

Question: Can you elaborate on what can/can't be done around the remediation in place on the Blackwell Line resulting in the zinc contamination? I've read the original reports and I'm unsure as to if the remediation boundary has been pierced. Ballast was laid down and that was deemed sealed. Trying to get a sense of the exact environmental situation there as of now.

Answer: When the Department was looking into buying the Blackwell Line in the late '90's to preserve rail corridors in the state, the zinc contamination around the former smelter site precluded the possibility of buying any part of the line west of 13th street. The rail line east of 13th street continuing to the Kansas state line, i.e. the part owned by the state and currently up for bid proposals, has no environmental restrictions that the Department is aware of.

Question: Can you provide any connection agreements or contact info for the connecting operator to the north? My understanding is that the BIA owns the Kansas division up to Wellington. I'd like clarification on that and information on who to contact to understand service and costs connecting to the BNSF at Wellington, etc.

Answer: The Blackwell Industrial Authority does own the Kansas division up to Wellington, Kansas. The Blackwell and Northern Gateway Railroad Company (BNGR) operates on the line. These two entities will have the information on service and costs, connections, etc.

The contact for the Blackwell Industrial Authority is as follows:

John Robertson
BIA Director
120 S. Main
PO Box 150
Blackwell, OK 74631
Phone: 580-363-2934
Email: jrobertson@blackwellindustrialauthority.com

The contact for the Blackwell and Northern Railroad Company is as follows:

Scott Nauer
Director of Operations
1910 W. Ferguson
Blackwell, OK 74631
Phone: 815-355-0754
Email: s.nauer@blackwellrr.com

Question: Can you clarify the connection rights with the Union Pacific in Wellington, Kansas?

Answer: BNGR interchanges with BNSF in Wellington, Kansas. They have the right to interchange to the UP in Wellington for a fee. BNGR and BNSF will have information on the fee for the interchange.

Question: Are Line Inspection reports available?

Answer: The most recent FRA Line Inspection reports are available on the department website for both the Cowboy Sub and the Blackwell Line.

Question: Maintenance Costs for Blackwell and Cowboy Sub.

Answer: The following table has the maintenance costs from 2011-2014:

Year	Cowboy	Blackwell
2014	\$44,935.75	\$153,796.00
2013	\$212,095.92	\$217,123.00
2012	\$115,606.76	\$140,385.00
2011	\$261,075.00	\$140,385.00
Total	\$633,713.43	\$651,689.00

Maintenance activities include tie replacement, bridge rehabilitation, crossing work, and track replacement.