



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

—
Writer's Direct Dial Number
(757) 629-2761
(757) 533-4872 (Fax)
E-mail: garrett.urban@nscorp.com

Garrett D. Urban
Assistant General Attorney

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ENTERED
Office of Proceedings
April 10, 2015
Part of
Public Record

April 10, 2015

VIA E- FILING

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

RE: Fort Transfer Company - Alternative Rail Service - Toledo, Peoria & Western
Railway Corp., STB Docket No. FD 35914
Supplement to Technical Conference Record

Dear Ms. Brown:

Norfolk Southern Railway Company ("NSR") participated via telephone in the Technical Conference held in the proceeding referenced above on Wednesday, April 1, 2015. NSR has reviewed the transcript filed April 8, 2015, and has no corrections.

NSR requests to supplement the record with the attached verified statement from Jackie Decker Corletto, Director, Strategic Planning, in response to the possibility raised during the conference of the Toledo, Peoria & Western Railway dropping off and picking up cars on the Morton lead, and Keokuk Junction Railway operating only over the Morton lead to bring cars to and from Fort Transfer Company.

Please do not hesitate to contact me should you have any questions.

Sincerely,



Garrett D. Urban

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. 35914

**FORT TRANSFER COMPANY – ALTERNATIVE RAIL SERVICE –
TOLEDO, PEORIA & WESTERN RAILWAY CORP.**

SUPPLEMENT TO TECHNICAL CONFERENCE RECORD

VERIFIED STATEMENT OF JACKIE DECKER CORLETTO

My name is Jackie Decker Corletto. I am employed by Norfolk Southern Corporation (“NS”) in the capacity of Director, Strategic Planning. My office is in Norfolk, Virginia. I have employed by NS since 1997 and have occupied my present position since 2010. One of my responsibilities in my current position is providing support to NS’s Transportation Department’s field operations in our Western Region. NS’s line of railroad between East Peoria and Crandall Junction, which is potentially implicated by this proceeding, falls within the Western Region.

During my participation via telephone in the Technical Conference held on April 1, 2015, a question was raised about the possibility of Toledo, Peoria, & Western Railway (“TP&W”) continuing to operate in its current manner with the exception of operating down the Morton lead to Fort Transfer Company. TP&W would instead only go onto the Morton lead to drop off and pick up cars, while Keokuk Junction Railway (“KJRY”) would operate over the Morton lead to serve Fort Transfer Company. At that time, I indicated that NS would have to look into the issue to determine if it would cause any operational difficulties and such a review had not taken place. *See Technical Conference Transcript* at 97. Subsequently during the Technical Conference,

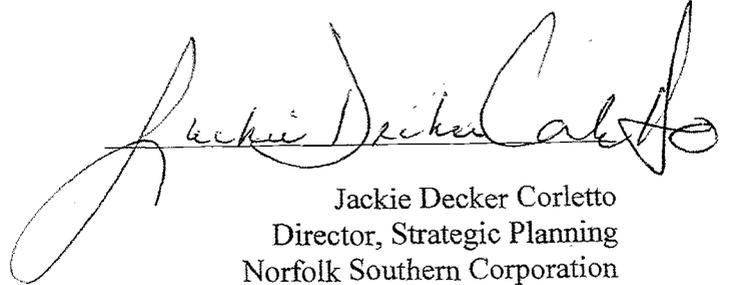
TP&W clarified that such an operation would involve dropping off and picking up the cars from a TP&W siding after exiting the NS main line at Crandall Junction, “just south or west of the diamond there.” *Technical Conference Transcript* at 143.

NS has undertaken a review of that possibility and has concluded that it could pose operational challenges depending on how KJRY would operate. As NS understands the proposal, if KJRY restricted the operations of its locomotive to the Morton lead, the proposal would not affect NS’s operations, because the only difference versus past practice would be in how the traffic is handled once off NS’s lines on the Morton lead. NS would have no objection to such an approach.

However, if KJRY’s locomotive would not remain on the Morton lead, such that KJRY would require rights to operate a locomotive over NS to access the Morton lead to spot cars or pull empties for Fort Transfer, the proposal would introduce another layer of complexity in coordinating an additional railroad’s access over NS’s line on top of TP&W’s operations. Business volumes have increased recently on the line, meaning additional operations would increase the likelihood of adverse impacts and delays to NS traffic. For those reasons, NS would not be in favor of such an approach.

VERIFICATION

I, Jackie Decker Corletto, declare under penalty of perjury that I am authorized to make this verification on behalf of Norfolk Southern Railway Company, and that the information included in the foregoing statement is true and correct to the best of my knowledge and belief.

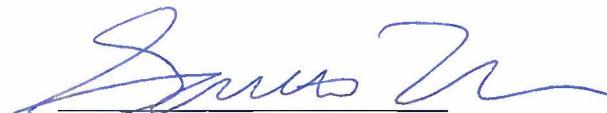


Jackie Decker Corletto
Director, Strategic Planning
Norfolk Southern Corporation

Dated: April 10, 2015

Certificate of Service

I certify that I have on this day, April 10, 2015, served copies of this document upon all parties of record in this proceeding via email, except that for the Village of Morton, a copy of the same was placed in the United States mail, postage paid.



Garrett D. Urban
Assistant General Attorney