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## VIA E-FILING

Cynthia T. Brown  
Chief of the Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, SW  
Washington DC 20423-0001

Re: Finance Docket No. 32760 (Sub-No. 46)  
BNSF Railway Company – Terminal Trackage Rights – The Kansas City Southern  
Railway Company And Union Pacific Railroad Company

Dear Ms. Brown:

Enclosed for filing in the above referenced matter is a corrected copy of Figure 2 to the Joint Verified Statement of Steve Sullivan and John Ireland located on page 141<sup>1</sup> of Volume I of Kansas City Southern Railway Company's ("KCS") Reply to BNSF Railway Company's ("BNSF") Opening Statement and Evidence ("Reply") filed in this proceeding on August 24, 2015. KCS recently discovered that Figure 2 contained errors in starting and ending times for several Lake Charles train movements. Therefore, KCS is filing this errata to provide a replacement page for page 141. The changes to Figure 2 do not affect any other portions of the Reply.

Please note, KCS originally designated Figure 2 as Highly Confidential; however, on October 22, 2015, Union Pacific filed a corrected version of its Counsel's Map Exhibit D as a public document, and the public version of the Counsel's Map contains the same information as Figure 2. Therefore, KCS is redesignating Exhibit 2 from Highly Confidential to Public. Please substitute KCS's new page 141 in both KCS's highly confidential and public versions of its Reply filed on August 24, 2015.

Respectfully submitted,



Crystal M. Zorbaugh

Enclosures

cc: Parties of Record

<sup>1</sup> Figure 2 is located on page 10 of the Sullivan/Ireland verified statement, which is also page 141 of the filing.

Figure 2  
Summary of KCS and UP jobs operating on the Rosebluff Lead

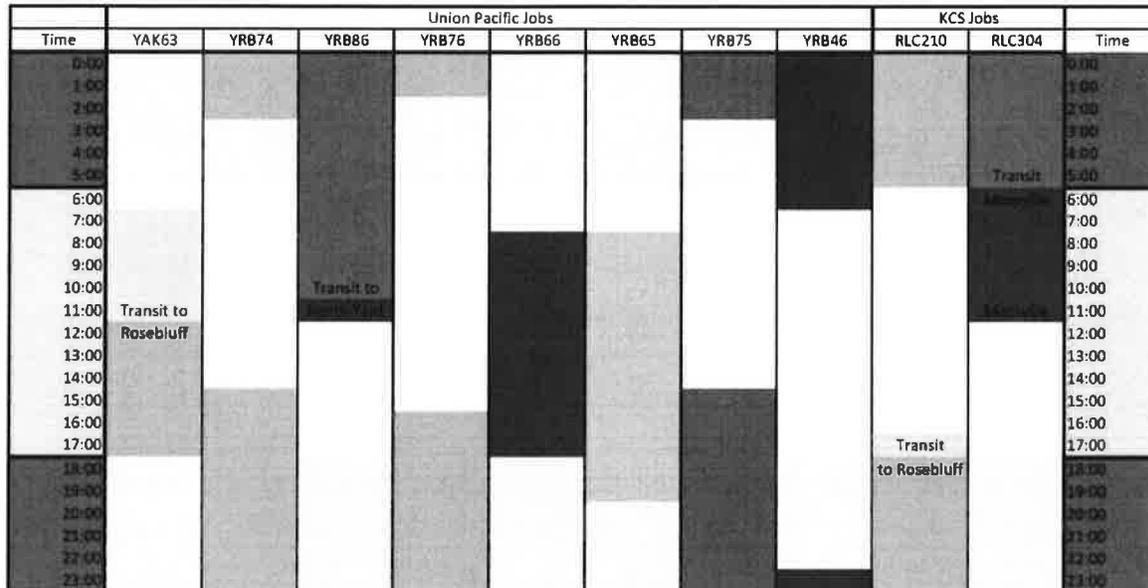


Figure 2 notes: A different color within the same job indicates that the job leaves the Rosebluff Lead. Exact transit times between yards vary according to the day. Activity times are estimated based on on-duty times, actual on-duty hours vary according to the day.

Mr. Scott and Mr. Meter report that coordination of daily operations between KCS and UP are handled on the local level. KCS Mossville based trainmasters regularly communicate with their UP North Yard counterparts to understand each other's requirements and limitations in Rosebluff Yard on any particular day. As RLC210 begins preparing to depart for Rosebluff Yard, the train's conductor will drive to Rosebluff Yard to speak with his or her UP counterpart to determine when that train will clear the yard. The relatively close proximity of UP and KCS facilities in Lake Charles allows this type of intensive and constant front line coordination.

Keeping operations running smoothly in Rosebluff Yard requires not only close coordination, but also a firm understanding of the daily operating challenges. Despite the presence of a well-established operating pattern governing KCS and UP operations in the Rosebluff Lead, both RLBA's onsite observations and interviews with local operating officials