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Mr. Ross Patronskey
Chairman CMAQ Project Selection Committee
Chicago Metropolitan Agency for Planning
233 S. Wacker Blvd. Suite 800
Chicago, IL 60606

RE: Project 07080010 - Village of Riverdale, IL and CSX
Transportation, Locomotive Repower - Request for Project
Modification

Dear Mr. Patronskey,

In January 2009, CSX Transportation, Inc. (CSXT) submitted a CMAQ application requesting funding towards the repower of four conventional diesel switcher locomotives with non-road based generator set (genset) technology. The proposal has since been accepted and the agreement is currently being prepared for signature/approvals.

By this letter, CSXT is specifically requesting to modify the project from multi-engine to single-engine genset locomotive configurations. Since the time of the original application, CSXT has been evaluating the availability of single-engine genset switcher locomotive platforms and currently there are several manufacturers that are offering them with EPA Tier 3 line-haul certification. CSXT is engaged in discussions with EMD, Caterpillar, and MTU to determine engine performance and availability. Upon your approval and execution of the contract, CSXT will conduct a competitive procurement to select the project vendor.

A contributing factor to this request is that CSXT has undertaken several multi-engine repowers, and we are experiencing issues with service availability and performance in several locations due to the increased maintenance requirements of the multi-engine technology. Although there are fuel savings, these savings are somewhat offset by increased maintenance intervals and associated costs of the high-speed non-road certified engines. Also, the transition of our maintenance program and personnel from a medium-speed (900 rpm) single-engine fleet to one that includes limited numbers of high-speed (1800 rpm) multi-engine units has uncovered concerns regarding implementation of the multi-engine units. As an example, CSXT mechanics are highly trained with respect to medium-speed engines

and the current internal maintenance, as well as Federal Railroad Administration (FRA) required maintenance intervals, which are not consistent between multi-engine and single-engine locomotives. Specifically, the single-engine locomotives are designed to conform to the FRA 92-day maintenance and inspection intervals. However, because the multi-engine units require more frequent maintenance intervals, they are not available to cover CSXT's operational requirements as often.

By repowering with a single-engine unit, CSXT will be able to achieve emission reductions near to those for a multi-engine unit and will be able to continue with existing maintenance intervals. One of the preferred options available for a single-engine genset employs an EMD 8-710 engine; CSXT has a significant number of EMD-powered locomotives in the fleet. Repowering with a single-engine configuration would allow for streamlined transition for the operations and maintenance personnel (e.g., similar operating characteristics, maintenance requirements) from the older pre-emission regulation to the current state-of-the-art EPA certified locomotives.

In summary, CSXT would like your concurrence with substituting the single engine technology on this project. After you have had the opportunity to review, please let me know if you have any questions or comments.

Sincerely,



Carl Gerhardstein, PE
Assistant VP, Environmental Systems and Sustainability

Cc: Jason Johnson (IL DOT)
Tom Livingston (CSXT)
Village of Riverdale, IL