

k) Will the trains with LNG consist operate with an absolute block ahead, until PTC becomes active?

Yes, all LNG consist trains will operate under signal indication while on the main track controlled by a centralized traffic control system. In FECR Yards, signals on main track are automatic block signal system. FECR also operates a 40 Hz Automatic Train Control (ATC) signal system with “in-cab” signal aspects as well as wayside signals. Currently, this is the safest conventional signal system used by any railroad in North America. Crews must comply with signal indications or the ATC signal system will bring the train to stop. The company is also currently working on design and installation of an Enhanced ATC (EATC) Positive Train Control (PTC) system overlay that will be used where passenger and freight trains operate on common tracks.

l) What are the test “success” criteria? Also, what are the criteria for immediate stoppage of the test, or termination of the project?

Safety of LNG testing will be the first and foremost measure of success. In addition, FECR intends to monitor performance with several other areas critical for success:

- Crews must remain undistracted from normal duties while operating an LNG consist
- Employees demonstrate proficiency with coupling and uncoupling LNG equipment
- Locomotive transition from gas to diesel operation must be seamless
- Ability to manage pressure within the Tender during consumption cycle
- No difficulty in building or switching with LNG consist within Yards
- Proficiency in safe fueling of LNG equipment
- High availability and reliability of LNG equipment
- Achieve diesel substitution rate as expected
- No degradation of HP from operating with LNG
- Leadership in the rail industry supporting other companies transitioning to LNG

Safety issues that could endanger the Crew, the Public or train movement would result in an immediate stoppage of the test until permanently and effectively resolved. These may include:

- A safety issue that could result in a release of gas
- Mechanical failure of either the Locomotive, Tender or control systems
- Problem or non-compliance with the Tender rail platform as determined by FRA rules
- An unforeseen problem requiring engineering solution to resolve

There is no plan to terminate the LNG fueling initiative on FECR and we are committed to the continuation of the LNG fueling initiative. FECR has made a strategic choice to transition to LNG as have other forms of public transportation, utilities, and private industry. FECR will persevere to ensure safe and successful operation with LNG.