



November 24, 2014

Dave Navecky
Surface Transportation Board
395 E Street, SW
Room 1104
Washington, DC 20423

RE: Docket No. FD35523, CSX Transportation, Inc. – Joint Use – Louisville & Indiana Railroad Company, Inc.

Dear Mr. Navecky:

On behalf of Schneck Medical Center, please accept this response letter regarding the CSX Transportation (CSXT), Inc. and Louisville and Indiana Railroad Company (L&I) proposal to increase rail traffic on the L&I rail line between Indianapolis, Indiana, Louisville, Kentucky, and Cincinnati, Ohio.

Schneck Medical Center is the sole provider of hospital and emergency medical services in Seymour, Indiana, located approximately midway between Louisville and Indianapolis. The Medical Center is located west of the current north-south railway. The majority of the population of Seymour lives east of the railway. Most of the large retail outlets and industrial parks in Seymour are also located east of the railway.

While we support industrial growth and development, we are concerned with community safety and emergency services response times in a scenario where nearly all east-west crossings in the community are blocked by the railway. We feel the increase in rail traffic will have a negative impact in the following areas:

1. **1-65 Corridor Response Time** - In addition to extending the response time to all calls originating east of the railway, the increased train traffic will grossly extend emergency services response times to the I-65 corridor, which runs on the east side of the city.
2. **Critical Patient Response Time** - Extending transfer times of critical patients to the Schneck Medical Center and those that are transferred from Schneck to other hospitals north and south of Seymour.
3. **Cardiac Catheterization Response Time** - Schneck and the Jackson County Emergency Medical Service have established world-class response times in the treatment of heart attack patients, a situation in which “time is heart muscle”. This process involves transferring

patients to the cardiac catheterization lab at Columbus Regional Hospital north of Seymour, accessible only by crossing the railway.

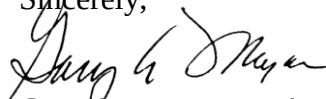
4. ***No Alert Mechanisms at Crossings*** - Many of the railroad crossings in our community have poor or no alert mechanisms (flashing signal, barriers) of oncoming trains. Often times these crossing are only marked by a railroad crossing sign.
5. ***Poor Visibility at Crossings*** - Compounding the above problem is the fact that many crossings have poor visibility when approaching to cross the railway.
6. ***Increased Rail Traffic--Increased Train Speed*** - Trains that pass through our community are typically moving at a slow rate of speed. We are concerned the poor visibility and no alert mechanisms at some of the crossings is a "recipe for disaster". Communication will be critical in educating the community of the railway changes.
7. ***Operational Issues that Block Crossings*** - While every minute can be precious in an emergency, crossings blocked for extended periods of time are a much greater problem than simply having to wait while a train passes. A variety of railroad operational issues can lead to trains stopping in a position that blocks a crossing. Given the growth in both rail and highway traffic, it is likely that the problem of blocked crossings will only continue to increase.

We request that CSXT and L&I work actively with our community to identify safety and access issues and develop remedies including:

- (a.) constructing grade separations allowing continuous east-west access on U.S. Highway 50 through the Seymour community and
- (b.) constructing a satellite facility for the Jackson County Emergency Medical Service east the current rail line as a short term solution until the grade separations are completed.

Thank you for hearing the concerns of Jackson County and its surrounding residents.

Sincerely,



Gary A. Meyer, MHA
President/CEO