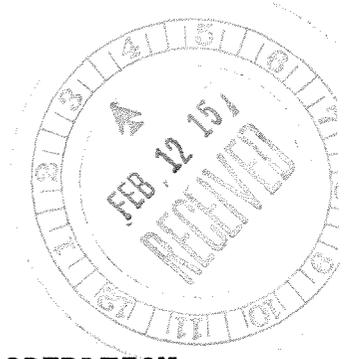


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February 13, 2015
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Before the
SURFACE TRANSPORTATION BOARD



Finance Docket No. 35873^{1/}

NORFOLK SOUTHERN RAILWAY COMPANY-ACQUISITION AND OPERATION-
CERTAIN RAIL LINES OF THE DELAWARE AND HUDSON RAILWAY COMPANY,
INC.

PETITION FOR LEAVE TO FILE PETITION
TO STRIKE AND/OR FOR ALTERNATIVE RELIEF

GORDON P. MacDOUGALL
1025 Connecticut Ave., N.W.
Washington DC 20036

February 13, 2015

Attorney for Samuel J. Nasca

1/Embraces also FD 34209 Sub-No. 1), Norfolk S. Ry. Trackage Rights Exemption-Delaware & Hudson Ry., and FD 34562 (Sub-No. 1), Trackage Rights Exemption-Delaware & Hudson Ry.

Before the
SURFACE TRANSPORTATION BOARD

Finance Docket No. 35873^{2/}

NORFOLK SOUTHERN RAILWAY COMPANY-ACQUISITION AND OPERATION-
CERTAIN RAIL LINES OF THE DELAWARE AND HUDSON RAILWAY COMPANY,
INC.

PETITION FOR LEAVE TO FILE PETITION
TO STRIKE AND/OR FOR ALTERNATIVE RELIEF

Samuel J. Nasca,^{3/} for and on behalf of SMART/Transportation
Division, New York State Legislative Board (SMART/TD-NY), submits
this petition for leave to file the attached Petition to Strike
and/or For Alternative Relief.

Ordinarily, petitions to strike improper material are due 20
days from the objectional filing. 49 CFR 1104.13(a). Here, the
Norfolk Southern Railway (NSR) pleading NS-13, containing 46
statements and other material, was filed January 21, 2015, such
that motions to strike were due February 10, 2015.

This SMART/TD-NY petition seeks leave to file its motion to
strike three days late; however, this petition for leave may be

2/Embraces also FD 34209 Sub-No. 1), Norfolk S. Ry. Trackage Rights
Exemption-Delaware & Hudson Ry., and FD 34562 (Sub-No. 1), Trackage
Rights Exemption-Delaware & Hudson Ry.

3/New York State Legislative Director for SMART/TD, with offices at
35 Fuller Road, Albany, NY 12205.

unnecessary, inasmuch as another objecting party, CNJ Rail Corporation (CNJ), on January 28, 2015, filed its objection to NS-13, such that the attached SMART/TD-NY petition also may be deemed a reply in support of the CNJ request, filed 16 days thereafter.

In any event, good cause exists for filing the attached SMART/TD-NY petition to strike and/or for alternative relief. The numerous filings on or about January 21, 2015, and thereafter, in support of the control transaction, rather than compliance with the STB's schedule calling for opposition statements at that time, created considerable confusion and unfairness with procedural and substantive aspects of the Board's Decision Nos. 1 & 4. This situation caused SMART/TD-NY to evaluate whether to seek to strike some of this improper material, such as NS-13, and/or to seek alternative relief of its own by submitting additional information, such as suggested linkage with another STB proceeding and CP congestion at Chicago in 2014.

The Board should grant this petition for leave to file the attached SMART/TD-NY petition, and/or for alternative relief, that it be deemed filed.

Respectfully submitted,



GORDON P. MacDOUGALL
1025 Connecticut Ave., N.W.
Washington DC 20036

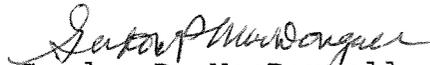
February 13, 2015

Attorney for Samuel J. Nasca

Certificate of Service

I hereby certify I have served a copy of the foregoing upon all parties of record listed in Decision No. 3, along with the Attorney General and Secretary of Transportation, by first class mail postage-prepaid.

Washington DC



Gordon P. MacDougall

Before the
SURFACE TRANSPORTATION BOARD

Finance Docket No. 35873^{1/}

NORFOLK SOUTHERN RAILWAY COMPANY-ACQUISITION AND OPERATION-
CERTAIN RAIL LINES OF THE DELAWARE AND HUDSON RAILWAY COMPANY,
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PETITION TO STRIKE AND/OR
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GORDON P. MacDOUGALL
1025 Connecticut Ave., N.W.
Washington DC 20036

February 13, 2015

Attorney for Samuel J. Nasca

1/Embraces also FD 34209 (Sub-No. 1), Norfolk S. Ry. Trackage Rights Exemption-Delaware & Hudson Ry., and FD 34562 (Sub-No. 1), Trackage Rights Exemption-Delaware & Hudson Ry.

Before the
SURFACE TRANSPORTATION BOARD

Finance Docket No. 35873^{2/}

NORFOLK SOUTHERN RAILWAY COMPANY-ACQUISITION AND OPERATION-
CERTAIN RAIL LINES OF THE DELAWARE AND HUDSON RAILWAY COMPANY,
INC.

PETITION TO STRIKE AND/OR
FOR ALTERNATIVE RELIEF

Preliminary Statement

Samuel J. Nasca,^{3/} for and on behalf of SMART/Transportation Division, New York State Legislative Board (SMART/TD-NY), submits this petition to strike the unauthorized submission by applicant Norfolk Southern Railway Company (NSR), consisting of 66 pages, identified as NS-13, filed January 21, 2015. If the NS-13 filing is not stricken, the Surface Transportation Board (STB, or Board) should receive the attached supplemental submission (Exhibit A-1) on behalf of petitioner Nasca. (SMART/TD-NY). The NS-13 document is titled, "Additional List of Supporting Parties and Submission of Statements in Support of the Transaction." NS-13 contains the

^{2/}Embraces also FD 34209 (Sub-No. 1), Norfolk S. Ry. Trackage Rights Exemption-Delaware & Hudson Ry., and FD 34562 (Sub-No. 1), Trackage Rights Exemption-Delaware & Hudson Ry.

^{3/}New York State Legislative Director for SMART/TD, with offices at 35 Fuller road, Albany, NY 12205.

statements of 46 persons who support, generally, favorable STB action on the proposed control transaction.^{4/}

The attached Nasca supplemental submission (Exhibit A-1), consisting of 9 pages, titled "Canadian Pacific CEO to railroads: Let us fix Chicago," contains a transcript of a Reuters interview along with comments from unidentified interested railroad personnel responding to statements reported in the media from Canadian Pacific Railway (CP) CEO E. Hunter Harrison, regarding congestion at Chicago, and CP's desirability of acquiring switching carriers at Chicago. Of particular concern is discussion of an exchange of NSR participation in certain railroad switching facilities at Chicago, for NSR control of CP's interest in certain D&H lines.

ARGUMENT

1. Background. NSR's late-filing of 46 statements on January 21, 2015 (NS-13), is most unusual, contrary to STB procedures and, indeed, in manifest violation of the very schedule established to govern the proceedings.^{5/} The brazen NSR action was neither an opposition statement, as specified in the cited STB decisions, nor was the late-filing accompanied by a request for leave to do so.

The NSR tactic reinforces the unusual and irregular procedure adopted by the Board in this control transaction. The Board did

^{4/}The term "control" is the term used by the STB in its description of the proposed transaction. (Decision 1, 1, et seq.).

^{5/}See: Decision 1, at 14 (12/17/14), as extended. Decision 4 (1/14/15).

not comply with the required 30-day Federal Register notice period; the application was incomplete for a number of reasons, including the absence of rail employee impact data;^{6/} and numerous substantive errors were committed by the Board, which ordinarily would have been avoided had the proceeding been handled in the usual manner by the Board's Office of Proceedings.^{7/}

The bizarre course of this proceeding gives rise to inquiry about the Board's motivation for such behavior. The recent crisis involving CP interchange at Chicago commanded the almost-emergency efforts of the Board, and also regarding commodities such as fertilizer and grain. Perhaps the Chicago CP interchange congestion might have suggested efforts to better accommodate CP traffic at Chicago, by means of CP assistance, as a form of reciprocity, perhaps elsewhere, with other carriers.^{8/}

The Board's attention to service issues during 2014, Ex Parte No. 724, United States Rail Service Issues, which involved primarily CP and BNSF, appears not to have been handled in the traditional manner by the Board's Office of Proceedings but, instead, was directed by the agency's Office of Public Assistance, Governmental Affairs, and Compliance (OPAGAC), with special attention

^{6/}SMART/TD-NY has pending a petition for reconsideration on this score, filed Jan. 5, 2015.

^{7/}We direct particular attention to the summary list of fatal errors set forth by CNJ Rail Corporation in its Objections, 4-17, filed Jan. 21, 2015.

^{8/}In addition to CP, BNSF was another carrier of major concern to the Board, primarily with regard to fertilizer, grain, and coal movement, and not specifically to Chicago gateway issues. For specific reference to both BNSF and CP in the STB's decisions, See: Ex Parte No. 724, United States Rail Service Issues, served 4/1/14; 4/9/14, App. Panel IV; 4/15/14; 4/23/14; 6/20/14; 8/18/14; 8/28/14; 10/8/14' 10/14/14.

from its Rail Customer and Public Assistance Program (RCPA), lodged within OPAGAC.

Attached as Exhibit B hereto, consisting of 6 pages, are three issuances of RCPA (STB Nos. 14-6, 14-7, and 14-8) announcing visits with shippers and other interests, as an outgrowth to the STB's public hearings in Ex Parte No. 724, United States Rail Service Issues, to be conducted on a confidential basis, at Hilton Head, SC, San Francisco, CA, Sioux Falls, SD, Fargo, ND, Bloomington, MN, and Malta, MT.

The Board itself conducted Ex Parte No. 724 hearings April 10, 2014 at Washington DC, and September 4, 2014 at Fargo, ND.

CP in its reports mandated and filed under Ex Parte 724, occasionally gave specific problems at Chicago. (5/9/14, 5/16/14, 5/23/14, 5/30/14, 7/14/14, and 8/15/14). More detailed reports were filed 6/27/14 and 10/24/14.

However, when six U.S. House members from the East^{9/} on December 18, 2014, wrote to the STB regarding the instant NSR-D&H application, the two STB Board Members jointly answered on January 16, 2015, that the contact person for any questions or concerns is the Director of OPAGAC, which handled the CP service issues in Ex Parte No. 724, (See: STB ID 237503, 1/16/15), rather than the Office of Proceedings person specifically identified by the STB in its December 16, 2014 NSR-D&H decision (Decision 1, 3), and in its NSR-D&H Federal Register notice thereunder, 79 Fed. Reg. 76446, 76447. (Dec. 22, 2014).

^{9/} Hon. Collins, Higgins, Tonko, Reed, Hanna and Gibson.

2. Petition to Strike. The NSR NS-13 pleading, with 46 statements attached, should be stricken. It was far out-of-time as a supporting document, and did not give opponents an opportunity to respond. Indeed, January 21, 2015 was the final day for filing opposition comments--not for supporting comments; moreover, the NSR statements were not rebuttal, and virtually all were dated prior to opponents' submissions. NSR made no attempt to justify the late filing. The pleading should be rejected and stricken.^{10/}

3. Supplemental Submission. SMART/TD-NY requests leave to file its attached Exhibit A-1,^{11/} "Canadian Pacific CEO to railroads: Let us fix Chicago," in the event NSR's NS-13 is not stricken. However, the Board, on its own motion, also may wish to accept the Exhibit A-1, in the interest of a more complete record.

Exhibit A-1 is a reproduction from one of the several discussion group webpages operated by persons interested in the railroad industry. Its participants presumably are comprised of railroad agreement, non-agreement, retired, or just plain rail fans.

SMART/TD-NY offers Exhibit A-1 to bring out one of the various CP affiliation proposals and thoughts prevalent in the fall of 2014, such as the publicized proposed CP affiliation with CSX and later NS, along with CP purchase of switching carriers in the Chicago area. CP at the time was understood not a member of the Chicago Terminal Coordination Office.

^{10/}We note that CNJ Rail Corporation on January 28, 2015 also seeks to exclude the NSR material.

^{11/}Exhibit A was attached to SMART/TD-NY's earlier Opposition Statement, filed Jan. 21, 2015,

CP might be entitled to pursue other undisclosed or confidential arrangements with other carriers for possible resolution of Chicago terminal issues. (NSR NS-1, Vol. 2, 50).^{12/}

SMART/TD-NY has no up-to-date information on the status of Chicago switching issues. The receipt of this supplemental submission is proper inasmuch as it involves one of the applicants D&H, a wholly owned CP subsidiary. CP is not prejudiced, since it has an opportunity timely to respond to this supplemental submission, either separately or as part of its reply submission due March 31, 2015.

SMART/TD-NY appreciates the Board's concern with CP interchange at Chicago, but such concerns should not be a substitute for disruption of D&H service, competition, and rail labor forces in the Northeast areas of Pennsylvania and New York. Moreover, we believe that experienced handling by the Board's Office of Proceedings personnel is more appropriate than the those associated with the Board's RCPA and its OPAGAC.^{13/}

CONCLUSION

The Board should strike NSR's NS-13 pleading in its entirety. If not so stricken, the Board should receive SMART's supplemental submission (Exhibit A-1) herein.

^{12/}Highly Confidential Version.

^{13/}We see these "public counsel" groups as successors to the public interest advocates taken on by the former ICC as a condition for enactment of the so-called 3-R Act of 1973. The goal was understood to be enabling those without sufficient means to secure counsel for adequate participation in ICC proceeding.

Respectfully submitted,



GORDON P. MacDOUGALL
1025 Connecticut Ave., N.W.
Washington DC 20036

February 13, 2015

Attorney for Samuel J. Nasca

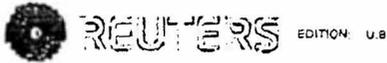
Certificate of Service

I hereby certify I have served a copy of the foregoing upon all parties of record listed in Decision No. 3, along with the Attorney General and Secretary of Transportation, by first class mail, postage-prepaid.

Washington DC



Gordon P. MacDougall



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Canadian Pacific CEO to railroads: Let us fix Chicago

BY ALLISON MARTELL
TORONTO Thu Oct 2, 2014 3:12pm EDT

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Hunter Harrison, CEO of Canadian Pacific Railway Limited addresses shareholders at the company's annual general meeting in Calgary, Alberta, May 1, 2014.
CREDIT: REUTERS/MIKE STURK

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(Reuters) - With his push to turn around Canadian Pacific Railway Ltd ahead of schedule, Chief Executive Hunter Harrison has his eye on another challenge: the logistics nightmare that is Chicago.

CP has offered to buy, lease or at least operate the small switching lines that knit together North America's major railways at Chicago, Harrison said in an interview on Thursday.

The Indiana Harbor Belt Railroad and the Belt Railway Company of Chicago are currently owned by consortia of major railways, including CP Rail.

"We think we're pretty good at operating terminals, and we could do a better job," Harrison told Reuters.

He said a single company would be able to focus on improving Chicago's railroad interchange, which is

the busiest in the country. Serving six of the nation's seven major or "Class 1" railroads, the city is a gateway between networks in the East and in the West.

Bad weather, disabled trains and anything else that slows traffic around Chicago can quickly

ripple through the continent's rail network, hitting grain shipments especially hard.

Harrison took over CP in 2012, after a proxy fight launched by activist fund Pershing Square Capital Management. Before the high-profile battle, he was best known for transforming CP's main rival, Canadian National Railway Co.

On a conference call in April, Harrison recounted how he had tried to buy Indiana Harbor and the Belt Railway when he was at CN Rail, but could not clinch a deal. Instead, CN Rail bought a line that goes around Chicago, which has given it an advantage over rival CP Rail in the area.

The Belt Railway's other owners include Berkshire Hathaway's Burlington Northern Santa Fe, Canadian National Railway Co, CSX Corp, Norfolk Southern Corp and Union Pacific Corp. CP's stake is 8.3 percent.

Indiana Harbor is 49 percent owned by CP, with the balance held by Norfolk Southern and CSX.

Harrison spoke during a two-day event for investors and analysts in New York. On Wednesday he unveiled ambitious new revenue and earnings targets, and CP said it was on track to meet previous targets two years ahead of schedule.

(With additional reporting by Karl Plume in Chicago; Editing by Jeffrey Hodgson and Meredith Mazzilli and Dan Grebler)

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Western Railroad Discussion > CP offers to fix the Chicago problem

Date: 10/03/14 10:16
CP offers to fix the Chicago problem
Author: SOO6617

I am surprised that no one has commented on this yet;

<http://www.reuters.com/article/2014/10/02/us-cp-outlook-ceo-idUSKCN0HR28G20141002>

I have my doubts that the other railroads will take him up on this, but stranger things have happened.

Edited 1 time(s). Last edit at 10/03/14 10:18 by SOO6617.

[Reply To This Message] [Quote]

Date: 10/03/14 10:53
Re: CP offers to fix the Chicago problem
Author: MilwMike

I would guess the IHB would be the target, as it is only the NS, CSX and CP owning it. Perhaps EHH could tempt NS with some sort of deal on the D&H to let CP get more control of the IHB?

Will be interesting to see what happens.

MilwMike

[Reply To This Message] [Quote]

Date: 10/03/14 11:23
Re: CP offers to fix the Chicago problem
Author: Lackawanna484

"We think we're pretty good at operating terminals, and we could do a better job," Harrison told Reuters.

How are the terminals in Vancouver area, Toronto, Chicago making out these days?

[Reply To This Message][Quote]

Date: 10/03/14 11:56
Re: CP offers to fix the Chicago problem
Author: Englewood

He can probably say that Bensenville operates quite well. What he will NOT talk about is the number of trains being held (or dead) on OTHER railroads waiting to get into Bensenville. Or the transfer crews that are 8 hours old when they leave B'ville, or the trains that leave B'ville and come on other railroads with sticking brakes/bad paperwork/Improper train makeup. Or the inability of B'ville to provide connecting railroads with accurate EDI information.

Is there not some railroad on another continent that could make better use of his exceptional knowledge ?

[Reply To This Message][Quote]

Date: 10/03/14 12:51
Re: CP offers to fix the Chicago problem
Author: fbe

"Is there not some railroad on another continent that could make better use of his exceptional knowledge ?"

Elon Musk wants to populate Mars with 1,000,000 Earthlings, can we get EHH on the first load out?

Posted from Windows Phone OS 7

[Reply To This Message][Quote]

Date: 10/03/14 16:06
Re: CP offers to fix the Chicago problem
Author: trainman630

fbe Wrote:

-
- > "Is there not some railroad on another continent
 - > that
 - > could make better use of his exceptional knowledge
 - > ?"
 - >
 - > Elon Musk wants to populate Mars with 1,000,000

- > Earthlings, can we get EHH on the first load out?
- >
- > Posted from Windows Phone OS 7

Why ruin Mars so soon?

[Reply To This Message][Quote]

Date: 10/03/14 17:54
Re: CP offers to flx the Chicago problem
Author: algoma11

He would fire the Mars shuttle pilots, thinking he could do their job better.

Is there not an international law regarding refuse being sent to space????????????????

Mike Bannon
St Catharines, ON

[Reply To This Message][Quote]

Date: 10/03/14 18:05
Re: CP offers to fix the Chicago problem
Author: agentatascadero

algoma11 Wrote:

- >-----
- > He would fire the Mars shuttle pilots, thinking he
- > could do their job better.
- >
- > Is there not an international law regarding refuse
- > being sent to space????????????????

We could only wish for such a law. Certainly you are aware of the countless pieces of debris in space. Humans treat outer space in exactly the same manner as "we" treat the oceans....what? You've got junk?? Toss it in!! Yes, ALL of it. AA

Stanford White
Carmel Valley, CA

[Reply To This Message][Quote]

Date: 10/03/14 18:38
Re: CP offers to fix the Chicago problem
Author: PHall

Maybe he can be the colonist on the Sun!

[Reply To This Message][Quote]

Date: 10/03/14 20:06

Re: CP offers to fix the Chicago problem

Author: trainman630

PHall Wrote:

> Maybe he can be the colonist on the Sun!

He would turn it off at noon to save energy.

[Reply To This Message][Quote]

Date: 10/03/14 21:45

Re: CP offers to fix the Chicago problem

Author: bnsfsd70

There's absolutely no way that they take a hold of the BRC. I could potentially see the Indiana Harbor Belt coming into them given the smaller number of owners, but there's no way the BRC happens.

Posted from iPhone

[Reply To This Message][Quote]

Date: 10/04/14 07:26

Re: CP offers to fix the Chicago problem

Author: Englewood

Any first hand accounts of how efficiently the "J" is handling traffic? How is Kirk Yard doing? Interesting to see results of his previous "solutions".

Hopefully any suburbs involved with his new idea will study the mistakes of those the "J" goes through.

[Reply To This Message][Quote]

Date: 10/04/14 07:57

Re: CP offers to fix the Chicago problem

Author: MilwMike

bnsfsd70 Wrote:

- > There's absolutely no way that they take a hold of
- > the BRC. I could potentially see the Indiana
- > Harbor Belt coming into them given the smaller
- > number of owners, but there's no way the BRC
- > happens.
- >
- > Posted from iPhone

Never say never.

MilwMike

[Reply To This Message][Quote]

Date: 10/04/14 08:32

Re: CP offers to fix the Chicago problem

Author: TheGrande

Four of us CP employees were talking about this on a train yesterday, I personally think,,,

CP will offer up the D&H to the NS in exchange for their share of the IHB.

They then will rip up the majority of Bensenville minus the Intermodal strip and corporate HQ building and possibly the repair buildings, sell that land off to O'Hare and others who apparently want it.

Slash most jobs in Bville and have the IHB do our work, and the down flow of employees to other terminals will save them money.

Posted from Android

[Reply To This Message][Quote]

Date: 10/04/14 09:28

Re: CP offers to fix the Chicago problem

Author: NYC6001

I have heard that CP is actually causing some of the problems in Chicago.

[Reply To This Message][Quote]

Date: 10/04/14 09:40

Re: CP offers to fix the Chicago problem

Author: MilwMike

NYC6001 Wrote:

> -----
> I have heard that CP is actually causing some of
> the problems in Chicago.

No no not with EHH at the helm it is all of the other disorganized railroads causing the problems. The CP is well oiled machine now with EHH.

MilwMike

[Reply To This Message][Quote]

Date: 10/04/14 17:01
Re: CP offers to fix the Chicago problem
Author: TheGrande

I hope you're joking. We do cause a lot of issues.

MilwMike Wrote:

> -----
> NYC6001 Wrote:
> -----
> > I have heard that CP is actually causing some
> of
> > the problems in Chicago.
>
>
> No no not with EHH at the helm it is all of the
> other disorganized railroads causing the problems.
> The CP is well oiled machine now with EHH.
>
> MilwMike

Posted from Android

[Reply To This Message][Quote]

Date: 10/04/14 17:47
Re: CP offers to fix the Chicago problem
Author: Englewood

The rumor circulating a couple months ago was that CP would give its shares of the BRC to the CSX, and CSX would give CP its shares of the IHB. CSX would

then be the dominant power at the BRC.
Unconfirmed rumor.

[Reply To This Message][Quote]

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Lucille Marvin

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STB RAIL CUSTOMER & PUBLIC ASSISTANCE PROGRAM STAFF TO HOLD MEETINGS ON MAY 6 IN SOUTH DAKOTA

The Surface Transportation Board announced today that staff representatives of the Board's Rail Customer and Public Assistance Program (RCPA), within the agency's Office of Public Assistance, Governmental Affairs, and Compliance, will conduct informal and confidential meetings with interested persons on May 6, 2014, in Sioux Falls, South Dakota concerning continuing railroad service issues.

The meetings are an outgrowth of the Board's April 10, 2014 public hearing in *United States Rail Service Issues*, Docket No. EP 724. RCPA will hold meetings in order to fully understand the continuing rail service problems affecting shippers, and to facilitate informal solutions wherever possible. Similar to meetings held in Fargo, N.D. in March, RCPA staff will be available to meet with interested persons in Sioux Falls, South Dakota, at the following times and location:

Tuesday, May 6, 2014

8:00 a.m. – 5:00 p.m. local time

Meeting Room

Country Inn and Suites

200 East 8th Street

Sioux Falls, South Dakota 57104

Persons wishing to meet with RCPA staff members in South Dakota are encouraged to email their requests—which RCPA will treat as confidential—by the close of business on Friday, May 2, 2014, to the following address: rcpa@stb.dot.gov.

Requests for meetings may also be made by calling 202-245-0281.

RCPA plans to hold additional meetings soon in Minnesota and Montana. Also, RCPA representatives are available today at the National Coal Transportation Association's "Spring General Conference," in Hilton Head, South Carolina, and will be available at the

North American Rail Shippers Association's "NARS Annual Meeting," on May 28-30, 2014, in San Francisco, California, for confidential, informal consultations with stakeholders.

###

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U.S. Department of Transportation





Surface Transportation Board

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FOR RELEASE
05/02/2014 (Friday)
No. 14-7

Contact: Dennis Watson
Lucille Marvin

(202) 245-0238
FIRS 1 (800) 877-8339
www.stb.dot.gov

STB RAIL CUSTOMER & PUBLIC ASSISTANCE PROGRAM STAFF TO HOLD MEETINGS ON MAY 14 IN BLOOMINGTON, MINNESOTA

The Surface Transportation Board announced today that staff representatives of the Board's Rail Customer and Public Assistance Program (RCPA), within the agency's Office of Public Assistance, Governmental Affairs, and Compliance, will conduct informal and confidential meetings with interested persons on May 14, 2014, in Bloomington, MN concerning continuing railroad service issues.

The meetings are an outgrowth of the Board's April 10, 2014 public hearing in *United States Rail Service Issues*, Docket No. EP 724. RCPA will hold meetings in order to fully understand the continuing rail service problems affecting shippers, and to facilitate informal solutions wherever possible. Similar to RCPA meetings held in Fargo, ND in March and to be held in Sioux Falls, SD on May 6, 2014, RCPA staff will be available to meet with interested persons in Bloomington, MN, in half-hour appointments, at the following time and location:

Wednesday, May 14, 2014

7 a.m. – 5 p.m. local time

Crowne Plaza Hotel & Suites Minneapolis Airport

Three Appletree Square

Bloomington, MN 55425

Hotel: 952-854-9000 | Direct: 952-876-8652

Persons wishing to meet with RCPA staff members in Bloomington, MN are encouraged to email their requests—which RCPA will treat as confidential—by the close of business on Monday, May 12, 2014, to the following address: higginsm@stb.dot.gov. Please include a preferred half-hour time slot, which will be subject to RCPA confirmation. Requests for meetings may also be made by calling 202-245-0284.

RCPA plans to hold an additional meeting soon in Montana. RCPA representatives also will be available at the North American Rail Shippers Association's "NARS Annual Meeting," on May 28-30, 2014, in San Francisco, California, for confidential, informal consultations with stakeholders.

###

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STB RAIL CUSTOMER & PUBLIC ASSISTANCE PROGRAM STAFF TO HOLD MEETINGS ON JUNE 11 IN MALTA, MONTANA

The Surface Transportation Board announced today that staff representatives of the Board's Rail Customer and Public Assistance Program (RCPA), within the agency's Office of Public Assistance, Governmental Affairs, and Compliance, will conduct informal and confidential meetings with interested persons on Wednesday, June 11, 2014, in Malta, MT, concerning continuing railroad services issues.

The meetings are an outgrowth of the Board's April 10, 2014 public hearing in *United States Rail Service Issues*, Docket No. EP 724. RCPA is holding the June 11 meeting in order to fully understand the continuing rail service problems and to facilitate informal solutions wherever possible. Similar to RCPA meetings held in Fargo, ND in late March, Sioux Falls, SD on May 6, and Bloomington, MN on May 14, RCPA staff will be available to meet with interested persons in Malta, MT in half-hour appointments, at the following time and location:

Wednesday, June 11, 2014

8:00 a.m. – 5:00 p.m. local time

The Lodge Room

Great Northern Hotel

2 South 1st Street East

Malta, Montana 59538

Hotel phone: (406) 654-2100

Persons wishing to meet with RCPA staff members in Malta, MT are encouraged to email their requests—which RCPA will treat as confidential—by the close of business on Monday, June 9, 2014—to the following address: RCPA@stb.dot.gov. Please indicate preferred half-hour time slot, between the hours shown above, which will be subject to RCPA confirmation. Requests for meetings may also be made by phoning 202-245-0241.

RCPA representatives also will be available at the North American Rail Shippers Association's "NARS Annual Meeting," on May 28-30, 2014, in San Francisco, CA, for

confidential, informal consultations with stakeholders.

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