



Before the

SURFACE TRANSPORTATION BOARD

STB Docket No. FD 35831 (Sub-No. 1)

236099

GRAINBELT CORPORATION
- TRACKAGE RIGHTS EXEMPTION -
BNSF RAILWAY COMPANY AND
STILLWATER CENTRAL RAILROAD, LLC

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PETITION FOR PARTIAL REVOCATION
TO PERMIT EXPIRATION OF
AMENDMENT TO TRACKAGE RIGHTS

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ERIC M. HOCKY
CLARK HILL, PLC
One Commerce Square
2005 Market Street, Suite 1000
Philadelphia, PA 19103
(215) 640-8500

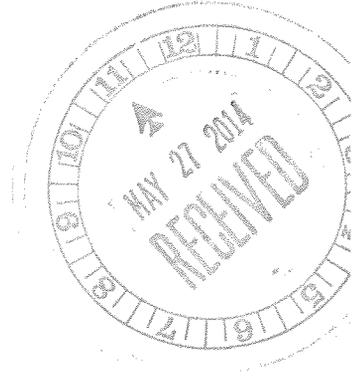
Attorneys for Grainbelt Corporation

Dated: May 23, 2014

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**GRAINBELT CORPORATION
- TRACKAGE RIGHTS EXEMPTION -
BNSF RAILWAY COMPANY AND
STILLWATER CENTRAL RAILROAD COMPANY**



**PETITION FOR PARTIAL REVOCATION
TO PERMIT EXPIRATION OF
AMENDMENT TO TRACKAGE RIGHTS**

Grainbelt Corporation (“GNBC”), a Class III railroad, is today filing a Notice of Exemption pursuant to 49 C.F.R. §1180.2(d)(7) to exempt from the provisions of 49 U.S.C. §11323 the grant of amended local trackage rights by BNSF Railway Company (“BNSF”) and Stillwater Central Railroad, LLC f/k/a Stillwater Central Railroad, Inc. (“SLWC”) to GNBC.¹ The amended trackage rights agreements provide that the rights granted will expire upon the expiration of the previous amendment to the trackage rights, on February 1, 2023.² GNBC is filing this Petition for Partial Revocation seeking authority to allow the expiration of these amendments to the trackage rights upon the negotiated termination date, without the need to seek discontinuance authority at that time. BNSF and SLWC agree to the relief requested herein.

¹ The two amendments are to the same original underlying trackage rights agreement which was between GNBC and BNSF’s predecessor, to the supplemental trackage rights granted to GNBC by BNSF and SLWC in December 2009, and to the amendments to the trackage rights granted to GNBC by BNSF and SLWC in March, 2013.

² Versions of each of the amendments which reflect the negotiated termination date are attached to the Notice of Exemption being filed with the Board today.

Revocation is consistent with the rail transportation policy as set forth in 49 U.S.C. §10101, is of limited scope, and regulation is not required to protect shippers from abuse of market power.

Background

In 2009, GNBC entered into written supplemental trackage rights agreements with BNSF and SLWC under which GNBC was granted certain local trackage rights over connecting lines of SLWC and BNSF between Snyder, Oklahoma, and Altus, Oklahoma. The Board issued a notice of exemption for the supplemental trackage rights, and subsequently granted the accompanying petition to revoke to allow the supplemental trackage rights to expire on the tenth anniversary of their execution. *See Grainbelt Corporation – Trackage Rights Exemption – BNSF Railway Company and Stillwater Central Railroad Company*, STB Finance Docket No. 35332 (served December 17, 2009), and STB Finance Docket No. 35332 (Sub-No. 1) (served March 12, 2010).

GNBC subsequently agreed with BNSF and SLWC to amend the trackage rights to permit additional local service by GNBC to a grain shuttle facility located along the trackage rights lines in Headrick, Oklahoma. Based on the negotiated commercial terms, the parties agreed that the amended trackage rights (and the supplemental trackage rights previously approved) would terminate on February 1, 2023. *See Grainbelt Corporation – Trackage Rights Exemption – BNSF Railway Company and Stillwater Central Railroad Company*, STB Docket No. FD 35719 (served March 15, 2013), and STB Docket No. FD 35719 (Sub-No. 1) (served May 22, 2013).

GNBC is today filing a Notice of Exemption pursuant to 49 C.F.R. §1180.2(d)(7) with the Board, seeking a further amendment of the trackage rights to allow local service to a grain shuttle facility located in Eldorado, Oklahoma. The amended trackage rights will be effective in 30 days. The purpose of this petition is to partially revoke the trackage rights exemption that GNBC is obtaining in order to allow the most recent amendment to the trackage rights (and the previously granted supplemental trackage rights) to expire on the termination date negotiated by the parties.

Discussion

Although GNBC on the one hand, and BNSF and SLWC, respectively on the other hand, expressly agreed in the written agreement governing these amended trackage rights that they should expire upon the termination of the existing amended trackage rights, on February 1, 2023, the current amendment to the trackage rights would normally remain effective indefinitely until GNBC received authority to discontinue the rights. *See Railroad Consolidation Procedures – Exemption for Temporary Trackage Rights*, STB Ex Parte No. 282 (Sub-no. 20), served February 10, 2003, at 2-3 (“*Temporary Trackage Rights Exemption NPR*”).

The Board has adopted regulations creating a class exemption for “temporary trackage rights” that allow overhead trackage rights in given circumstances to automatically terminate on a date negotiated by the parties. *See* 49 C.F.R. §§1180.2(d)(8), 1180.4(g). However, the class exemption is applicable only if the temporary trackage rights are overhead, and only if the term is less than one year. In this instance, the parties have negotiated limited local trackage rights and a specified term of more than one year, and therefore, the class exemption does not apply.

The Board is directed by 49 U.S.C. §10502 to grant an exemption from regulation if it finds that (1) regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. §10101, and (2) either the transaction is limited in scope or regulation is not needed to protect shippers from the abuse of market power. Allowing the supplemental trackage rights in this proceeding to expire in accordance with the negotiated agreement would be fully consistent with the standards of Section 10502. Detailed scrutiny of a discontinuance application is not required to carry out the transportation policy of 49 U.S.C. §10101, and the transaction is clearly limited in scope and will not result in any abuse of market power.

In similar situations, the Board has “routinely” granted individual petitions to allow trackage rights to expire on a negotiated date. *Temporary Trackage Rights NPR*, at 3. *See, e.g., Union Pacific Railroad Company – Temporary Trackage Rights Exemption(Modification) – The Burlington Northern and Santa Fe Railway Company*, STB Finance Docket No. 34554 (Sub-No. 3), served March 25, 2005; *The Burlington Northern and Santa Fe Railway Company – Trackage Rights Exemption – Union Pacific Railroad Company*, STB Finance Docket No. 34316 (Sub-No. 1), served May 16, 2003. Indeed the Board has twice previously granted GNBC’s petition to allow the amended trackage rights between the parties which are being amended to expire on a particular negotiated date. *See Grainbelt Corporation – Trackage Rights Exemption – BNSF Railway Company and Stillwater Central Railroad Company*, STB Docket No. FD 35719 (Sub-No. 1) (served May 22, 2013); and *Grainbelt Corporation – Trackage Rights Exemption – BNSF Railway Company and Stillwater Central Railroad Company*, STB Finance Docket No. 35332 (Sub-No. 1) (served March 12, 2010).

The grant of this Petition is necessary for the parties to realize the negotiated economic benefits of the amended trackage rights, and BNSF and SLWC would not have granted the rights if not for their limited nature. The relief requested is clearly limited in scope in that the underlying transaction only involves the addition of local service to one additional customer in addition to the existing overhead and limited local trackage rights of GNBC which will not terminate. In proposing the temporary trackage rights exemption, the Board found:

Individual approval of trackage rights transactions for which the carriers seek authorization for a limited period of time does not appear to be necessary to carry out the goals of the RTP. Rather, exempting such proposals as a class would promote the RTP by eliminating the need to file a second pleading seeking discontinuance when the agreement expires, thereby minimizing regulation of the rail system (49 U.S.C. 10101(2)), promoting the continuation of a sound rail system by facilitating the process of line repair and maintenance (49 U.S.C. 10101(4)), and promoting coordination between rail carriers (49 U.S.C. 10101(5)). The proposed class exemption would also reduce the regulatory uncertainty of the parties, facilitate the parties' ability to reach agreement on temporary trackage rights, reduce the filing fees required of carriers seeking such rights, and encourage more use of trackage rights in general and temporary trackage rights in particular. 49 U.S.C. 10101(7), (15).

Temporary Trackage Rights Exemption NPR, at 3. For the same reasons that the Board adopted the class exemption, and previously approved the termination of the amended trackage rights between the parties, it should also in this proceeding allow the amended trackage rights to expire at the time negotiated by the parties. In addition to the policies cited by the Board, the grant of the requested relief will not adversely affect any of the other 15 items which have been made a part of rail transportation policy by 49 U.S.C. §10101.

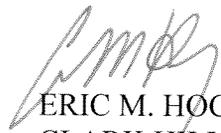
As with the class exemption for temporary trackage rights, GNBC understands that at the time of the expiration of the rights, any employees adversely affected by the discontinuance of

these temporary trackage rights will be entitled to protection under the conditions imposed in *Oregon Short Line Railroad Co. – Abandonment – Goshen*, 360 I.C.C. 91 (1979).

Conclusion

For the foregoing reasons, GNBC requests that the Board grant this Petition for Partial Revocation and permit the amended trackage rights to expire on February 1, 2023, in accordance with the terms of the written trackage rights amendments between the respective parties.

Respectfully submitted,



ERIC M. HOCKY
CLARK HILL, PLC
One Commerce Square
2005 Market Street, Suite 1000
Philadelphia, PA 19103
(215) 640-8500

Attorneys for Grainbelt Corporation

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