

EI-20317



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September 26, 2013

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

Re: Docket No. FD 35523, CSX Transportation, Inc.—Joint Use—Louisville & Indiana  
Railroad Company, Inc.

Dear Mr. Navecky:

I am writing as an interested citizen to comment on the Draft Environmental Assessment that has been distributed regarding the above-noted proposed project.

The City of Seymour is bisected by the north-south L&I line which passes through the downtown commercial district of the City. Additionally, the City is bisected by an east-west CSXT line that was formerly the B& O Railroad. CSXT currently routes two (2) trains daily north on the L&I line from Louisville to Seymour and then transferring to the CSXT line for travel eastward from Seymour toward Cincinnati. The CSXT trains that travel from south to east through Seymour currently cause delays in automobile traffic on two major highways through the City, e.g. highway U.S. 50 (E. Tipton Street) at the L&I rail line and State Highway 11 (Broadway Street) at the CSXT rail line. Motor vehicle traffic comes to a standstill in downtown Seymour because both highway crossings are blocked simultaneously as the trains travel along the circular tracks northbound and then eastbound. If those trains are to be eliminated as the Application filed in this case contends, the aggravation of these traffic jams would be eliminated. However, a significant increase in the number of trains traveling that route and blocking those two highway grade crossings simultaneously could have a negative impact on public safety vehicles being able to cross over the rail lines in an emergency.

There is an underpass on the west side of Seymour and an overpass on the east side of Seymour for automobile traffic to use in avoiding trains on the east-west CSXT rail line. However, there are no such structures allowing motorists to avoid train traffic on the north-south L&I rail line. Additional train traffic on that line will likely result in more delays to automobile traffic and adversely impact the movement of public safety vehicles in the event of an emergency. The addition of an overpass or an underpass somewhere in the City of Seymour would exacerbate that situation. Substantial financial assistance from state and federal government and the railroads would have to be made available for such a project to be built.

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Rodney E. Farrow  
Travis J. Thompson

There was mention in the EA of a Hamilton Township Fire station within close proximity of the L&I line. I think that information is incorrect. The Hamilton Township fire station is actually located in the unincorporated community of Cortland, Indiana, approximately 3 miles west of the City of Seymour. That fire station may have a Seymour mailing address but it is not within the city limits of Seymour, nor is it close to the L&I rail line.

It was not mentioned in the Draft EA, but the Redding Township Fire District has a relatively new fire station that is situated just north of the City of Seymour in the unincorporated community of Rockford (at the northeast corner of High Street and Reddington Street). This fire station is located approximately 2 blocks east of the L&I rail line, and houses equipment of the Redding Township Volunteer Fire Department. Fire and rescue runs made from that station to rural areas of Redding Township that are situated north of the fire station and west of the L&I rail line could be delayed by increased train traffic on the rail line.

Thank you for your consideration of my comments.

Sincerely,

Rodney E. Farrow

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Travis J. Thompson