



# *Riverport Railroad, LLC*

3177 McIntyre Road Ste #1  
Savanna, IL 61074-8613

Daniel R. Elliott III, Chairman  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423-0001

29 August 2014

Dear Mr. Elliott,

Your request was forwarded to me from the ASLRRRA. Below are my answers to questions you outlined in your letter.

- 1) Expectations for any seasonal peaks in traffic and the actions they will take to prepare for those peaks, with specific reference to commodities such as grain, coal, crude oil, ethanol, propane, chemical and automobiles
  - a. Riverport Railroad LLC is a terminal and switching railroad that mainly stores railcars and provides a railcar cleaning and repair facility on site in conjunction with Rescar. We expect Rescar's traffic to increase as more customers upgrade existing tank cars in order to conform to the new FRA standards. To prepare for these increases we will hold the overflow of cars to be worked by Rescar in our storage yard until there is room in their facility to work them.
- 2) Description of available resources to meet potential increases in traffic volume, including a discussion of freight car, locomotive and labor (train crew) availability
  - a. Riverport Railroad LLC is a Class III short line railroad and does not transit the mainline; Riverport is served by the BNSF exclusively from their mainline through the Robinson Spur interchange. When BNSF experiences unusual traffic surges, Riverport offers BNSF space to park trains in our terminal, when space is available. This enables BNSF to reduce congestion on their main line.
- 3) Capital investment made to accommodate additional traffic demands
  - a. Currently Riverport has purchased several thousand ties and other track material to upgrade our track and also allowed us to bring back track that was out of service into full terminal operating conditions. This had added additional storage space and increased our capacity to 2550 car spots.
- 4) Plans for dealing with protracted congestion on the rail network, severe winter weather conditions, or any other factor that affects normal rail operations
  - a. Riverport Railroad LLC has a main yard that interfaces with the BNSF at Robinson Spur and when the BNSF's mainline is congested we offer our main interchange yard to BNSF to store and hold trains. To deal with severe weather conditions, such as heat, we modify our crews' hours to avoid working in excessive heat and during severe cold our crews again work modified hours/shifts to avoid extreme cold.

If I can be of any further assistance please let me know.

Amiee Martelle  
CEO, COO and CFO

CC ASLRA