



RE: FD 35523 Follow-up Questions

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

08/04/2014 04:48 PM

History: This message has been replied to.

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

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----- 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

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