

El - 20536



RE: FD 35523 Follow-up Questions

Louis E. Gitomer to: David.Navecky@stb.dot.gov

Cc: Melanie Yasbin

08/08/2014 10:40 AM

History:

This message has been replied to and forwarded.

Dave - Dave - The Louisville connection track from Central Ave. (north end of Osborn Yard at Louisville) to the LIRC is not a Key Route. The Louisville secondary track in Indianapolis from MP 4 to IU tower is not at Key Route. IU is the name of the interlocking tower where the routes join in downtown Indianapolis. IU derives from Indianapolis Union Ry that once controlled the tower.

The main lines east and west from Indianapolis (the Indianapolis Line (Indianapolis to Sidney) and the St. Louis Line (Indianapolis to St. Louis)) are both Key Routes.

I hope this answers your questions. Let me know if you need anything else. Thanks. Lou

From: David.Navecky@stb.dot.gov [David.Navecky@stb.dot.gov]
Sent: Tuesday, August 05, 2014 8:55 AM
To: Louis E. Gitomer
Cc: Melanie Yasbin
Subject: RE: FD 35523 Follow-up Questions

Lou -

HDR may be familiar with all these terms, but I am not. I'm uncertain where the St. Louis Line is or what "IU" is. Can you clarify for me please?

On the south end, is identifying the status (key route or not) of the Louisville Connection still pending?

Thanks,

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov

From: "Louis E. Gitomer" <Lou@lgrailaw.com>
To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>,
Melanie Yasbin <Melanie@lgrailaw.com>
Date: 08/04/2014 04:48 PM
Subject: RE: FD 35523 Follow-up Questions

Dave - As far as key routes on the north end, the LIRC movements will connect to the Indianapolis Line and the St Louis Line at IU and both lines

are indeed key routes. The connection between the Indianapolis Line at IU to MP 4 is not. Lou

From: David.Navecky@stb.dot.gov [David.Navecky@stb.dot.gov]
Sent: Monday, August 04, 2014 10:02 AM
To: Louis E. Gitomer; Melanie Yasbin
Subject: Fw: FD 35523 Follow-up Questions

Lou and Melanie -

Responses to questions 1 and 2 below are still outstanding. We will need these by the end of this week.

Thanks,

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov

----- Forwarded by David Navecky/STB on 08/04/2014 10:00 AM -----

From: David Navecky/STB
To: Louis E. Gitomer <Lou@lgraillaw.com>, Melanie@lgraillaw.com
Date: 07/15/2014 10:58 AM
Subject: FD 35523 Follow-up Questions

Lou and Melanie -

We have some follow-up questions.

1. Impacts to Existing L&I and CSXT Train Traffic During L&I Line Improvements

What do the two railroads anticipate doing with the existing rail traffic on the L&I Line during upgrades of the L&I Line including replacement of the Flatrock River Bridge? Will there be interruptions, delays, reroutings? I can envision existing traffic possibly being accommodated during general track upgrades. What happens to the rail traffic when the bridge is removed and being reconstructed is a different matter.

2. Key Routes from a Hazardous Materials Perspective

The L&I Line is not a key route, but the Indianapolis Line Subdivision is a key route. What about the Indianapolis Belt Line and Louisville Connection?

3. Withdrawal of Two New Sidings

OEA still needs the letter from CSXT stating that the previously discussed, potential two new sidings, are no longer under consideration at this time. We will need that letter sooner rather than later, preferably in the next couple of weeks.

Thanks,

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov