

E1-18767
07W
PD-35522

June 30, 2011

Mr. Kevin Keller
HDR Engineering, Inc.
4435 Main Street
Suite 1000
Kansas City, Missouri 64111

Dear Mr. Keller:

This refers to your letter of May 25, 2011 regarding the proposed CSX Transportation, Inc. ("CSXT") acquisition of a 22.3-mile portion of Canadian National Railway's ("CN")/Grand Trunk Western Railroad Company's ("GTW") Elsdon Subdivision rail line between Munster, IN, milepost 31.0, and Elsdon, IL, milepost 8.7 (the "Elsdon Sub"), Finance Docket No. 35522. Amtrak would like to offer the following information on current passenger operations on the Elsdon Sub as related to the economic, social, and environmental effects of the proposed transaction:

Currently, Amtrak operates passenger service on a segment of the line between Munster, IN (MP 31.0) and Thornton Jct, IL (MP 25.2), a total of 5.8 miles. The trains are the *Cardinal* passenger service 3 days per week between New York and Chicago and the *Hoosier State* passenger service the remaining 4 days per week between Indianapolis and Chicago. The combined service consists of one train each way per day on this segment, currently scheduled to operate westbound from 8:37am to 8:46am Central time and eastbound from 6:40pm to 6:48pm Central time.

Amtrak's long range plans include up to 5 additional roundtrips between Chicago and Cincinnati via Indianapolis via portions of the Elsdon Sub. These plans are part of the Midwest Regional Rail Initiative.

In calendar 2010, the *Cardinal*/*Hoosier State* service on this segment experienced 2,768 minutes of host responsible delays per 10,000 train miles, and over 60% of those delays due to Freight Train Interference. The proposed transaction indicates that the daily amount of freight trains on the Munster-Thornton Jct segment would decrease by almost 1 train per day. In addition the proposal includes elimination of 12 daily trains on the Joint UP/CSXT segment between Thornton Jct and 80th Street, Chicago, which also currently hosts the *Cardinal*/*Hoosier State* service.

To the degree that delays to Amtrak trains are reduced and additional Amtrak frequencies are accommodated as a result of this proposal, Amtrak ridership may potentially increase due to people switching from other modes to train travel, thereby providing environmental benefits.

We believe that attaining these potential benefits would require CSXT to maintain the current condition of the infrastructure (FRA Class 4) as well as provide priority dispatching and operating protocols for Amtrak trains.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. Vilter", with a large loop at the beginning and a trailing flourish.

Paul Vilter
AVP Host Railroads

Cc: Mike Franke