

On FECR Train 111, the LNG Consist will run on the head end of the train. Directly behind the LNG Consist will be one (1) or two (2) conventional FECR road locomotives (GE ES44C4 or EMD SD40-2) required to power the train once the LNG consist is cut off in New Smyrna Beach. FECR may also elect to have a conventional road locomotive (GE ES44C4 or EMD SD40-2) in the lead of the train.

Upon arrival in New Smyrna Beach, the LNG Consist will be cut away from Train 111 and yarded. FECR Train 111 will continue to Ft. Pierce, FL with non-LNG locomotives. The LNG Consist will be turned on the New Smyrna “wye” and prepared for use of the Northbound Train 212 from New Smyrna to Jacksonville.

During this time between Train 111 and Train 212, the LNG Consist will be inspected at New Smyrna Beach Locomotive Shop for basic functions, mechanical attributes and variables and for proper operation.

When northbound FECR Train 212 arrives in New Smyrna from Ft. Pierce, the original power will be cut away from the train and the LNG Consist will be coupled to the head prior to departure for Bowden Yard in Jacksonville.

Upon arrival in Bowden Yard, the LNG Consist will be uncoupled, turned on the wye track, inspected and serviced as to be prepared for the next southbound Train 111 trip. If the number of cars on the revenue train for this short move is light, FECR may utilize a conventional SD40-2 diesel locomotive(s) to provide resistive force through dynamic braking to simulate the load of a larger train.

The LNG Consist will be subjected to a pre-trip inspection in according with documented FECR procedures. FECR will utilize an experienced FECR crew, previously trained on the properties and operation of LNG as a locomotive fuel, to operate the LNG Consist. Additionally, FECR will have a GE LNG engineering representative onboard the LNG Consist at all times for each run.

FECR requests FRA support and concurrence with the steps listed above so that we can remain on schedule. In the next few weeks FECR will provide FRA with an outline of “Phase 3 LNG Testing” to be conducted on the general system in 2016-17 which will include additional LNG locomotive conversions and Tenders.

FECR continues to be appreciative of the guidance and support from FRA in regard to testing LNG in railroad operations on our network.

Sincerely,

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Senior Vice President  
Engineering, Mechanical and Purchasing