PSR. Amtrak property starts just after Southport with a 30mph PSR. It's virtually impossible to run 50 mph at Southport when the speed is 30 mph on the other side of the diamond. Even though TSR of 25mph exists (at least as recent as March), Amtrak would like the PSR at Southport to be 30 mph (McComb Subdivision between MP 906.4-mp 908.6). **Can this change be made in CN's TT?**
2. For the installation of DTMF switches, I have a \$2,625,614 for installation but I don't remember getting any **annual operating costs**. Do you have those?

And on Michigan route:

3. Regarding the **signal aspect at Federal Jct**, Conrail is supposedly reaching out to someone at CN regarding this. Eric Levin or Kris Kneib at Conrail may be able to assist.

Thanks,

Kelly

Kelly Cunningham, PMP

Principal Host Railroad Development, Amtrak Host Railroad Group

Phone: 215-349-2427, ATS: 728-2427, Mobile: 215-341-5334

