

PUBLIC VERSION

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

<hr/>)
E.I. DUPONT DE NEMOURS & COMPANY)
)
Complainant,)
)
v.)
	Docket No. NOR 42125)
)
NORFOLK SOUTHERN RAILWAY COMPANY)
)
Defendant.)
<hr/>)

**REPLY EVIDENCE OF
NORFOLK SOUTHERN RAILWAY COMPANY**

EXHIBITS

(Volume 4 of 5)

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Dated: November 30, 2012

Filing Contains Color Images

EXHIBITS

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Highly Confidential Exhibit

Redacted

Issue Traffic Miles for URCS Variable Cost Calculations

Lane	NS Actual Miles 1/	DuPont Opening 2/	Difference	Lane	NS Actual Miles 1/	DuPont Opening 2/	Difference
A-2	838	836	(2)	B-60	456	449	(7)
A-3	598	595	(3)	B-62	457	462	5
A-9	602	435	(167) 3/	B-63	844	844	0
A-10	870	870	(0)	B-64	914	914	(0)
A-11	822	822	(0)	B-65	844	844	(0)
A-12	797	798	1	B-67	1,123	1,123	0
A-13	1,098	1,098	0	B-68	831	837	6
A-14	982	976	(6)	B-69	1,040	1,040	0
A-15	841	841	0	B-71	118	120	2
A-16	943	841	(102) 3/	B-73	1,063	1,072	9
A-17	679	591	(88) 3/	B-75	838	838	0
A-18	385	385	0	B-76	492	492	0
A-19	522	508	(14)	B-77	41	41	0
A-22	78	22	(56) 3/	B-78	41	41	0
B-1	607	607	0	B-79	41	41	0
B-2	785	732	(53)	B-80	585	585	0
B-5	607	607	0	B-81	41	41	0
B-6	1,100	1,001	(99)	B-82	991	662	(329) 3/
B-8	735	732	(3)	B-83	1,092	1,087	(5)
B-10	774	772	(2)	B-84	830	699	(131) 3/
B-11	734	732	(2)	B-85	47	19	(28) 3/
B-13	601	598	(3)	B-86	655	645	(10)
B-14	734	732	(2)	B-87	542	514	(28)
B-15	602	598	(4)	B-89	545	331	(214) 3/
B-17	732	732	0	B-90	1,091	810	(281) 3/
B-18	1,266	1,151	(115) 3/	B-91	543	344	(199) 3/
B-20	600	600	0	B-92	837	863	26
B-23	593	589	(4)	B-93	144	21	(123) 3/
B-24	681	678	(3)	B-94	306	297	(9)
B-25	609	607	(2)	B-96	189	189	0
B-27	598	585	(13)	B-97	881	802	(79)
B-29	603	598	(5)	B-98	1,044	1,044	0
B-30	650	607	(43)	B-99	156	84	(72) 3/
B-32	1,209	1,151	(58)	B-100	147	84	(63) 3/
B-33	1,006	1,001	(5)	B-101	541	555	14
B-35	736	732	(4)	B-102	508	545	37
B-36	735	732	(3)	B-103	365	365	0
B-37	736	732	(4)	B-106	795	508	(287) 3/
B-39	737	732	(5)	B-107	542	344	(198) 3/
B-40	772	772	(0)	B-108	63	63	0
B-41	1,001	1,001	0	B-109	795	807	12
B-42	1,058	957	(101)	B-111	188	180	(8) 3/
B-43	786	772	(14)	B-112	217	210	(7)
B-45	1,017	1,027	10	B-113	535	514	(21)
B-47	352	352	0	B-114	514	514	0
B-48	197	195	(2)	B-115	482	433	(49)
B-49	720	589	(131) 3/	B-116	24	24	0
B-50	1,123	1,123	0	B-117	24	24	0
B-51	833	837	4	B-118	144	21	(123) 3/
B-53	457	457	0	B-119	231	231	0
B-54	1,024	1,039	15	B-120	573	571	(2)
B-55	624	627	3	B-121	583	581	(2)
B-56	458	462	4	B-122	765	765	0
B-57	841	844	3	B-123	838	838	0
B-58	834	837	3	B-124	329	181	(148) 3/
B-59	458	462	4	B-125	352	352	0

1/ Based on actual routes used in 2009-2010. Source: NS WP "DuPont Issue Traffic Mileages NS Reply.xls"

2/ Based on predominant route and "backhaul" adjustment. Source: DuPont Exhibit II-A-14

3/ DuPont "backhaul" lane

Issue Traffic R/VC Ratios
2010 URCS, Indexed to 2012 Q1

Local Moves	Origin	Destination	STCC	Comm	Car Type	DuPont Opening				NS Reply									
						DIS	WT	2012 Q1 VC	Tariff	R/VC	DIS	WT	2012 Q1 VC	Tariff	R/VC				
A1	Removed																		
A2	Waynesville	Waynesville	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	836	98.3	\$ 2,508	\$ 12,855	513%	838	98.3	\$ 2,513	\$ 12,855	511%				
A3	Belle	Danville	2813980	DISPERSANT GASES, NE	Tank Car > 22,000 Gallons	595	78.6	\$ 1,828	\$ 11,836	647%	598	78.6	\$ 1,835	\$ 11,836	645%				
A4	Removed																		
A5	Removed																		
A6	Removed																		
A7	Removed																		
A8	Removed																		
A9	Belle	Wyandotte	2813934	DIMETHYLAMINE, MONO-	Tank Car < 22,000 Gallons	435	77.9	\$ 1,362	\$ 8,814	647%	602	77.9	\$ 1,738	\$ 8,814	507%				
A10	Charleston	Edgemoor	2812815	CHLORINE GAS, LIQUEF	Tank Car < 22,000 Gallons	870	89.9	\$ 2,491	\$ 18,562	745%	870	89.9	\$ 2,491	\$ 18,562	745%				
A11	Edgemoor	Chicago	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	822	99.9	\$ 2,491	\$ 9,844	395%	822	99.9	\$ 2,491	\$ 9,844	395%				
A12	Edgemoor	Chillicothe	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	798	99.8	\$ 2,428	\$ 6,510	268%	797	99.8	\$ 2,425	\$ 6,510	268%				
A13	Edgemoor	Mahrt	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	1,098	100.5	\$ 3,206	\$ 12,376	386%	1,098	100.5	\$ 3,206	\$ 12,376	386%				
A14	Edgemoor	Riverwood Intl	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	976	100.5	\$ 2,893	\$ 6,270	217%	982	100.5	\$ 2,908	\$ 6,270	216%				
A15	Edgemoor	Wabash	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	841	100.8	\$ 2,550	\$ 6,627	260%	841	100.8	\$ 2,550	\$ 6,627	260%				
A16	Lemoyne	Giant	4810560	WASTE FLAMMABLE LIQU	Tank Car > 22,000 Gallons	841	74.8	\$ 2,382	\$ 5,136	216%	943	74.8	\$ 2,624	\$ 5,136	196%				
A17	Loudon	Braithwaite	2818512	PROPANEDIOL, BIO-PDO	Tank Car > 22,000 Gallons	591	93.7	\$ 1,946	\$ 4,125	212%	679	93.7	\$ 2,179	\$ 4,125	189%				
A18	Louisville	Decatur	2819450	MURIATIC (HYDROCHLOR	Tank Car > 22,000 Gallons	385	98.6	\$ 1,365	\$ 4,596	337%	385	98.6	\$ 1,365	\$ 4,596	337%				
A19	Louisville	Lafayette	2819450	MURIATIC (HYDROCHLOR	Tank Car < 22,000 Gallons	508	98.1	\$ 1,674	\$ 6,139	367%	522	98.1	\$ 1,710	\$ 6,139	359%				
A20	Removed																		
A21	Removed																		
A22	McIntosh	Lemoyne	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	22	98.3	\$ 438	\$ 1,605	367%	78	98.3	\$ 586	\$ 1,605	274%				
A23	Reybold	Detroit	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	651	93.4	\$ 1,992	\$ 7,812	392%	651	96.2	\$ 2,019	\$ 7,812	387%				
A24	Reybold	Fort Mill	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	653	93.4	\$ 1,997	\$ 6,108	306%	653	96.2	\$ 2,024	\$ 6,108	302%				
A25	Reybold	Morrisville	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	97	93.4	\$ 625	\$ 3,614	578%	97	96.2	\$ 630	\$ 3,614	574%				
Joint Moves																			
B1	Belle	Anaheim	2813980	DISPERSANT GASES, NE	Tank Car > 22,000 Gallons	607	78.0	\$ 1,716	\$ 12,100	705%	607	78.0	\$ 1,716	\$ 12,100	705%				
B2	Belle	Bayport	2818620	HYDROXYACETIC OR GLY	Tank Car > 22,000 Gallons	732	90.2	\$ 2,145	\$ 11,812	551%	785	90.2	\$ 2,282	\$ 11,812	518%				
B3	Removed																		
B4	Belle	Brownsville	2818221	DIMETHYL FORMAMIDE	Tank Car > 22,000 Gallons	757	83.2	\$ 2,134	\$ 11,812	553%	757	95.3	\$ 2,265	\$ 11,812	521%				
B5	Belle	Burley	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	607	78.0	\$ 1,716	\$ 12,100	705%	607	78.0	\$ 1,716	\$ 12,100	705%				
B6	Belle	Cadet	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	1,001	78.1	\$ 2,670	\$ 19,539	732%	1,100	78.1	\$ 2,909	\$ 19,539	672%				
B7	Removed																		
B8	Belle	ChannelView	2818130	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	732	73.1	\$ 1,968	\$ 11,812	600%	735	73.1	\$ 1,975	\$ 11,812	598%				
B9	Belle	City of Commerce	2818221	DIMETHYL FORMAMIDE	Tank Car > 22,000 Gallons	648	83.2	\$ 1,863	\$ 10,242	550%	648	96.5	\$ 1,986	\$ 10,242	516%				
B10	Belle	Conroe	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	772	78.7	\$ 2,123	\$ 14,136	666%	774	78.7	\$ 2,128	\$ 14,136	664%				
B11	Belle	Corsicana	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	732	77.7	\$ 2,016	\$ 14,136	701%	734	77.7	\$ 2,021	\$ 14,136	700%				
B12	Removed																		
B13	Belle	East Billings	2818130	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	598	77.0	\$ 1,687	\$ 8,533	506%	601	77.0	\$ 1,694	\$ 8,533	504%				
B14	Belle	Ethyl	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	732	79.3	\$ 2,033	\$ 14,136	695%	734	79.3	\$ 2,037	\$ 14,136	694%				
B15	Belle	Finley	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	598	79.5	\$ 1,707	\$ 12,100	709%	602	79.5	\$ 1,717	\$ 12,100	705%				
B16	Removed																		
B17	Belle	Freeport	2818130	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	732	64.4	\$ 1,878	\$ 11,812	629%	732	64.4	\$ 1,878	\$ 11,812	629%				
B18	Belle	Garyville	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	1,151	78.8	\$ 3,045	\$ 22,732	746%	1,266	78.8	\$ 3,324	\$ 22,732	684%				
B19	Belle	Gelsmar	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	1,023	83.2	\$ 2,797	\$ 22,732	813%	1,023	74.6	\$ 2,673	\$ 22,732	850%				
B20	Belle	Janesville	2818131	DIMETHYLSULFATE	Tank Car < 22,000 Gallons	600	86.5	\$ 1,672	\$ 12,100	724%	600	86.5	\$ 1,672	\$ 12,100	724%				
B21	Belle	Laredo	2818131	DIMETHYL FORMAMIDE	Tank Car > 22,000 Gallons	757	83.2	\$ 2,134	\$ 14,136	553%	757	95.3	\$ 2,265	\$ 14,136	521%				
B22	Belle	Laredo	2818131	DIMETHYL FORMAMIDE	Tank Car > 22,000 Gallons	757	89.9	\$ 2,134	\$ 14,136	662%	757	89.9	\$ 2,206	\$ 14,136	641%				
B23	Belle	Lorenzo	2813980	DISPERSANT GASES, NE	Tank Car > 22,000 Gallons	589	78.9	\$ 1,681	\$ 12,100	720%	593	78.9	\$ 1,691	\$ 12,100	716%				
B24	Belle	Los Angeles	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	678	79.9	\$ 1,906	\$ 13,450	706%	681	79.9	\$ 1,913	\$ 13,450	703%				
B25	Belle	Los Angeles	2818130	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	607	76.0	\$ 1,699	\$ 8,533	502%	609	76.0	\$ 1,704	\$ 8,533	501%				
B26	Removed																		
B27	Belle	Millisdale	2818131	DIMETHYLSULFATE	Tank Car < 22,000 Gallons	585	86.8	\$ 1,639	\$ 12,100	738%	598	86.8	\$ 1,670	\$ 12,100	725%				
B28	Removed																		
B29	Belle	Saint Paul	2818221	DIMETHYL FORMAMIDE	Tank Car > 22,000 Gallons	598	97.0	\$ 1,856	\$ 8,533	460%	603	97.0	\$ 1,870	\$ 8,533	456%				

Issue Traffic R/VC Ratios
2010 URCS, Indexed to 2012 Q1

	Origins	Destination	STCC	Comm	Car Type	DuPont Opening				NS Reply					
						DIS	WT	2012 Q1 VC	Tariff	R/VC	DIS	WT	2012 Q1 VC	Tariff	R/VC
B30	Belle	San Dimas	2813980	DISPERSANT GASES, NE	Tank Car > 22,000 Gallons	607	79.7	\$ 1,731	\$ 12,100	699%	650	79.7	\$ 1,836	\$ 12,100	659%
B31	Removed														
B32	Belle	St Gabriel	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	1,151	78.3	\$ 3,036	\$ 22,732	749%	1,209	78.3	\$ 3,176	\$ 22,732	716%
B33	Belle	St Joseph	2818130	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	1,001	76.1	\$ 2,642	\$ 13,535	512%	1,006	76.1	\$ 2,654	\$ 13,535	510%
B34	Removed														
B35	Belle	Strang	2818221	DIMETHYL FORMAMIDE	Tank Car > 22,000 Gallons	732	96.2	\$ 2,207	\$ 11,812	535%	736	96.2	\$ 2,218	\$ 11,812	533%
B36	Belle	Strang	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	732	58.3	\$ 1,814	\$ 14,136	779%	735	58.3	\$ 1,821	\$ 14,136	776%
B37	Belle	Strang	2819183	FORMAMIDE (METHANAMI	Tank Car > 22,000 Gallons	732	82.1	\$ 1,940	\$ 5,139	265%	736	82.1	\$ 1,949	\$ 5,139	264%
B38	Removed														
B39	Belle	Texas City	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	732	78.6	\$ 2,025	\$ 14,136	698%	737	78.6	\$ 2,037	\$ 14,136	694%
B40	Belle	Verona	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	772	77.7	\$ 2,112	\$ 14,136	669%	772	77.7	\$ 2,112	\$ 14,136	669%
B41	Belle	West Memphis	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	1,001	77.5	\$ 2,661	\$ 19,539	734%	1,001	77.5	\$ 2,661	\$ 19,539	734%
B42	Belle	Winford Spur	2813980	DISPERSANT GASES, NE	Tank Car > 22,000 Gallons	957	78.8	\$ 2,573	\$ 19,888	773%	1,058	78.8	\$ 2,819	\$ 19,888	706%
B43	Belle	Wichita	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	772	78.7	\$ 2,123	\$ 14,136	666%	786	78.7	\$ 2,157	\$ 14,136	655%
B44	Bloomington	Greenville	2821142	POLYETHYLENE, OTHER	Covered Hopper	669	94.0	\$ 1,850	\$ 6,113	330%	669	94.0	\$ 1,747	\$ 6,113	350%
B45	Bloomington	Washington; Wai	2821142	POLYETHYLENE, OTHER	Covered Hopper	1,027	87.3	\$ 2,605	\$ 9,644	370%	1,017	87.3	\$ 2,582	\$ 9,644	373%
B46	Removed														
B47	Charleston; Brad	Woodstock	2812220	SODIUM (SODA), CAUST	Tank Car > 22,000 Gallons	352	98.0	\$ 1,143	\$ 4,170	365%	352	98.0	\$ 1,143	\$ 4,170	365%
B48	Cresap	Edgemoor	2991315	COKE, PETROLEUM, CAL	Covered Hopper	195	94.0	\$ 714	\$ 3,591	503%	197	94.0	\$ 719	\$ 3,591	500%
B49	Dowling	Fort Mill	2815112	ANILINE (AMINO BENZEN	Tank Car > 22,000 Gallons	589	73.3	\$ 1,634	\$ 7,690	471%	720	73.3	\$ 1,942	\$ 7,690	396%
B50	Edgemoor	Garland	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	1,123	100.2	\$ 3,129	\$ 9,388	300%	1,123	100.2	\$ 3,129	\$ 9,388	300%
B51	Edgemoor	Groos	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	837	100.4	\$ 2,399	\$ 9,844	410%	833	100.4	\$ 2,389	\$ 9,844	412%
B52	Edgemoor	Laredo	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	1,021	93.4	\$ 2,770	\$ 10,991	397%	1,021	100.0	\$ 2,866	\$ 10,991	384%
B53	Edgemoor	Nadawaska	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	457	100.8	\$ 1,426	\$ 5,029	353%	457	100.8	\$ 1,426	\$ 5,029	353%
B54	Edgemoor	Pasadena	2819971	TITANIUM TETRACHLORI	Tank Car < 22,000 Gallons	1,039	88.8	\$ 2,747	\$ 24,453	890%	1,024	88.8	\$ 2,711	\$ 24,453	902%
B55	Edgemoor	Port Huron	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	627	100.9	\$ 1,865	\$ 7,404	397%	624	100.9	\$ 1,857	\$ 7,404	399%
B56	Edgemoor	Portland	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	462	99.9	\$ 1,433	\$ 5,029	351%	458	99.9	\$ 1,423	\$ 5,029	353%
B57	Edgemoor	Portland	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	844	100.9	\$ 2,423	\$ 9,844	406%	841	100.9	\$ 2,415	\$ 9,844	408%
B58	Edgemoor	Quinnsec	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	837	100.3	\$ 2,398	\$ 9,844	411%	834	100.3	\$ 2,390	\$ 9,844	412%
B59	Edgemoor	Rileys	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	462	100.6	\$ 1,438	\$ 5,029	350%	458	100.6	\$ 1,427	\$ 5,029	352%
B60	Edgemoor	Rumford	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	449	100.7	\$ 1,405	\$ 5,029	358%	456	100.7	\$ 1,423	\$ 5,029	353%
B61	Removed														
B62	Edgemoor	Shawmutt	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	462	100.6	\$ 1,437	\$ 5,029	350%	457	100.6	\$ 1,425	\$ 5,029	353%
B63	Edgemoor	Snoboy	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	844	100.6	\$ 2,420	\$ 9,844	407%	844	100.6	\$ 2,420	\$ 9,844	407%
B64	Edgemoor	Snoboy	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	914	101.0	\$ 2,604	\$ 10,944	420%	914	101.0	\$ 2,604	\$ 10,944	420%
B65	Edgemoor	St Paul	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	844	100.3	\$ 2,415	\$ 9,844	408%	844	100.3	\$ 2,415	\$ 9,844	408%
B66	Removed														
B67	Edgemoor	West Monroe	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	1,123	100.4	\$ 3,133	\$ 9,388	300%	1,123	100.4	\$ 3,133	\$ 9,388	300%
B68	Edgemoor	Wheeling	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	837	100.1	\$ 2,395	\$ 9,844	411%	831	100.1	\$ 2,380	\$ 9,844	414%
B69	Enid	Edgemoor	2991315	COKE, PETROLEUM, CAL	Covered Hopper	1,040	97.7	\$ 2,781	\$ 12,624	454%	1,040	97.7	\$ 2,781	\$ 12,624	454%
B70	Removed														
B71	Gregory	Dragon	2813984	FLUOROETHANE GASES,	Tank Car > 22,000 Gallons	120	87.2	\$ 556	\$ 2,486	447%	118	87.2	\$ 551	\$ 2,486	451%
B72	Removed														
B73	Gregory	Royce	2813984	FLUOROETHANE GASES,	Tank Car > 22,000 Gallons	1,072	85.8	\$ 2,959	\$ 21,912	740%	1,063	85.8	\$ 2,937	\$ 21,912	746%
B74	Removed														
B75	Lemont	Edgemoor	2991315	COKE, PETROLEUM, CAL	Covered Hopper	838	96.6	\$ 2,275	\$ 8,384	368%	838	96.6	\$ 2,275	\$ 8,384	368%
B76	Lemont	Artesia	4810560	WASTE FLAMMABLE LIQU	Tank Car < 22,000 Gallons	492	76.8	\$ 1,350	\$ 8,983	665%	492	76.8	\$ 1,350	\$ 8,983	665%
B77	McIntosh	Burnside	2819330	ACID, SULPHURIC, SPE	Tank Car < 22,000 Gallons	41	83.3	\$ 344	\$ 2,400	697%	41	83.3	\$ 344	\$ 2,400	697%
B78	McIntosh	Delisle	2812815	CHLORINE GAS, LIQUEF	Tank Car < 22,000 Gallons	41	89.6	\$ 350	\$ 2,900	829%	41	89.6	\$ 350	\$ 2,900	829%
B79	McIntosh	Delisle	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	41	98.9	\$ 356	\$ 2,400	674%	41	98.9	\$ 356	\$ 2,400	674%
B80	McIntosh	Orange	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	585	97.9	\$ 1,732	\$ 9,214	532%	585	97.9	\$ 1,732	\$ 9,214	532%
B81	McIntosh	Woodstock	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	41	98.5	\$ 356	\$ 2,400	674%	41	98.5	\$ 356	\$ 2,400	674%
B82	Orange	Greenville	2821142	POLYETHYLENE, OTHER	Covered Hopper	662	67.2	\$ 1,580	\$ 6,113	387%	991	67.2	\$ 2,240	\$ 6,113	273%
B83	Orange	Washington; Wai	2821142	POLYETHYLENE, OTHER	Covered Hopper	1,087	65.1	\$ 2,400	\$ 9,644	402%	1,092	65.1	\$ 2,410	\$ 9,644	400%
B84	Pascagoula	Fort Mill	2815112	ANILINE (AMINO BENZEN	Tank Car > 22,000 Gallons	699	89.1	\$ 1,933	\$ 8,928	462%	830	89.1	\$ 2,248	\$ 8,928	397%
B85	Pascagoula	Lemoyne	2815112	ANILINE (AMINO BENZEN	Tank Car > 22,000 Gallons	19	95.0	\$ 301	\$ 2,758	915%	47	95.0	\$ 376	\$ 2,758	734%
B86	Strang	Lemoyne	2812350	SODIUM METHYLATE	Tank Car > 22,000 Gallons	645	89.1	\$ 1,911	\$ 6,899	361%	655	89.1	\$ 1,937	\$ 6,899	356%

Issue Traffic R/V/C Ratios
2010 URCS, Indexed to 2012 Q1

ID	Origin	Destination	STCC	Comm	Car Type	DuPont Operating				NS Reply					
						DIS	WT	2012 Q1 VC	Tariff	R/V/C	DIS	WT	2012 Q1 VC	Tariff	R/V/C
B87	Beauharnois	Edgemoor	2812815	CHLORINE GAS, LIQUEF	Tank Car < 22,000 Gallons	514	89.2	\$ 1,489	\$ 12,375	831%	542	89.2	\$ 1,557	\$ 12,375	795%
B88	Removed														
B89	Belle	Gainesville	2813980	DISPERSANT GASES, NE	Tank Car > 22,000 Gallons	331	78.9	\$ 1,054	\$ 10,487	995%	545	78.9	\$ 1,573	\$ 10,487	666%
B90	Belle	Port Bienville	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	810	77.7	\$ 2,203	\$ 12,839	583%	1,091	77.7	\$ 2,881	\$ 12,839	446%
B91	Belle	Theodore	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	344	78.3	\$ 1,082	\$ 10,487	969%	543	78.3	\$ 1,564	\$ 10,487	671%
B92	Bellwood	Dallas	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	863	99.6	\$ 2,456	\$ 8,926	363%	837	99.6	\$ 2,389	\$ 8,926	374%
B93	Bellwood	Fort Mill	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	21	99.9	\$ 304	\$ 1,061	349%	144	99.9	\$ 619	\$ 1,061	171%
B94	Bellwood	Rockwell	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	297	97.5	\$ 1,000	\$ 3,431	343%	306	97.5	\$ 1,023	\$ 3,431	335%
B95	Removed														
B96	Danville	Amphihill	3274110	LIME, COMMON, QUICK	Covered Hopper	189	83.9	\$ 672	\$ 1,910	284%	189	83.9	\$ 672	\$ 1,910	284%
B97	Edgemoor	New Johnsonville	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	802	99.8	\$ 2,303	\$ 9,594	417%	881	99.8	\$ 2,505	\$ 9,594	383%
B98	Enid	Edgemoor	2991315	COKE, PETROLEUM, CAL	Covered Hopper	1,044	93.4	\$ 3,359	\$ 14,518	432%	1,044	93.4	\$ 3,359	\$ 14,518	432%
B99	Loudon	Graingers	2818512	PROPANEDIOL, BIO-PDO	Tank Car < 22,000 Gallons	84	86.0	\$ 448	\$ 1,490	333%	156	86.0	\$ 618	\$ 1,490	241%
B100	Loudon	Graingers	2818512	PROPANEDIOL, BIO-PDO	Tank Car < 22,000 Gallons	84	95.0	\$ 474	\$ 1,684	355%	147	95.0	\$ 641	\$ 1,684	263%
B101	Miami Fort	Dallas	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	555	99.2	\$ 1,665	\$ 5,084	305%	541	99.2	\$ 1,630	\$ 5,084	312%
B102	Miami Fort	Gracewood	2819325	SULPHUR TRIOXIDE, ST	Tank Car < 22,000 Gallons	545	92.1	\$ 1,585	\$ 9,761	616%	508	92.1	\$ 1,495	\$ 9,761	653%
B103	Miami Fort	McIntosh	2819340	FUMING SULFURIC ACID	Tank Car < 22,000 Gallons	365	74.2	\$ 1,051	\$ 8,664	825%	365	74.2	\$ 1,051	\$ 8,664	825%
B104	Removed														
B105	Removed														
B106	Miami Fort	Pepper	2819345	FUMING SULFURIC ACID	Tank Car < 22,000 Gallons	508	90.5	\$ 1,483	\$ 5,174	349%	795	90.5	\$ 2,180	\$ 5,174	427%
B107	Natrium	Belle	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	344	99.2	\$ 1,129	\$ 8,532	756%	542	99.2	\$ 1,634	\$ 8,532	522%
B108	Natrium	Danville	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	63	98.2	\$ 411	\$ 2,696	655%	63	98.2	\$ 411	\$ 2,696	655%
B109	New Johnsonville	Chapman	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	807	98.5	\$ 2,300	\$ 7,652	333%	795	98.5	\$ 2,269	\$ 7,652	337%
B110	Removed														
B111	New Johnsonville	Morrow	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	180	96.8	\$ 703	\$ 4,815	685%	188	96.8	\$ 723	\$ 4,815	666%
B112	Niagara Falls	Belle	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	210	98.1	\$ 784	\$ 3,269	417%	217	98.1	\$ 802	\$ 3,269	408%
B113	Niagara Falls	Edgemoor	2812815	CHLORINE GAS, LIQUEF	Tank Car < 22,000 Gallons	514	89.7	\$ 1,493	\$ 12,375	829%	535	89.7	\$ 1,544	\$ 12,375	802%
B114	Niagara Falls	Edgemoor	2812220	SODIUM (SODA), CAUST	Tank Car < 22,000 Gallons	514	100.7	\$ 1,573	\$ 4,444	282%	514	100.7	\$ 1,573	\$ 4,444	282%
B115	Pascagoula	Fort Mill	2815112	ANILINE (AMINO BENZEN)	Tank Car > 22,000 Gallons	433	88.4	\$ 1,288	\$ 5,350	415%	482	88.4	\$ 1,406	\$ 5,350	381%
B116	Starke	Huntsville	1441325	SAND, ZIRCON (CRUDE)	Covered Hopper	24	98.2	\$ 309	\$ 1,910	619%	24	98.2	\$ 309	\$ 1,910	619%
B117	Starke	Huntsville	1441325	SAND, ZIRCON (CRUDE)	Covered Hopper	24	98.8	\$ 474	\$ 1,910	403%	24	98.8	\$ 474	\$ 1,910	403%
B118	Wurtland	Fort Mill	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	21	101.3	\$ 305	\$ 1,061	348%	144	101.3	\$ 622	\$ 1,061	171%
B119	Wurtland	McIntosh	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	231	100.3	\$ 843	\$ 2,633	312%	231	100.3	\$ 843	\$ 2,633	312%
B120	Belle	Divine	2813980	DISPERSANT GASES, NE	Tank Car > 22,000 Gallons	571	75.2	\$ 1,607	\$ 11,542	718%	573	75.2	\$ 1,611	\$ 11,542	716%
B121	Belle	Mapleton	2813934	DIMETHYLAMINE, MONO-	Tank Car > 22,000 Gallons	581	50.4	\$ 1,426	\$ 7,845	550%	583	50.4	\$ 1,430	\$ 7,845	549%
B122	Burnside	Gracewood	2819325	SULPHUR TRIOXIDE, ST	Tank Car < 22,000 Gallons	765	86.4	\$ 2,062	\$ 18,406	892%	765	86.4	\$ 2,062	\$ 18,406	892%
B123	Lemont	Edgemoor	2991315	COKE, PETROLEUM, CAL	Covered Hopper	838	96.7	\$ 2,815	\$ 9,864	350%	838	96.7	\$ 2,815	\$ 9,864	350%
B124	New Johnsonville	McDonough	2816130	TITANIUM DIOXIDE AND	Tank Car < 22,000 Gallons	181	98.8	\$ 711	\$ 4,815	677%	329	98.8	\$ 1,087	\$ 4,815	443%
B125	Charleston	Woodstock	2812410	POTASSIUM HYDROXIDE	Tank Car < 22,000 Gallons	352	95.0	\$ 1,128	\$ 9,265	821%	352	95.0	\$ 1,128	\$ 9,265	821%
B126	Reybold	Albuquerque	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	907	93.4	\$ 2,488	\$ 10,844	436%	907	93.4	\$ 2,525	\$ 10,844	429%
B127	Reybold	Baltimore	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	64	93.4	\$ 408	\$ 3,900	956%	64	93.4	\$ 411	\$ 3,900	950%
B128	Reybold	Blair	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	834	93.4	\$ 2,308	\$ 10,008	434%	834	93.4	\$ 2,342	\$ 10,008	427%
B129	Reybold	Brewton	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	955	93.4	\$ 2,607	\$ 10,476	402%	955	93.4	\$ 2,645	\$ 10,476	396%
B130	Reybold	Castle Hayne	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	631	93.4	\$ 1,807	\$ 5,844	323%	631	93.4	\$ 1,833	\$ 5,844	319%
B131	Reybold	Clifton	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	1,245	93.4	\$ 3,323	\$ 14,928	449%	1,245	93.4	\$ 3,372	\$ 14,928	443%
B132	Reybold	Corson	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	834	93.4	\$ 2,308	\$ 10,008	434%	834	93.4	\$ 2,342	\$ 10,008	427%
B133	Removed														
B134	Reybold	Ferguson	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	1,120	93.4	\$ 3,014	\$ 12,882	427%	1,120	93.4	\$ 3,059	\$ 12,882	421%
B135	Reybold	Hastings	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	834	93.4	\$ 2,308	\$ 10,008	434%	834	93.4	\$ 2,342	\$ 10,008	427%
B136	Reybold	Indianapolis	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	740	93.4	\$ 2,076	\$ 8,880	428%	740	93.4	\$ 2,106	\$ 8,880	422%
B137	Reybold	Omaha	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	834	93.4	\$ 2,308	\$ 10,008	434%	834	93.4	\$ 2,342	\$ 10,008	427%
B138	Reybold	Orange	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	1,016	93.4	\$ 2,757	\$ 12,192	442%	1,016	93.4	\$ 2,798	\$ 12,192	436%
B139	Reybold	Phoenix	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	907	93.4	\$ 2,488	\$ 10,844	436%	907	93.4	\$ 2,525	\$ 10,844	429%
B140	Reybold	Sioux City	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	834	93.4	\$ 2,308	\$ 10,008	434%	834	93.4	\$ 2,342	\$ 10,008	427%
B141	Reybold	Toledo	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	600	93.4	\$ 1,731	\$ 7,200	416%	600	93.4	\$ 1,755	\$ 7,200	410%
B142	Reybold	Washington	2819315	SULPHURIC ACID OR OI	Tank Car < 22,000 Gallons	179	93.4	\$ 692	\$ 6,444	932%	179	93.4	\$ 699	\$ 6,444	922%

**EXHIBIT II-B-1
SUMMARY OF LANES WITH COMPETITIVE OPTIONS**

Lane #	Origin	O ST	Destination	D ST	Commodity	HazMat/ TIH	Competitive Alternative	Average Annual Railcar Volume ¹	Past Truck Shipments ²	Cost of NS Transportation ³	Cost of Alternative Transportation ⁴	Percent Difference
A1							DROPPED					
A2	Bayway	NJ	Waynesville	NC	Sulfuric Acid	HazMat	Direct Truck or Transload					
A3	Belle	WV	Danville	IL	Dimethyl Ether	HazMat	Direct Truck					
A4							DROPPED					
A5							DROPPED					
A6							DROPPED					
A7							DROPPED					
A8							DROPPED					
A9	Belle	WV	Wyandotte	MI	Methylamine Anhydrous	HazMat	Direct Truck					
A10	Charleston	TN	Edgemoor	DE	Chlorine	TIH				NS DOES NOT CONTEST MARKET DOMINANCE		
A11	Edgemoor	DE	Chicago	IL	Titanium Dioxide	Not a HazMat				SEE NS REPLY WP "LANE A11 ANALYSIS.XLS"		
A12	Edgemoor	DE	Chillicothe	OH	Titanium Dioxide	Not a HazMat	Direct Truck					
A13	Edgemoor	DE	Mahrt	AL	Titanium Dioxide	Not a HazMat	Direct Truck					
A14	Edgemoor	DE	Riverwood Intl	GA	Titanium Dioxide	Not a HazMat				NS DOES NOT CONTEST MARKET DOMINANCE		
A15	Edgemoor	DE	Wabash	IN	Titanium Dioxide	Not a HazMat				NS DOES NOT CONTEST MARKET DOMINANCE		
A16	Lemoyne	AL	Giant	SC	Waste Flammable Liquid	HazMat				NS DOES NOT CONTEST MARKET DOMINANCE		
A17	Loudon	TN	Braithwaite	LA	Bio-Propanediol (PDO)	Not a HazMat				NS DOES NOT CONTEST MARKET DOMINANCE		
A18	Louisville	KY	Decatur	IL	Muriatic Acid	HazMat	Direct Truck and CSXT Rail					
A19	Louisville	KY	Lafayette	IN	Muriatic Acid	HazMat	Direct Truck and CSXT Rail					
A20							DROPPED					
A21							DROPPED					
A22	McIntosh	AL	Lemoyne	AL	Caustic Soda	HazMat				NS DOES NOT CONTEST MARKET DOMINANCE		
A23	Reybold	DE	Detroit	MI	Sulfuric Acid	HazMat	Direct Truck or Transload					
A24	Reybold	DE	Fort Mill	SC	Sulfuric Acid	HazMat				NS DOES NOT CONTEST MARKET DOMINANCE		
A25	Reybold	DE	Morrisville	PA	Sulfuric Acid	HazMat	Direct Truck					
B1	Belle	WV	Anaheim	CA	Dimethyl Ether	HazMat				NS DOES NOT CONTEST MARKET DOMINANCE		

**EXHIBIT II-B-1
SUMMARY OF LANES WITH COMPETITIVE OPTIONS**

Lane #	Origin	O ST	Destination	D ST	Commodity	HazMat/ TIH	Competitive Alternative	Average Annual Railcar Volume ¹	Past Truck Shipments ²	Cost of NS Transportation ³	Cost of Alternative Transportation ⁴	Percent Difference
B2	Belle	WV	Bayport	TX	Glycolic Acid	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B3						HazMat	DROPPED					
B4	Belle	WV	Brownsville	TX	Dimethyl Formamide	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B5	Belle	WV	Burley	ID	Methylamine Anhydrous	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B6	Belle	WV	Cadet	MO	Methylamine Anhydrous	HazMat	Direct Truck					
B7						HazMat	DROPPED					
B8	Belle	WV	Channelview	TX	Aqueous Methylamines	HazMat	Direct Truck					
B9	Belle	WV	City of Commerce	CA	Dimethyl Formamide	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B10	Belle	WV	Conroe	TX	Methylamine Anhydrous	HazMat	Direct Truck					
B11	Belle	WV	Corsicana	TX	Methylamine Anhydrous	HazMat	Direct Truck					
B12						HazMat	DROPPED					
B13	Belle	WV	East Billings	MT	Aqueous Methylamines	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B14	Belle	WV	Ethyl	AR	Methylamine Anhydrous	HazMat	Direct Truck					
B15	Belle	WV	Finley	WA	Methylamine Anhydrous	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B16						HazMat	DROPPED					
B17	Belle	WV	Freepport	TX	Aqueous Methylamines	HazMat	Direct Truck					
B18	Belle	WV	Garyville	LA	Methylamine Anhydrous	HazMat	Direct Truck					
B19	Belle	WV	Geismar	LA	Methylamine Anhydrous	HazMat	Direct Truck					
B20	Belle	WV	Janesville	WI	Dimethyl Sulfate	TIH	Direct Truck					
B21	Belle	WV	Laredo	TX	Dimethyl Formamide	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B22	Belle	WV	Laredo	TX	Dimethyl Sulfate	TIH		NS DOES NOT CONTEST MARKET DOMINANCE				
B23	Belle	WV	Lorenzo	IL	Dimethyl Ether	HazMat	Direct Truck					
B24	Belle	WV	Los Angeles	CA	Methylamine Anhydrous	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B25	Belle	WV	Los Angeles	CA	Aqueous Methylamines	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B26						HazMat	DROPPED					
B27	Belle	WV	Millsdale	IL	Dimethyl Sulfate	TIH		NS DOES NOT CONTEST MARKET DOMINANCE				
B28						HazMat	DROPPED					
B29	Belle	WV	Saint Paul	MIN	Dimethyl Formamide	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B30	Belle	WV	San Dimas	CA	Dimethyl Ether	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B31						HazMat	DROPPED					
B32	Belle	WV	St Gabriel	LA	Methylamine Anhydrous	HazMat	Direct Truck					
B33	Belle	WV	St Joseph	MO	Aqueous Methylamines	HazMat	Direct Truck					
B34						HazMat	DROPPED					
B35	Belle	WV	Strang	TX	Dimethyl Formamide	HazMat	Direct Truck					

EXHIBIT II-B-1

SUMMARY OF LANES WITH COMPETITIVE OPTIONS

Lane #	Origin	O ST	Destination	D ST	Commodity	HazMat/ TIH	Competitive Alternative	Average Annual Railcar Volume ¹	Past Truck Shipments? ²	Cost of NS Transportation ³	Cost of Alternative Transportation ⁴	Percent Difference
B36	Belle	WV	Strang	TX	Methylamine Anhydrous	HazMat	Direct Truck					
B37	Belle	WV	Strang	TX	Monomethyl Formamide	Not a HazMat						
B38							DROPPED					
B39	Belle	WV	Texas City	TX	Methylamine Anhydrous	HazMat	Direct Truck					
B40	Belle	WV	Verona	MO	Methylamine Anhydrous	HazMat	Direct Truck					
B41	Belle	WV	West Memphis	AR	Methylamine Anhydrous	HazMat	Direct Truck					
B42	Belle	WV	Winford Spur	LA	Dimethyl Ether	HazMat	Direct Truck					
B43	Belle	WV	Wichita	KS	Methylamine Anhydrous	HazMat	Direct Truck					
B44	Bloomington	TX	Greenville	SC	Polyethylene	Not a HazMat						
B45	Bloomington	TX	Washington; Warren	NJ	Polyethylene	Not a HazMat	Transload					
B46							DROPPED					
B47	Charleston; Bradley	TN	Woodstock	TN	Caustic Soda	HazMat	Direct Truck					
B48	Cresap	WV	Edgemoor	DE	Petroleum Coke	Not a HazMat	Direct Truck or Transload					
B49	Dowling	TX	Fort Mill	SC	Aniline Oil	HazMat	Direct Truck					
B50	Edgemoor	DE	Garland	TX	Titanium Dioxide	Not a HazMat	Direct Truck					
B51	Edgemoor	DE	Groos	MI	Titanium Dioxide	Not a HazMat	Direct Truck					
B52	Edgemoor	DE	Laredo	TX	Titanium Dioxide	Not a HazMat	Transload					
B53	Edgemoor	DE	Madawaska	ME	Titanium Dioxide	Not a HazMat						
B54	Edgemoor	DE	Pasadena	TX	Titanium Tetrachloride	TIH						
B55	Edgemoor	DE	Port Huron	MI	Titanium Dioxide	Not a HazMat	Direct Truck					
B56	Edgemoor	DE	Portland	ME	Titanium Dioxide	Not a HazMat	Direct Truck					
B57	Edgemoor	DE	Portland	OR	Titanium Dioxide	Not a HazMat						
B58	Edgemoor	DE	Quinnesec	MI	Titanium Dioxide	Not a HazMat	Direct Truck or Transload					
B59	Edgemoor	DE	Rileys	ME	Titanium Dioxide	Not a HazMat	Direct Truck					
B60	Edgemoor	DE	Rumford	ME	Titanium Dioxide	Not a HazMat	Direct Truck					
B61							DROPPED					
B62	Edgemoor	DE	Shawmutt	ME	Titanium Dioxide	Not a HazMat	Direct Truck					

EXHIBIT II-B-1

SUMMARY OF LANES WITH COMPETITIVE OPTIONS

Lane #	Origin	O ST	Destination	D ST	Commodity	HazMat/ TIH	Competitive Alternative	Average Annual Railcar Volume ¹	Past Truck Shipments? ²	Cost of NS Transportation ³	Cost of Alternative Transportation ⁴	Percent Difference
B63	Edgemoor	DE	Snoboy	CA	Titanium Dioxide	Not a HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B64	Edgemoor	DE	Snoboy	CA	Titanium Dioxide	Not a HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B65	Edgemoor	DE	St Paul	MN	Titanium Dioxide	Not a HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B66							DROPPED					
B67	Edgemoor	DE	West Monroe	LA	Titanium Dioxide	Not a HazMat	Transload					
B68	Edgemoor	DE	Wheeling	IL	Titanium Dioxide	Not a HazMat	Direct Truck					
B69	Enid	OK	Edgemoor	DE	Petroleum Coke	Not a HazMat	Transload					
B70							DROPPED					
B71	Gregory	TX	Dragon	MS	Diffluoroethane	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B72							DROPPED					
B73	Gregory	TX	Royce	NJ	Diffluoroethane	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B74							DROPPED					
B75	Lemont	IL	Edgemoor	DE	Petroleum Coke	Not a HazMat	Transload					
B76	Lemoyne	AL	Artesia	MS	Waste Flammable Liquid	HazMat	Direct Truck					
B77	Mcintosh	AL	Burnside	LA	Spent Sulfuric Acid	HazMat	Direct Truck					
B78	Mcintosh	AL	Delisle	MS	Chlorine	TIH		NS DOES NOT CONTEST MARKET DOMINANCE				
B79	Mcintosh	AL	Delisle	MS	Caustic Soda	HazMat	Direct Truck					
B80	Mcintosh	AL	Orange	TX	Caustic Soda	HazMat	Direct Truck					
B81	Mcintosh	AL	Woodstock	TN	Caustic Soda	HazMat	Direct Truck					
B82	Orange	TX	Greenville	SC	Polyethylene	Not a HazMat	Direct Truck					
B83	Orange	TX	Washington; Warren			Not a HazMat	Direct Truck or Transload					
B84	Pascagoula	MS	Fort Mill	SC	Aniline Oil	HazMat	Direct Truck					
B85	Pascagoula	MS	Lemoyne	AL	Aniline Oil	HazMat	Direct Truck					
B86	Strang	TX	Lemoyne	AL	Sodium Methylate	HazMat	Direct Truck					
B87	Beauharnois	PQ	Edgemoor	DE	Chlorine	TIH		NS DOES NOT CONTEST MARKET DOMINANCE				
B88							DROPPED					
B89	Belle	WV	Gainesville	GA	Dimethyl Ether	HazMat	Direct Truck					
B90	Belle	WV	Port Bienville	MS	Methylamine Anhydrous	HazMat	Direct Truck					
B91	Belle	WV	Theodore	AL	Methylamine Anhydrous	HazMat	Direct Truck					
B92	Bellwood	VA	Dallas	GA	Sulfuric Acid	HazMat	Direct Truck or Transload					
B93	Bellwood	VA	Fort Mill	SC	Sulfuric Acid	HazMat	Direct Truck					
B94	Bellwood	VA	Rockwell	NC	Sulfuric Acid	HazMat	Direct Truck or Transload					

**EXHIBIT II-B-1
SUMMARY OF LANES WITH COMPETITIVE OPTIONS**

Lane #	Origin	O ST	Destination	D ST	Commodity	HazMat/ TIH	Competitive Alternative	Average Annual Railcar Volume ¹	Past Truck Shipments ²	Cost of NS Transportation ³	Cost of Alternative Transportation ⁴	Percent Difference
B95							DROPPED					
B96	Danville	VA	Amphill	VA	Lime	Not a HazMat	Direct Truck					
B97	Edgemoor	DE	New Johnsonville	TN	Titanium Dioxide	Not a HazMat	Direct Truck or Transload					
B98	Enid	OK	Edgemoor	DE	Petroleum Coke	Not a HazMat	Transload					
B99	Loudon	TN	Graingers	NC	Bio-Propanediol (PDO)	Not a HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B100	Loudon	TN	Graingers	NC	Bio-Propanediol (PDO)	Not a HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B101	Miami Fort	OH	Dallas	GA	Sulfuric Acid	HazMat	Direct Truck					
B102	Miami Fort	OH	Gracewood	GA	Sulfur Trioxide	TIH	Direct Truck					
B103	Miami Fort	OH	McIntosh	AL	Fuming Sulfuric Acid (Oleum)	TIH	Direct Truck					
B104							DROPPED					
B105							DROPPED					
B106	Miami Fort	OH	Pepper	VA	Fuming Sulfuric Acid (Oleum)	HazMat	Direct Truck					
B107	Natritum	WV	Belle	WV	Caustic Soda	HazMat	Direct Truck					
B108	Natritum	WV	Danville	VA	Caustic Soda	HazMat	Direct Truck					
B109	New Johnsonville	TN	Chapman	PA	Titanium Dioxide	Not a HazMat	Direct Truck or Transload					
B110							DROPPED					
B111	New Johnsonville	TN	Morrow	GA	Titanium Dioxide	Not a HazMat	Direct Truck or Transload					
B112	Niagara Falls	NY	Belle	WV	Caustic Soda	HazMat	Direct Truck					
B113	Niagara Falls	NY	Edgemoor	DE	Chlorine	TIH		NS DOES NOT CONTEST MARKET DOMINANCE				
B114	Niagara Falls	NY	Edgemoor	DE	Caustic Soda	HazMat	Direct Truck					
B115	Pascagoula	MS	Fort Mill	SC	Aniline Oil	HazMat	Direct Truck					
B116	Starke	FL	Huntsville	AL	Zircon Sand	Not a HazMat	Direct Truck					
B117	Starke	FL	Huntsville	AL	Zircon Sand	Not a HazMat	Direct Truck					
B118	Wurtland	KY	Fort Mill	SC	Sulfuric Acid	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B119	Wurtland	KY	McIntosh	AL	Sulfuric Acid	HazMat		NS DOES NOT CONTEST MARKET DOMINANCE				
B120	Belle	WV	Divine	IL	Dimethyl Ether	HazMat	Direct Truck					
B121	Belle	WV	Mapleton	IL	Methylamine Anhydrous	HazMat	Direct Truck					
B122	Burnside	LA	Gracewood	GA	Sulfur Trioxide	TIH		NS DOES NOT CONTEST MARKET DOMINANCE				
B123	Lemont	IL	Edgemoor	DE	Petroleum Coke	Not a HazMat	Transload					
B124	New Johnsonville	TN	McDonough	GA	Titanium Dioxide	Not a HazMat	Direct Truck or Transload					
B125	Charleston	TN	Woodstock	TN	Caustic Potash	HazMat	Direct Truck					

**EXHIBIT II-B-1
SUMMARY OF LANES WITH COMPETITIVE OPTIONS**

Lane #	Origin	O ST	Destination	D ST	Commodity	HazMat/ TIH	Competitive Alternative	Average Annual Railcar Volume ¹	Past Truck Shipments? ²	Cost of NS Transportation ³	Cost of Alternative Transportation ⁴	Percent Difference
B126	Reybold	DE	Albuquerque	NM	Sulfuric Acid	HazMat	Transload					
B127	Reybold	DE	Baltimore	MD	Sulfuric Acid	HazMat	Direct Truck or Transload					
B128	Reybold	DE	Blair	NE	Sulfuric Acid	HazMat	Transload					
B129	Reybold	DE	Brewton	AL	Sulfuric Acid	HazMat	Direct Truck or Transload					
B130	Reybold	DE	Castle Hayne	NC	Sulfuric Acid	HazMat	Direct Truck or Transload					
B131	Reybold	DE	Clifton	AZ	Sulfuric Acid	HazMat	Transload					
B132	Reybold	DE	Corson	SD	Sulfuric Acid	HazMat	Transload					
B133							DROPPED					
B134	Reybold	DE	Ferguson	MS	Sulfuric Acid	HazMat	Direct Truck or Transload					
B135	Reybold	DE	Hastings	NE	Sulfuric Acid	HazMat	Transload					
B136	Reybold	DE	Indianapolis	IN	Sulfuric Acid	HazMat	Direct Truck or Transload					
B137	Reybold	DE	Omaha	NE	Sulfuric Acid	HazMat	Transload					
B138	Reybold	DE	Orange	TX	Sulfuric Acid	HazMat	Transload					
B139	Reybold	DE	Phoenix	AZ	Sulfuric Acid	HazMat	Transload					
B140	Reybold	DE	Sioux City	IA	Sulfuric Acid	HazMat	Transload					
B141	Reybold	DE	Toledo	OH	Sulfuric Acid	HazMat	Direct Truck or Transload					
B142	Reybold	DE	Washington	WV	Sulfuric Acid	HazMat	Direct Truck or Transload					

¹ Derived from NS Reply Ex. II-B-5 and rounded to nearest whole number

² A "Yes" indicates that DuPont has shipped trucks of the issue commodity from the origin to the destination. Details are in the Narrative Lane Description.

³ For NS direct movements (i.e., Complaint Exhibit A movements), the NS tariff rate. For joint-line Complaint Exhibit B movements, the total rail rate (NS tariff rate plus the rate of connecting carriers).

⁴ Where both direct truck and transloading are competitive alternatives, only the lowest cost alternative is shown here.

Highly Confidential Exhibit

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Highly Confidential Exhibit

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Confidential Exhibit

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Confidential Exhibit

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Statement of
Dr. Mark Burton

Introduction and Overview

My Name is Mark Burton. I am Director of Transportation Economics at the University of Tennessee's Center for Transportation Research. I also hold the rank of Research Associate Professor within UT's Department of Economics. For the past 20 years, I have analyzed the pricing behavior and economic performance of surface freight transportation providers across a variety of modes and geographic settings. This work has resulted in a number of peer-reviewed academic publications, as well as testimony in various regional, state, and federal venues.

E.I. du Pont de Nemours & Company (DuPont) is challenging the rates charged by Norfolk Southern Railway Company (NS) for the movement of chemical products in various domestic freight transportation markets. Within that context, DuPont has provided information describing a number of what it represents as relevant transportation alternatives for movements where NS cooperates with other carriers to provide service.¹ Presumably, the calculated costs associated with these alternatives are intended to demonstrate that NS does not face effective competition in the subject freight markets. However, by systematically ignoring lower-cost and easily achievable shipping alternatives, the complainant contributes a great deal of unusable information regarding the subject movements and ignores relevant freight transportation options.² The DuPont analysis is also unduly dismissive of otherwise suitable freight alternatives based on broader supply-chain considerations over which Norfolk Southern has no control.

Regulatory Basis and the Importance of Transportation Alternatives

Unimpeded, market competition is a robust economic vehicle, yielding efficiency outcomes that are unparalleled by any other form of economic interaction. Accordingly, policy-makers are reticent to intervene in markets where the long-run health and vitality of the competitive process is not clearly in doubt. Market disturbances and subsequent adjustments can result in transient competitive imbalances, but these naturally occurring disruptions are self-correcting and do not warrant regulatory intervention. Instead, regulatory remedies should

¹ See Opening Evidence and Opening Argument of E.I. du Pont de Nemours and Company, Volume II, Part II-B, pp. II-B-1 – II-B-172, April 30, 2012, STB Docket No. NOR 42125.

² This portion of NS' Reply Evidence is focused on DuPont's treatment of the "Group B" movements and is sponsored by Professor Mark Burton of the Center for Transportation Research of the University of Tennessee. Professor Burton's vitae is included in Section Part IV, "Witness Qualifications and Verifications".

be imposed only when regulators detect unquestionable, measurable, non-transient, and otherwise inexplicable deviation from competitive behaviors by incumbent sellers.³

Evaluating the effectiveness of market competition does not require an alternative economic paradigm. Instead, competitive shortfalls are best identified by comparing observed incumbent behavior (and the prices and availability of substitutes) to the outcomes that would typically be expected in an effectively competitive setting. Given this process, it is clear that determining which alternatives should or should not be included in an evaluative price comparison is a critical first step in any useful analysis. Any failure in this regard taints all subsequent conclusions and undermines the regulatory process.

Only Actual Origins, Destinations, and Transportation Costs Are Relevant

In the current setting, determining the set of meaningful transportation substitutes requires careful consideration of what the complainant really seeks when it demands transportation services. The simple answer is that a shipper wants to eliminate the distance that separates the location of a specific commodity (shipment origin) from the location where it would like that commodity to be (shipment destination).⁴ In this ideal setting, if shipments are executed as planned, the *only* relevant attributes are the prices and corresponding transit times for competing transportation alternatives between origin and destination. Nothing else matters. Even when the shipper must use multiple railroads or multiple transport modes, its concern is limited to the cost and timeliness of transportation. It has no reason to care whether the shipment moves directly from its origin to its ultimate destination or whether it reaches that destination via any particular intermediate point.⁵

³ In practice, questions of "effective competition" are sometimes addressed through the application of an arbitrarily determined quantitative threshold. Correctly defined, effective competition refers to a market outcome where the potential gains from market intervention are outweighed by the cost of that intervention. For a further discussion of this topic see, Jan Boone, "Effective Competition: A Benchmark for Competition Policy, working paper, Tilburg University, 2005.

⁴ More precisely, DuPont seeks an input to a downstream productive process at a destination location where that process is feasible. The simple explanation offered here ignores the availability of relevant product or geographic substitutes.

⁵ Actual route characteristics only affect shipper wellbeing to the extent they influence transit times or transit time reliability. The latter of these concerns is mitigated by the assumption that the freight service in question is executed as planned. For a full treatment of transportation demand issues, see, Kenneth Small and Clifford Winston, "The Demand for Transportation: Models and Applications," *Essays in Transportation Economics and Policy*, Brookings Institution, 1999, pp. 11-55.

This sort of simplification routinely renders supply-chain managers apoplectic. They quickly point out that shipment characteristics affect modal choice and that mode and carrier selection also depend on variations in performance parameters like equipment availability, transit time reliability, probability of freight loss or damage, and administrative ease. Moreover both shipment characteristics and carrier performance can affect shipper investments in storage capacity, loading and unloading facilities, and carrier-owned transportation equipment. In short line-haul shipping alternatives are, to varying degrees, tied to a host of other transportation and non-transportation supply-chain considerations.

While these concerns are valid in the day-to-day context of supply-chain management, they have far less relevance in evaluating whether effective competition exists in the marketplace for the movement of a commodity from a specific origin to a shipment destination. First, many of the supply-chain constraints that routinely vex front-line supply-chain managers are measurably eased as planning horizons are lengthened even slightly. Shippers like DuPont regularly alter supply-chain processes in response to the specific demands in downstream product markets.⁶ There is no reason why they cannot as easily alter these practices (and supporting investments) in order to take advantage of competitive transportation alternatives. Perhaps, more importantly, freight carriers have no control over the non-transportation aspects of shipper supply-chain processes and certainly should not be called on to indemnify shippers in this regard. Finally, DuPont's market dominance evidence and arguments incorporate both transportation-related and non-transportation supply chain considerations on a highly selective basis and ignore any supply-chain advantage associated with available freight alternatives.

Again, setting aside ancillary concerns, and returning to the principal issue of freight transportation, the ultimate task facing profit-maximizing firms is to move goods from where they are to where they are needed. Hence, the cost (money and time) of moving goods between origin and destination is the primary focus of DuPont and should be the primary focus of the Board in evaluating competitive alternatives to NS' rates in this case. With rare exception, shippers have no reason to favor one particular route over another unless a different route results in lower costs or improvements in service, and they have every incentive to avoid routing or interchange restrictions that unnecessarily increase transportation costs above what is, otherwise, attainable. Given the absence of any evidence about the different routes identified by

⁶ The DuPont filings note transportation mode choices that reflect customer preferences. For example some purchasers of aniline oil prefer truck shipments while others demand rail deliveries. DuPont accommodates both. See Opening Evidence and Opening Argument of E.I. du Pont de Nemours and Company, Volume II, Part II-B, pp. II-B-39 – II-B-40, April 30, 2012, STB Docket No. NOR 42125.

NS resulting in higher costs or inferior service, the relevant analytical comparison should be between the NS rates and the charges corresponding to the least-cost freight transportation alternatives between actual shipment origins and destinations.

DuPont's Abandonment of Economic Principles and the Results

While a profit-maximizing shipper will focus on actual origins and destinations, DuPont asks the Board to do otherwise in the Board's evaluation of the freight alternatives available for the traffic at issue in this proceeding. Specifically, DuPont asks the Board to ignore freight alternatives that do not strictly replicate only the NS portion of the movement, ignoring the possibility of a more direct all-truck movement or combined rail-truck movements from shipment origin to shipment destination.

The complainant's choice to ignore comparably priced (or often less costly) freight alternatives to transport from shipment origin to shipment destination is not rooted in an alternative interpretation of economic principles. Instead, the DuPont methodology appears to rest entirely on DuPont counsel's interpretation of legal precedent. In summarizing its position regarding the availability and pricing of alternatives for each of the 26 subject commodities, DuPont concludes with the following :⁷

Because DMIR precludes the Board from considering alternative transportation options between points other than those covered by the challenged rates, direct transportation options between the origin and destination are not transportation alternatives to the NS bottleneck segment.

Elsewhere in its Reply Evidence, NS explains why this is an incorrect and insupportable interpretation of the statutory provisions on market dominance. And from an economic standpoint, this position is unambiguously wrong.

Simply offending economic theory is of little consequence. Unfortunately, DuPont's methodology introduces very real distortions into the comparison of available freight alternatives. The current analysis included an examination of 101 example origin-destination pairs provided by the complainant for 26 commodities where the NS (Rule 11) charges for multi-line service are challenged.⁸ This examination included a comparison of the highway distance

⁷ The identical language appears repeatedly. For its first use, see Opening Evidence and Opening Argument of E.I. du Pont de Nemours and Company, Volume II, Part II-B, p. II-B-9, April 30, 2012, STB Docket No. NOR 42125.

⁸ Because the data describe routes for separate commodities, they included duplicate origin-destination pairs. These were eliminated. There were also three cases in which geographic ambiguities in the data made the reliable determination of shipment origin or destination impossible. These records were also eliminated.

between actual origin and destination to a similar route distance that imposed the current NS interchange location as a waypoint. These comparisons are summarized in Table 1 which is included as an attachment to the current document.

In roughly half (46 percent) of the cases, the truck-direct route was at least five percent shorter than the highway routing that includes the NS interchange location as a waypoint. For 20 percent of the origin-destination pairs the difference between the truck-direct route and the proxy for the truck-rail distance over the existing interchange was 10 percent or greater, with an average added distance of 174 miles (See Table 1.).

By far the most remarkable case involves traffic that DuPont moves between Natrium, WV, and Belle, WV (Lane # B-107). The all-rail traffic is originated by CSX and interchanged with NS at Cincinnati. Based, on the complainant's methodology, the only feasible alternative route would include the CSX movement to Cincinnati, a transload to truck, and a 200+ mile highway movement from Cincinnati to Belle. Ignoring the cost of the CSX movement and the unnecessary transload cost, the remaining truck movement from Cincinnati to Belle would be 44 percent longer than the 146 mile truck-direct routing between Natrium and Belle, an alternative that DuPont would never elect to use in the real world. Here, what matters as a matter of effective competition is the existence of an effective truck alternative from Natrium to Belle, not a truck alternative to Cincinnati.

A second example is the movement that originates at Belle, WV, on NS which moves the traffic to an interchange with BNSF at Kansas City. BNSF then delivers the traffic to DuPont's customer at West Memphis, AR (Lane #B-41). The combined railroad routing is roughly 1,275 miles and a DuPont truck-rail alternative that forces a Kansas City transload would be only modestly shorter. Alternatively, the truck-direct distance between Belle and West Memphis is approximately 620 highway miles – a distance of barely half that requires no mid-shipment transload. A proper economic analysis of competition that constrains the rate NS can charge for its portion of the movement from Belle to West Memphis (which NS knows will be combined with the BNSF rate) is the truck rate from Belle to West Memphis.

These examples illustrate the extent to which the statement in DMIR is not economically sound and to which DuPont's non-least-cost determination of freight alternatives distorts its analysis. The distances in these examples are approximate and distance differentials are not converted to actual differences in freight charges, but the conclusion is nonetheless inescapable. Any methodology that, by its design, produces errors of this magnitude is not suitable for determining the degree of effective transportation competition.

Table 1 – Route Distance Comparisons

Shipped Commodity	Lane	Actual Origin	Interchange	Actual Destination	Rail-Highway Distance	Highway-Direct Distance
Acid, Glycolic	B-2	Belle, WV	E St. Louis	Bayport, TX	1,312	1,209
Acid Sulfuric	B-92	Bellwood, VA	Petersburg, VA	Dallas, GA	567	563
Acid Sulfuric	B-93	Bellwood, VA	Charlotte, NC	Fort Mill, SC	311	308
Acid Sulfuric	B-94	Bellwood, VA	Petersburg, VA	Rockwell, NC	262	258
Acid Sulfuric	B-101	Miami Fort, OH	Cincinnati	Dallas, GA	650	647
Acid Sulfuric	B-126	Reybold, DE	Streeter, IL	Albuquerque, NM	2,095	1,939
Acid Sulfuric	B-127	Reybold, DE	Baltimore	Baltimore	0	0
Acid Sulfuric	B-128	Reybold, DE	Chicago	Blair, NE	1,233	1,216
Acid Sulfuric	B-129	Reybold, DE	Birmingham, AL	Brewton, AL	1,042	1,037
Acid Sulfuric	B-132	Reybold, DE	Chicago	Carson, SD	1,326	1,325
Acid Sulfuric	B-130	Reybold, DE	Charlotte, NC	Castle Hayne, NC	712	466
Acid Sulfuric	B-131	Reybold, DE	Kansas City	Clifton, AZ	2,286	2,232
Acid Sulfuric	B-134	Reybold, DE	Memphis	Ferguson, MS	1,272	1,109
Acid Sulfuric	B-135	Reybold, DE	Chicago	Hastings, NE	1,388	1,372
Acid Sulfuric	B-136	Reybold, DE	Cincinnati	Indianapolis, IN	693	655
Acid Sulfuric	B-137	Reybold, DE	Chicago	Omaha, NE	1,231	1,215
Acid Sulfuric	B-138	Reybold, DE	E St. Louis	Orange, TX	1,643	1,402
Acid Sulfuric	B-139	Reybold, DE	Streeter, IL	Phoenix, AZ	2,512	2,356
Acid Sulfuric	B-140	Reybold, DE	Chicago	Sioux City, IA	1,295	1,279
Acid Sulfuric	B-141	Reybold, DE	Toledo, OH	Toledo, OH	0	0
Acid Sulfuric	B-142	Reybold, DE	Hagerstown, MD	Washington, WV	390	387
Acid Sulfuric	B-118	Wurtland, KY	Charlotte, NC	Fort Mill, SC	360	357
Acid Sulfuric	B-119	Wurtland, KY	Birmingham, AL	McIntosh, AL	747	745
Acid, Spent Sulfuric	B-77	McIntosh, AL	Mobile	Burnside, LA	248	244
Oleum	B-103	Miami Fort, OH	Chattanooga	McIntosh, AL	915	866
Oleum	B-106	Miami Fort, OH	Cincinnati	Pepper, VA	561	463
Aniline Oil	B-49	Dowling, TX	Meridian	Fort Mill, SC	983	963
Aniline Oil	B-84	Pascagoula, MS	Atlanta	Fort Mill, SC	618	618
Aniline Oil	B-85	Pascagoula, MS	Mobile	LeMoyne, AL	63	59
Bio-Propanediol	B-99	Loudon, TN	Chattanooga	Graingers, NC	641	478
Caustic, Potassium	B-125	Charleston, TN	Memphis	Memphis, TN	0	0
Caustic, Sodium	B-79	McIntosh, AL	Mobile	Delisle, MS	127	123
Caustic, Sodium	B-81	McIntosh, AL	Mobile	Memphis, TN	428	391
Caustic, Sodium	B-80	McIntosh, AL	NOLA	Orange, TX	423	400
Caustic, Sodium	B-107	Natrium, WV	Cincinnati	Belle, WV	466	146
Caustic, Sodium	B-108	Natrium, WV	Lynchburg, VA	Danville, VA	446	387
Caustic, Sodium	B-112	Niagra Falls, NY	Columbus, OH	Belle, WV	522	458
Chlorine	B-113	Niagra Falls, NY	Buffalo	Edgemoor, DE	439	431
Dimethyl Ether	B-1	Belle, WV	Chicago	Anaheim, CA	2,541	2,338
Dimethyl Ether	B-89	Belle, WV	Cincinnati	Gainesville, GA	673	450
Dimethyl Ether	B-23	Belle, WV	Chicago	Lorenzo, IL	585	553
Dimethyl Ether	B-30	Belle, WV	Chicago	San Dimas, CA	2,518	2,315
Dimethyl Ether	B-42	Belle, WV	Meridian	Winford Spur, LA	983	983
Difluoroethane	B-71	Gregory, TX	NOLA	Dragon, MS	672	649
Dimethyl Formamide	B-4	Belle, WV	E St. Louis	Brownsville, TX	1,675	1,531
Dimethyl Formamide	B-9	Belle, WV	Streeter, IL	City of Commerce, CA	2,524	2,342
Dimethyl Formamide	B-29	Belle, WV	Chicago	St Paul, MN	928	928
Dimethyl Formamide	B-35	Belle, WV	E St. Louis	Strang, TX	1,314	1,196
Dimethyl Sulfate	B-20	Belle, WV	Chicago	Janesville, WI	636	636
Dimethyl Sulfate	B-22	Belle, WV	E St. Louis	Laredo, TX	1,575	1,490
Dimethyl Sulfate	B-27	Belle, WV	Chicago	Milsdale, IL	581	545
Lime	B-96	Danville, VA	Petersburg, VA	Amphill, VA	158	154
Methylamines, Anhydrous	B-5	Belle, WV	Chicago	Burley, ID	2,069	1,980
Methylamines, Anhydrous	B-6	Belle, WV	E St. Louis	Cadet, MO	581	581

Table 1 (Continued)

Shipped Commodity	Lane	Actual Origin	Interchange	Actual Destination	Rail-Highway Distance	Highway-Direct Distance
Methylamines, Anhydrous	B-10	Belle, WV	E St. Louis	Conroe, TX	1,289	1,174
Methylamines, Anhydrous	B-11	Belle, WV	E St. Louis	Corsicana, TX	1,202	1,113
Methylamines, Anhydrous	B-14	Belle, WV	E St. Louis	Ethyl, AR	907	734
Methylamines, Anhydrous	B-15	Belle, WV	Chicago	Finley, WA	2,412	2,425
Methylamines, Anhydrous	B-18	Belle, WV	NOLA	Garyville, LA	937	937
Methylamines, Anhydrous	B-19	Belle, WV	NOLA	Geismar, LA	961	961
Methylamines, Anhydrous	B-24	Belle, WV	Chicago	Los Angeles, CA	2,547	2,344
Methylamines, Anhydrous	B-121	Belle, WV	Logansport, IN	Mapleton, IL	614	551
Methylamines, Anhydrous	B-90	Belle, WV	Atlanta	Port Bienville, MS	920	880
Methylamines, Anhydrous	B-32	Belle, WV	NOLA	St Gabriel, LA	966	966
Methylamines, Anhydrous	B-39	Belle, WV	E St. Louis	Texas City, TX	1,330	1,245
Methylamines, Anhydrous	B-91	Belle, WV	Cincinnati	Theodore, AL	949	818
Methylamines, Anhydrous	B-40	Belle, WV	E St. Louis	Verona, MO	772	772
Methylamines, Anhydrous	B-41	Belle, WV	Kansas City	W. Memphis, AR	1,210	619
Methylamines, Anhydrous	B-43	Belle, WV	E St. Louis	Wichita, KS	960	960
Methylamines, Aqueous	B-8	Belle, WV	E St. Louis	Channelview, TX	1,299	1,206
Methylamines, Aqueous	B-13	Belle, WV	Chicago	E. Billings, MT	1,760	1,734
Methylamines, Aqueous	B-17	Belle, WV	E St. Louis	Freeport, TX	1,354	1,239
Methylamines, Aqueous	B-33	Belle, WV	Kansas City	St. Joseph, MO	821	821
Petroleum Coke	B-48	Cresap, WV	Hagerstown, MD	Edgemoor, DE	389	354
Petroleum Coke	B-69	Enid, OK	E St. Louis	Edgemoor, DE	1,390	1,390
Petroleum Coke	B-75	Lemont, IL	Chicago	Edgemoor, DE	784	763
Polyethylene	B-44	Bloomington, TX	NOLA	Greenville, SC	1,096	1,073
Polyethylene	B-45	Bloomington, TX	E St. Louis	Washington, NJ	1,840	1,710
Polyethylene	B-82	Orange, TX	NOLA	Greenville, SC	853	830
Polyethylene	B-83	Orange, TX	E St. Louis	Washington, NJ	1,643	1,467
Sulfur Trioxide	B-122	Burnside, LA	NOLA	Gracewood, GA	677	677
Sulfur Trioxide	B-102	Miami Fort, OH	Chattanooga	Gracewood, GA	831	726
Titanium Dioxide	B-50	Edgemoor, DE	Meridian	Garland, TX	1,501	1,445
Titanium Dioxide	B-51	Edgemoor, DE	Chicago	Groos, MI	1,075	995
Titanium Dioxide	B-52	Edgemoor, DE	E St. Louis	Laredo, TX	1,939	1,835
Titanium Dioxide	B-53	Edgemoor, DE	Rouses Point, NY	Madawaska, ME	867	740
Titanium Dioxide	B-97	Edgemoor, DE	Cincinnati	New Johnsonville, TN	934	872
Titanium Dioxide	B-55	Edgemoor, DE	Buffalo	Port Huron, MI	627	640
Titanium Dioxide	B-56	Edgemoor, DE	Mechanicville/Ayer	Portland, ME	572	438
Titanium Dioxide	B-57	Edgemoor, DE	Chicago	Portland, OR	2,878	2,861
Titanium Dioxide	B-59	Edgemoor, DE	Mechanicville/Ayer	Rileys, ME	632	498
Titanium Dioxide	B-60	Edgemoor, DE	Mechanicville/Ayer	Rumford, ME	654	520
Titanium Dioxide	B-62	Edgemoor, DE	Mechanicville/Ayer	Shawmut, ME	650	517
Titanium Dioxide	B-63	Edgemoor, DE	Chicago	Snoboy, CA	2,906	2,890
Titanium Dioxide	B-65	Edgemoor, DE	Chicago	St. Paul, MN	1,154	1,154
Titanium Dioxide	B-67	Edgemoor, DE	Meridian	West Monroe, LA	1,212	1,212
Titanium Dioxide	B-68	Edgemoor, DE	Chicago	Wheeling, IL	783	783
Titanium Dioxide	B-109	New Johnsonville, TN	Cincinnati	Chapman, PA	929	906
Titanium Dioxide	B-124	New Johnsonville, TN	Chattanooga	McDonough, GA	372	372
Titanium Dioxide	B-111	New Johnsonville, TN	Chattanooga	Morrow, GA	358	358
Waste, Flammable Liquid	B-76	Lemoyné, AL	Meridian	Artesia, MS	206	210
Zircon Sand	B-117	Starke/Lawtey, FL	Decatur, AL	Huntsville, AL	544	534

The Board's Proposed Limit Price Methodology is not an Objective or Reliable Indicator of Market Dominance

We are Kelly Eakin and Mark Meitzen, two of the principal authors of the Christensen Associates' railroad competition studies. We have been asked by Norfolk Southern to analyze the "limit price" methodology outlined by the Board in its September 27, 2012 Decision in *M&G Polymers USA LLC v. CSX Transp., Inc.*, STB Docket No. NOR 42123 ("September 27, 2012 Decision"). As detailed below, we believe that the proposed "limit price" screen to determine whether a railroad is presumptively market dominant for particular issue traffic is not founded in sound economics and will not simplify the Board's qualitative market dominance determinations.

The Board indicated in the September 27, 2012 Decision that it was concerned that because of "rapidly escalating complexity," the market dominance inquiry "will soon dwarf the rate reasonableness inquiry" without a more objective means of resolving market dominance issues. (*Id.*, p. 3) In response to this concern, the Board proposed a four-step approach (the "limit price test") to "objectively" determine whether transportation alternatives are effectively constraining rail prices.

The first step in the Board's proposed approach is to set a "limit price," which the Board defines as the highest price a railroad could theoretically charge a shipper "without causing a significant amount of the issue traffic on a particular rail movement to be diverted to any particular competitive alternative." (*Id.*, pp. 3-4) Next, the Board would calculate a "limit price R/VC ratio," defined as the ratio of the limit price to the rail carrier's "variable cost of providing the service at issue." (*Id.*, p. 4) This limit price R/VC ratio then would be compared to the railroad's most recent Revenue Shortfall Allocation Method (RSAM) figure. If the limit price R/VC ratio exceeded the RSAM

figure, the Board would preliminarily conclude that “the alternative cannot exert competitive pressure sufficient to effectively constrain the rate at issue.” (*Id.*, p. 4) If the limit price R/VC ratio is less than the current RSAM figure, the Board would preliminarily conclude that “the competitive alternative effectively constrains the rate at issue.” (*Id.*, p. 4) As a final step, this “preliminary” conclusion may be subject to change if the Board determines that there are “*certain intangible qualities*” that contribute to the effectiveness or lack of effectiveness of the limit price to constrain the railroad rate at issue. (*Id.*, p. 4, emphasis added) These intangible qualities are characterized as “certain unquantifiable benefits” or “certain unquantifiable costs.” (*Id.*, p. 14)

We conclude that the proposed methodology is neither objective nor an accurate or reliable measure of a railroad’s market dominance. We do not believe the proposed methodology provides an economically sound means of “quickly” resolving market dominance issues. By its very nature, determination of market dominance is often a fact-intensive exercise. If anything, rather than simplifying the process, the proposed approach would add steps to the existing process without adding meaningful information about market performance. Moreover, the proposed screen is not economically sound, in part because it actually ignores available relevant information and instead turns on an RSAM figure that does not incorporate any information about the competitive dynamics of the market in question.

Below, we first discuss the market-specific analysis required in determining market dominance and note that much of this same analysis will presumably be necessary under the proposed limit price test. We then demonstrate a number of shortcomings of

the proposed limit price test and how these flaws cause the proposed test to be an unreliable indicator of market dominance.

The Determination of Market Dominance Requires Market-Specific Analysis That Would Still be Required under the Proposed Methodology

In its September 27, 2012 Decision, the Board distinguishes two phases of the qualitative determination of market dominance: whether a transportation alternative is practically feasible; and whether a practically feasible alternative effectively constrains the rate at issue (*Id.*, p. 3, n. 5). The Board's proposed limit price test is designed to address the latter issue—*i.e.*, whether a practically feasible alternative provides effective competition to the rail carrier. In our opinion, the factors that have typically been considered in the qualitative determination of market dominance would still need to be considered under the proposed methodology. Thus, aside from its fundamental economic flaws (which we discuss below), the proposed limit price test is not likely to provide a more expeditious solution to the determination of market dominance.

Prior to performing the proposed limit price test, much of the same analyses employed under the current framework will still presumably need to be performed to determine whether feasible transportation alternatives exist (and the limit prices of such alternatives). For example, for each lane of traffic in question, this would include determining the availability of alternative modes capable of transporting the various commodities; the feasibility of transloading to determine whether multiple modes of transportation may be possible; the capacity of each of the modes or combinations of modes to handle the required volumes; and the rates for each of the modes or combinations of modes. It is our understanding that in the current rate case between

DuPont and Norfolk Southern, 138 distinct origin-destination pairs (“O-D pairs”) involving 26 separate commodities are at issue, and that Norfolk Southern is filing evidence in support of its contention that effective competition exists in 99 of these O-D pair traffic lanes. That means analysis of 99 O-D pairs for 20 commodities to determine whether feasible transportation alternatives exist, *before even getting to the proposed limit price test* in this proceeding. Accordingly, even without considering the limit price approach’s shortcomings as an economic measure of market dominance, it does not appear that the proposed approach would expedite the determination of feasible competitive alternatives.

Once the Board determines whether feasible transportation alternatives exist for each of the movements in question, the proposed approach would require that a limit price and limit price R/VC ratio be established for each of those movements. Then, the limit price R/VC ratio would be compared to the defendant carrier’s RSAM figure for each of the movements to arrive at a *preliminary* conclusion of whether the feasible alternative(s) effectively constrain railroad pricing. Finally, the Board indicates that it will consider “intangible qualities” (which are either “certain unquantifiable benefits or certain unquantifiable costs”) before arriving at a final determination of market dominance. Thus, in this case to arrive at a final determination of market dominance, this means determination and consideration of “intangible qualities” for the many different commodities moving in the 99 traffic lanes where Norfolk Southern is contesting market dominance.

In summary, the Board notes in its September 27, 2012 Decision that the proposed methodology “encompasses the same factors described by the market

dominance guidelines originally set forth in Market Dominance Determination & Consideration of Product Competition.” (*Id.*, pp. 14-15) This step alone would require the Board to undertake essentially the same qualitative market dominance analysis it conducts under the existing, established approach. Thus, the proposed methodology offers no procedural cost or time savings but instead adds a new layer to the already complex process.

Fundamental Flaws in the Proposed Limit Price Test

Because of its inherent flaws, the proposed limit price test does not result in an economically reliable determination of market dominance. As we demonstrate, the proposed limit price test does not incorporate available actual market information; and the test uses information that is irrelevant to actual market dynamics.

The Proposed Limit Price Test Ignores the Most Relevant Available Market Information

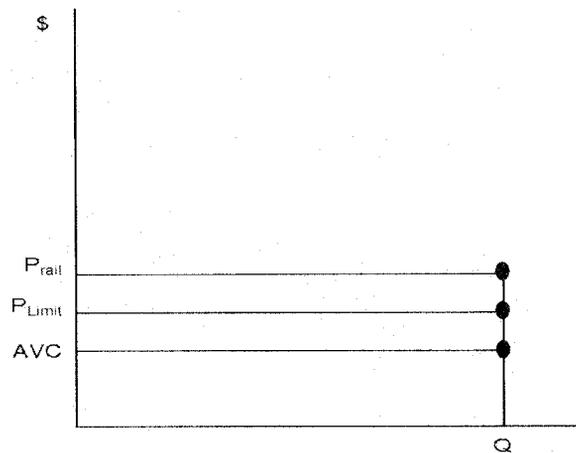
One of the key methodological problems with using the proposed limit price test as a market dominance screen is that it attempts to make “objective” determinations about the effectiveness of competition without considering the most relevant information about the market at issue – namely, information about the railroad’s pricing and how the railroad’s pricing compares to the pricing of alternatives.

The limit price approach would make a preliminary conclusion of market dominance from a comparison of the limit price R/VC with the defendant carrier’s RSAM figure. Specific actual market information that is available—namely, the price charged by the railroad—would not be used in the Board’s proposed test.

Figure 1 illustrates the failure of the Board’s proposed test to incorporate actual specific market information. For any rail market for which the Board is assessing the

effectiveness of a competitive alternative, the available market information consists of: (1) the price the railroad is charging (P_{Rail}); (2) the quantity of services the railroad is providing (Q); (3) the railroad's variable costs for providing the service (AVC); and (4) the price of the selected competitive alternative to the railroad's service (*i.e.*, the limit price) (P_{Limit}).

FIGURE 1



The one data point in Figure 1 that directly reflects information about demand is the intersection of Q and P_{Rail} . But that market information plays no role in the proposed limit price analysis. Instead, the only market information used in the proposed limit pricing test is P_{Limit} and AVC . The determination of P_{Limit} does not depend on P_{Rail} , and as a result the most direct information from the market is ignored. Indeed, P_{Rail} is not used at all.

The Proposed Limit Price Test Uses Information Irrelevant to the Existence of Competition in Particular Markets

Another critical flaw in the proposed limit price test is that the RSAM figure used in the test does not contain *any* market-specific information. RSAM is designed to

measure “the average markup that [a carrier] would need to collect from all of its potentially captive traffic to earn a return on investment equal to the cost of capital.” (*Id.*, p. 4) This average markup is based on all of a carrier’s traffic that generates an R/VC in excess of 180%. As a matter of arithmetic, if a railroad were to achieve the average R/VC represented by RSAM, individual R/VC ratios for some traffic would fall above the average and other individual R/VC ratios would fall below the average. Moreover, because the RSAM ratio is a system-wide average R/VC goal for all movements generating ratios greater than 180%, it does not incorporate any information about the competitive dynamics of any particular market and, thus, does not consider circumstances which result in limit price R/VCs falling above and below the system-wide average. Nonetheless, the Board’s proposed approach would use the RSAM figure (which provides no movement-specific information about the relevant market or competition in that market) as the determinant of whether a particular limit price R/VC for an individual movement in a specific transportation market indicates effective competition. In the current proceeding, that means the same system-wide average RSAM would be used as a market dominance screen for each of the diverse 99 lanes of traffic for which Norfolk Southern is contesting market dominance.

RSAM should not be given any weight in a market dominance determination. RSAM is not a measure of whether there is actual competition or how robust that competition is for any particular movement. The irrelevance of RSAM for determining market dominance in particular situations is illustrated by the fact that RSAM does not appear in Figure 1 at all because the RSAM measure does not include any information from the particular market under analysis. Nor does the RSAM measure contain any

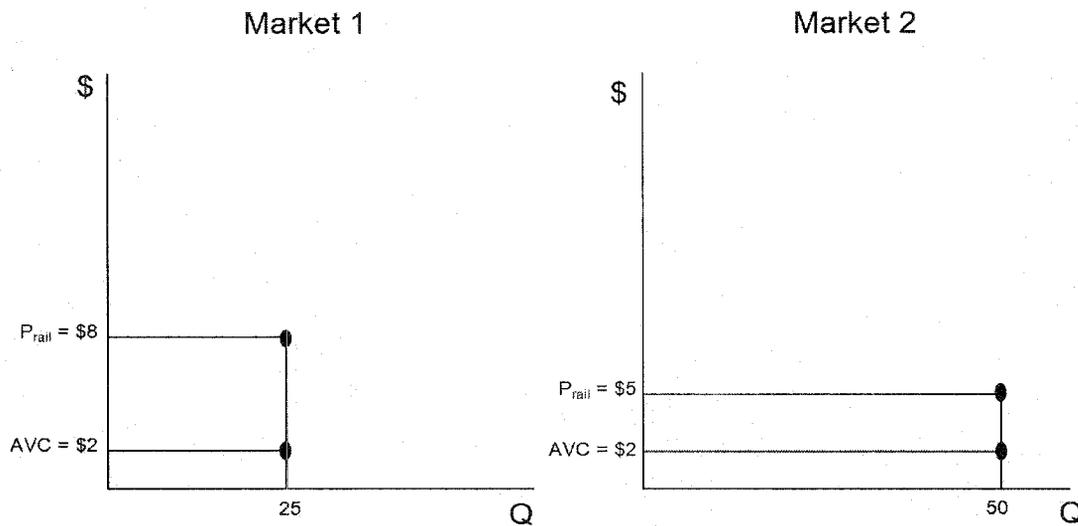
information about the railroad's aggregate demand. The information contained in RSAM is unrelated to any specific market and does not incorporate any information on demand, and therefore it has no bearing as to whether a rail price in a specific market is effectively constrained by competition.

The Flaws in the Proposed Limit Price Test Cause it to be an Unreliable Indicator of Market Dominance.

The proposed limit price screen for market dominance is flawed because it does not consider one of the most important indicia of competition – the relationship between the price charged by the railroad and the price charged by a transportation alternative. In other words, the relationship between P_{Rail} and P_{Limit} is never considered. In addition to the failure to consider the relationship between the price charged by the railroad and the price charged by a transportation alternative, the test's dependence on RSAM is further reason why the proposed limit price approach is an unreliable test of market dominance. Indeed, the limit price test would conclude that "market dominance" exists in many situations where the railroad charges prices below its competition, and it would conclude that the railroad was not market dominant in many situations where the railroad was charging substantially more than its competition.

These flaws are illustrated by the simplified example depicted in Figure 2. First, we assume a railroad with an RSAM of 300% that operates in two 'captive markets.' The railroad sells 25 units of its service at \$8 per unit in Market 1 and 50 units at \$5 per unit in Market 2. The average variable cost is \$2 per unit in both markets. Now, consider two cases.

FIGURE 2



First, let us assume that the price of the alternative to the railroad's service in both markets is \$5. If the limit price is \$5, then the limit price R/VC for both markets is 250% ($\$125/\50 and $\$250/\100), which is less than the railroad's RSAM of 300%. Thus, in this scenario the proposed test reaches the preliminary conclusion that the railroad is not market dominant in either market, despite the fact that in Market 1 the railroad's price is considerably more than the limit price. A more intuitive qualitative market dominance analysis might consider the fact that the railroad's pricing was 67% higher than the transportation alternative as evidence that the railroad was market dominant in Market 1, but the limit price approach would reach the opposite conclusion due to its failure to consider the relationship between the price of rail transportation and the price of alternative transportation.

Second, let us assume that the price of the alternative is \$8. If the limit price were \$8 in each market, the limit price R/VC would be 400% in both markets ($\$200/\50 and $\$400/\100), which is greater than the railroad's RSAM of 300%. The preliminary conclusion of the limit price test thus would be that the railroad is not effectively price

constrained in either market. Thus the fact that a railroad was offering prices equivalent to the price of the competitive alternative (in Market 1) and significantly lower than the price of the competitive alternative (in Market 2) would be irrelevant to the market dominance inquiry – even though actual market evidence that rail pricing that meets or significantly undercuts competitor pricing could be a strong indicator that the competition is effectively constraining rail rates. All that matters for the limit price test is how the limit price R/VC compares to RSAM. As shown in this case, a property of the proposed limit price test is that a railroad reacting to potential competition by lowering price to match or beat a competitor's price does not influence the determination of whether there was an effective price constraint in the market, regardless of the amounts by which the railroad reduced its prices.

This example shows that the failure to consider important market information (namely the difference between the rail price and the price of the transportation alternative) and reliance on information not related to actual market conditions (*i.e.*, the use of RSAM) can lead to incorrect conclusions regarding market dominance. Under the proposed test, the limit price R/VC would be the only determinative variable in each of the markets to which the test is applied, despite the fact that markets may feature very different levels of price competition and customer demand characteristics.

Furthermore, in the present case, the same railroad-wide average value of RSAM would be used for each of the 99 different O-D pairs for which NS is contesting market dominance. For example, the transportation alternatives in this case include truck and transload, which are different options with different characteristics that affect the price of the option. We understand the range of commodities includes such disparate items as

sulfuric acid, aniline oils, and petroleum coke (all of which move in tank cars and trucks), and zircon sand, lime and PET (all of which move in covered hopper cars and trucks). In short, the various commodities that move under the challenged rates have differing transportation characteristics that are not accorded any significance by RSAM.

Because differential pricing is a key feature of railroad economics and constrained market pricing, there will be a distribution of R/VCs across markets. Likewise, there will be a distribution of limit price R/VCs across markets. Consequently, there will be many markets whose transportation alternatives generate limit price R/VCs above the railroad-wide average RSAM and many that generate limit price R/VCs below RSAM.

Consider the simplified hypothetical case where all of a railroad's markets were effectively price-constrained by competitive alternatives comparably priced to rail prices. Because limit price R/VC ratios will not be uniform, the proposed limit price market dominance test would falsely flag a number of the markets as having ineffective price restraints as these disparate ratios are compared to the constant value of the railroad-wide average RSAM. Now consider the other extreme where none of a railroad's "captive markets" featured effective competition and the railroad had set its prices at the level of dramatically higher-cost alternatives. In this case, again because of the distribution of limit price R/VC ratios around the value of RSAM, the proposed test would erroneously conclude that a number of those markets were effectively price constrained. Thus, as a matter of arithmetic, the proposed test is prone to produce numerous "false positive" (*i.e.*, finding market dominance where there is none) and "false negative" (*i.e.*, finding no market dominance where it does exist) conclusions. In short, the test would be unreliable.

The Proposed Methodology Does Not Overcome the Acknowledged Weakness of R/VC Ratio as an Indicator of Market Power Abuse

The Board's September 27, 2012 Decision acknowledges our Report's assessment about the relative weakness of the R/VC ratio as an indicator of market power abuse. (*Id.*, p. 16, n. 46) but contends that its limit price R/VC ratio does not suffer from the same infirmities as the actual R/VC ratio (*Id.*, p. 17).¹ However, our main criticism of the R/VC ratio as an unreliable indicator of shipper captivity was not the measure of revenue in the numerator, but the inability of the URCS-based variable cost measure in the denominator to accurately measure shipment-level variable costs:

[C]aptivity measures based on categorizing shipment-level R/VC (or markup) data are dependent on the alignment of actual and measured costs in the tails of the R/VC distribution. Our analysis suggests that URCS costs have limitations in adequately reflecting shipment-level, cost-causing factors.²

Thus, even if the limit price for a particular shipment were accurately calculated, the limit price R/VC ratio is not likely to be a reliable measure of the true limit price to the true variable cost for that shipment. Rather, at the very least, movement specific adjustments would be required.

Summary

The Board's proposed limit price test outlined in its September 27, 2012 Decision in Docket No. NOR 42123 is neither an objective nor a reliable indicator of market dominance. As we have demonstrated, a limit price R/VC ratio for a particular

¹ See also September 27, 2012 Decision at 16, n. 43: "the limit price R/VC ratio differs from the typical R/VC ratio in that the former utilizes the postulated limit price in the numerator while the latter utilizes the actual revenue generated by a particular traffic rate in the numerator."

² Christensen Associates, A Study of Competition in the U.S. Freight Railroad Industry and Analysis of Proposals that Might Enhance Competition—Revised Final Report, November 2009, p. 21-22, n.30.

movement greater than a railroad's RSAM is not an objective indication of monopoly pricing and, despite the Board's assertion, it follows that the distance between this limit price R/VC ratio and RSAM does not indicate the strength of any preliminary conclusion about market dominance and monopoly pricing. The limit price measure would not identify a competitive constraint on railroad pricing and, given that RSAM is a railroad-wide average, it does not provide any market-specific information that would provide insight into the distribution of rates (and R/VC ratios) around this average. The proposed method implies a false sense of precision where none exists and is just as likely to render a high proportion of "false positives" (*i.e.*, finding market dominance where none exists) and "false negatives" (*i.e.*, finding no market dominance where it does exist).

The proper determination of market dominance typically requires market-specific analysis. In this particular case, this involves analysis of 99 distinct O-D pairs in which 20 different commodities are being transported. Because many of the factors that have gone into the determination of market dominance would still need to be considered to determine the existence of feasible transportation alternatives (and the limit prices of such alternatives), the proposed methodology does not offer a simpler or quicker determination of market dominance, but rather adds more layers and complexity to the process.

In short, by attempting to transform the qualitative market dominance determination into a quantitative exercise, the proposed limit price test provides no sound economic basis or analysis for such a determination, and introduces uncertainty in the results. Finally, because it introduces a quantitative approach to an inherently qualitative exercise, the proposed limit price test is likely to convey a false sense of objectivity and precision.

Before the
Surface Transportation Board

Docket No. NOR 42125

E.I. DuPont De Nemours & Company

v.

Norfolk Southern Railway Company

Statement of

Robert Willig

Professor of Economics and Public Affairs

Princeton University

November 30, 2012

Exhibit II-B-8

Witness Introduction

My name is Robert Willig. I am Professor of Economics and Public Affairs in the Economics Department and the Woodrow Wilson School of Public and International Affairs of Princeton University. I also serve as a senior consultant to the economics consulting firm Compass Lexecon.

I have done extensive research and economic analysis of the railroad industry over the course of my career.¹ I have also testified before the Surface Transportation Board, and its predecessor, the Interstate Commerce Commission about issues affecting the rail industry on many occasions.

In general, my academic area of focus for teaching and research is microeconomics, with particular specialization in the field of industrial organization, including competition and regulatory policy. I have extensive experience analyzing such economic issues arising under the law. While on leave from Princeton, I served as Deputy Assistant Attorney General in the Antitrust Division of the United States Department of Justice, and in that capacity served as the Division's Chief Economist. I have consulted to international public agencies, national governments, private companies and law firms, and appeared as an expert witness before Congress, federal and state courts, federal administrative agencies, and state public utility commissions

¹ See, for example, "Competitive Rail Regulation Rules: Should Price Ceilings Constrain Final Products or Inputs?" (with W. J. Baumol); *Journal of Transport Economics and Policy*, vol. 33, part 1, pp. 43-53; "Restructuring Regulation of the Rail Industry," (with Ioannis Kessides), in *Private Sector*, Quarterly No. 4, September 1995, pp. 5 - 8; "Competition and Regulation in the Railroad Industry," (with Ioannis Kessides), in *Regulatory Policies and Reform: A Comparative Perspective*, C. Frischtak (ed.), World Bank, 1996; "Railroad Deregulation: Using Competition as a Guide," (with W. Baumol), *Regulation*, January/February 1987, vol. 11, no. 1, pp. 28-35; "Pricing Issues in the Deregulation of Railroad Rates" (with W. Baumol), in *Economic Analysis of Regulated Markets: European and U. S. Perspectives*, J. Finsinger (ed.), 1983.

on subjects involving microeconomics, competition and regulation, in a wide variety of sectors including transportation and railroading specifically.

Purpose and Summary of Findings

I have been asked by Norfolk Southern Railway Company (“NS”) to provide comments on the analytical framework for evaluating qualitative market dominance that the Surface Transportation Board (“STB” or “the Board”) used as the foundation for its September 27, 2012 decision in the rate case brought by M&G Polymers USA, LLC against CSX Transportation, Inc. (“CSX”).²

That decision introduced the concept of the “limit price R/VC ratio” as a new standard for determining whether a railroad possesses market dominance over the transportation to which a challenged rate applies. Specifically, the Board’s proposed test compares each route’s “limit price R/VC ratio” (which it defines as the highest price a railroad could charge without losing significant business to a competing alternative) to the railroad’s most recent Revenue Shortfall Allocation Method (“RSAM”) percentage. If the “limit price R/VC ratio” on the move is above the defendant railroad’s most recent RSAM percentage, the Board makes a preliminary determination of market dominance—that is that the identified competitive alternatives do not effectively constrain the railroad’s rates on that route—subject to consideration of mitigating factors unique to the proposed alternative transportation (what the Board

² Surface Transportation Board; Docket No. NOR 42123 - M&G Polymers USA, LLC v. CSX Transportation, Inc.; “Decision – Public Version” (hereafter, M&G Decision).

describes as "certain intangible qualities that bear on the alternative's ability to effectively constrain the rate at issue").³

In summary form, my conclusions regarding the Board's proposed new standard for evaluating qualitative market dominance are as follows:

RSAM is not an "objective" indicator of monopoly pricing. The Board's stated central rationale for its new standard is its assertion that a limit price revenue to variable cost ratio above RSAM provides an objective indication of monopoly pricing. This is an asserted proposition that is false as a matter of economic theory as well as common sense. Simply put, if the carrier's other potentially "captive traffic" (in the sense employed by the Board -- traffic with revenue above 180% of its variable cost) on average have their "limit price R/VC ratio" below RSAM, then it is plain that the issue traffic must move at an actual R/VC above RSAM, and thus must have a "limit price R/VC ratio" above RSAM, in order for the carrier to attempt to approach revenue adequacy. Thus, under these circumstances, a "limit price R/VC ratio" above RSAM is not at all an indication of monopoly pricing. Rather it could be consistent with the carrier's inability to cover its costs with its revenues due to the competitive alternatives available for all its traffic, or it might be consistent with the possibility that the carrier could actually reach revenue adequacy, but no more, by pricing the issue traffic at its "limit price R/VC ratio" level. Neither of these circumstances in which the "limit price R/VC ratio" might exceed RSAM are in any way consistent with what economics properly characterizes as instances of monopoly pricing.

³ M&G Decision at 4.

The "limit price" method threatens revenue adequacy and the long-term health of the industry. The Board's proposed new standard for evaluating qualitative market dominance would act as a new systematic impediment to the attainment of rail carrier revenue adequacy, and thus an additional threat to the long-run healthy sustainability of the nation's rail network. It is well recognized by the Board that there is significant variance among the levels of "limit price R/VC ratios" among shippers' traffic that is potentially "captive," with significant traffic having "limit price R/VC ratios" below RSAM. Consequently, in order to approach revenue adequacy, a rail carrier must price some significant amount of traffic with limit and actual R/VC levels above RSAM. But under the "limit price" method, any such attempt opens the carrier to a finding of market dominance and the launch of a maximum rate challenge under the proposed new standard. Thus, the very pricing decisions of a carrier that are necessary for attempts to attain adequate revenues are systematically penalized by the regulatory process that would emerge from adoption of the new proposed standard.

Reliance on the "limit price R/VC ratio" rather than the railroad's actual R/VC requires more detailed consideration. The Board places a great deal of weight on the feature of its proposal that selects the "limit price R/VC ratio" rather than the railroad's actual R/VC as the ratio to be improperly compared with RSAM. However, I find this economically suspect and in need of further consideration. For this distinction to be meaningful, it must be the case that there are significant differences between actual and limit R/VC levels. It is a crucial question why the Board implicitly thinks this is the case. It may be the case because the methodology by which the Board foresees assessing the "limit price R/VC ratio" would generally omit forms of competitive

pressure that keep actual prices below the levels that the Board would find to be the limit levels. If that is the case, the Board's rationale for its method would be founded on expectation of its systematic inaccuracy.

A more detailed analysis of the proposal is required. Such a fundamental change in the Board's approach to market dominance determinations calls for a detailed analysis of alternative proposals. I would hope and expect that the Board would treat such a significant change with careful deliberation, encouraging comments from all interested parties and engaging in careful debate of alternative approaches before implementing a new standard.

The Board's Assertion that the "Limit Price" Method is an "Objective" Indicator of Monopoly Pricing

In the M&G decision, the Board asserts that its use of RSAM as an indicator of the presence of competitive discipline is valid for "several reasons."⁴ Most prominently, the Board asserts: "However, a finding that the limit price R/VC ratio generated by the limit price of a given transportation alternative falls above RSAM—again, a measure of the average markup that the railroad would need to collect from all of its potentially captive traffic to be considered revenue adequate—provides an objective indication of monopoly pricing."⁵

The Board explains its interpretation of the RSAM threshold as follows:

As a carrier's RSAM number represents the average level at which the carrier would achieve system-wide revenue adequacy, the fact that a rate involving certain potentially captive traffic produces an R/VC ratio that falls below the carrier's RSAM

⁴ M&G Decision at 17.

⁵ *Id.*

number indicates that competitive transportation alternatives likely exist and are exerting downward pressure on the rate governing that traffic. Likewise, the fact that a rate involving other potentially captive traffic produces an R/VC ratio that falls above the carrier's RSAM number is a useful indicator that competitive transportation alternatives – whether intermodal or intramodal – do not exist and are not effectively constraining the rate charged by the carrier for that traffic.⁶

The Board's assertion that a "limit price R/VC" ratio above RSAM is somehow an "objective indicat[or]" of "monopoly pricing" is contrary to economic theory and common sense. Contrary to the Board's assertion, R/VC ratios that are above RSAM are not "indicator[s] that competitive transportation alternatives...do not exist..."⁷ Rather, R/VC ratios above RSAM are just a mathematical necessity for a sustainable rail carrier.

RSAM is a formulaic mathematical calculation that yields a system-wide needed average markup for potentially "captive" traffic: "As an initial matter, a carrier's RSAM figure is a measure of the average markup that the carrier would need to collect from all of its potentially captive traffic (i.e., all traffic priced at or above the 180% R/VC level) in order to earn adequate revenues as measured by the Board under 49 U.S.C. § 10704(a)(2) (i.e., earn a return on investment equal to the cost of capital)." Stated differently, it is the *average* amount by which revenues must exceed variable costs on potentially "captive" shipments to permit the railroad to earn revenues adequate to cover the full costs of building, maintaining, and operating its overall rail network. Given expected variations in demand for the railroad's services, therefore,

⁶ Id. at 15.

⁷ Id.

some traffic will need to move at rates above the RSAM percentage, and some will only be able to move at rates below RSAM. Rates will be determined based not on anything related to the RSAM calculation, but rather based on the markets' competitive conditions associated with each individual move. If, for competitive reasons, some traffic must move at rates with a markup well below the RSAM percentage then, by definition, other components must move at rates with a markup well above the RSAM percentage. There is nothing inherent in the calculation of a railroad's RSAM percentage that provides any insight into questions surrounding either whether a railroad is market dominant with respect to a given move or whether rates for that move reflect an exercise of any such dominance.

Embedded in the STB's "limit price" test is the assumption that a "limit price R/VC ratio" above RSAM cannot be consistent with circumstances other than market dominance. This is false. It is straightforward to foresee circumstances where a particular move has a "limit price R/VC ratio" above RSAM for reasons completely unrelated to monopoly pricing. For example, a carrier may need to price certain traffic at R/VC levels above RSAM because the competitive circumstances relevant to other potentially "captive" traffic imply that the railroad cannot recover average fixed and common infrastructure costs on those moves. This is not an indication that there is a lack of effective competitive alternatives for the issue traffic, but rather just an indication of the fact that different traffic is subject to different economic realities. For example, consider certain chemical shipments that tend to be high-value movements that travel long distances. Because of the long distances and the expensive difficulties of handling chemicals, these movements tend to move at rail rates that are relatively

high, and potentially well above the RSAM level. Under the “limit price R/VC” test, the STB would find the railroad to be market dominant. Nonetheless, many of the traffic lanes with relatively high rail rates also benefit from competitive truck options, as can be seen in the evidence presented by CSX in the M&G case.⁸ Determining the presence and efficacy of competing alternatives requires a more detailed examination than the formulaic comparison of the “limit price R/VC ratio” to an RSAM number.

Indeed, the limitations of the test can be seen with reference to the case between M&G and CSX. The conclusions on market dominance reached by the Board on the basis of the “limit price” method do not follow from evidence of a lack of competition presented in the case. To the contrary, in its discussion of the facts of the dispute between M&G and CSXT, the Board notes that:

“...feasible truck or truck/rail alternatives to CSXT’s service exist for most of the challenged movements. This is demonstrated most obviously by the fact that a not insignificant portion of M&G’s PET shipments from 2006-2010 were transported via truck or a truck/rail combination.”⁹

The Board acknowledged that the record contained “not insignificant” evidence that CSX faces viable competition for M&G’s business for “most” of the challenged movements. However, the Board then stated that it was “not satisfied” that the alternatives are able to “restrain rates effectively.”¹⁰

Using the “limit price” method, the Board determined that CSX was market dominant on 36 of the 42 challenged rates *despite* evidence the Board itself describes as demonstrating “feasible” alternatives for “most” challenged routes for a “not

⁸ See M&G Decision at 13.

⁹ M&G Decision at 13.

¹⁰ M&G Decision at 13.

insignificant portion” of M&G traffic.¹¹ A test that leads to results that are directly contrary to demonstrated market outcomes due to a comparison with irrelevant formulaic averaging is not reliable and cannot become the foundation of reasonable public policy.

The “Limit Price R/VC Ratio” Test Poses a Threat to Revenue Adequacy and the Long-Term Health of the Rail Industry

The “limit price” method for determining market dominance threatens the principles of differential pricing and revenue adequacy that are at the heart of rail regulation. The economic health of the rail industry today is due to a series of regulatory reforms that are grounded in the principles that railroads should be given the freedom to price in accord with market forces and be afforded the opportunity to earn revenues adequate to cover their costs of building, operating, and maintaining their network.¹² The “limit price” method at issue here would be in direct conflict with carriers’ attempts to price at levels that are necessary to attain revenue adequacy.

Under the proposed “limit price R/VC ratio” test, a railroad would only be able to avoid a finding of market dominance in a world where *all* of the carrier’s potentially “captive” traffic had “limit price R/VC ratio” levels at or below RSAM. It is well recognized by the Board that in order to have any hope of attaining revenue adequacy, railroads must be able to recover a larger share of their costs from traffic with fewer competitive alternatives – that is, railroads must be able to price some traffic at R/VC levels above RSAM to make up for traffic that must be priced at R/VC levels below

¹¹ M&G Decision at 1.

¹² See, for example, The National Rail Transportation Policy: “In regulating the railroad industry, it is the policy of the United States Government...to allow, to the maximum extent possible, competition and the demand for services to establish reasonable rates for transportation by rail.” (49 U.S.C. § 10101.)

RSAM. A carrier that is unable to price *any* traffic at R/VC levels above RSAM because of the threat of market dominance findings and maximum rate regulation would never be able to fully recover its costs and would never be able to attain revenue adequacy. Under the "limit price R/VC ratio" test as currently conceived, any carrier with any hope of attaining adequate revenues by pricing certain moves above the RSAM threshold would find itself subject to findings of market dominance and consequent hearings to regulate its rates.

The Board's Reliance on the "Limit Price R/VC Ratio" Rather Than the Actual R/VC Ratio Requires Further Consideration

In outlining the "limit price" method, the Board is clear that, rather than considering the railroad's actual R/VC ratio in comparison to RSAM, it views the proper basis of comparison to be the "limit price R/VC ratio." Notwithstanding the limitations of using the RSAM number in the manner proposed, focusing on the "limit price R/VC ratio" rather than the railroad's actual R/VC ratio implies that the Board believes there to be a meaningful difference between the two metrics. As a matter of economics, it is not clear why the Board believes this to be the case. I find the use of the "limit price R/VC ratio" rather than the actual R/VC to be economically questionable and an issue that requires far more detailed consideration.

A measured difference between actual prices and the limit prices calculated by the Board may be indicative of a mistake in the concept or the calculation of the limit prices. It may be the case that the Board anticipates that "limit price R/VC ratios" will differ significantly from the railroad's actual R/VC ratios because the Board's intended method for determining the "limit price R/VC ratio" does not properly account for all sources of potential competitive pressure that are reflected in the level of actual

prices. Economically, there are at least three sources of potential competitive discipline that would need to be factored into the "limit price" calculation that are not obviously addressed by the Board in the "limit price" test as currently proposed.

First, inherent limitations on the value of the traffic itself may provide a source of discipline on rail rates. A shipper seeking to move traffic that has relatively low value would not be willing to pay rail rates that would exhaust the commercial benefit of the transportation of the goods. In such a case, it is the relatively low commercial value of the movement itself that limits rail rates. An accurately calculated limit price would need to properly account for whether, and how much, the characteristics of the traffic itself provide discipline on a railroad's rates.

Second, evidence on the role of head-to-head competition between carriers must be considered carefully. Actual prices are often the result of significant head-to-head competition between existing suppliers in the market. A limit price calculation that does not properly consider the disciplining power of all existing competitors would yield inaccurate and unreliable results.

Third, product and geographic competition are well-established sources of competitive discipline on rail rates. Shippers who can take advantage of substitute products or alternative geographies via alternative transportation options will be able to bargain for lower rail rates than those without such competitive alternatives. However, because the Board no longer considers evidence on product and geographic competition for purposes of making market dominance determinations, evidence of product and geographic competition is no longer permitted during these proceedings and, therefore, was not accounted for in the Board's calculation of limit prices.

If the Board calculates “limit price R/VC ratios” without proper account of these and any other relevant competitive pressures restraining given rates, then the method it proposes is fundamentally flawed and necessarily premised on systematic inaccuracies.

Disregarding actual evidence on prices from the marketplace in favor of relying on the calculation of a “limit price R/VC ratio” raises the possibility that the “limit price” test will return results at odds with actual market outcomes. Again, this can be seen in the M&G case. The Board dismissed both CSXT’s and M&G’s proposed methods for looking to actual rates to determine whether they are subject to effective competition.

M&G proposed that “effective” competition is demonstrated when rates are below the variable cost of providing the alternative service. The Board correctly rejected that approach, and noted “...this figure [variable cost of the alternative] does not represent a constraint on a railroad’s pricing. A carrier is constrained by the market prices charged by its competitors for an alternative transportation service, not the variable costs incurred by those competitors when providing the alternative service.”¹³ However, when CSXT proposed just such a standard—that is, comparing rail rates to the price of the competing alternative—to determine the efficacy of competition, the Board rejected that approach as well, opting instead for its “limit price” method.¹⁴

Relying on the “limit price R/VC ratio”, the Board determined that CSX was market dominant on 36 of the 42 challenged routes despite evidence that, in many

¹³ M&G Decision at 13.

¹⁴ *Id.*

cases, the rail rate in question is essentially consistent with the price of a competing alternative. At a minimum, the fact that the "limit price R/VC ratio" resulted in findings seemingly at odds with actual experience is indicative of the need for a more detailed assessment of the "limit price" methodology.

Conclusion

The "limit price" method as currently proposed by the Board is not an appropriate method for determinations of market dominance. First, the assertion that a "limit price" R/VC above RSAM is indicative of monopoly pricing is wrong as a matter of basic economic logic.

Second, the proposed "limit price" method threatens railroads' ability to achieve revenue adequacy. If railroads cannot price some traffic at R/VC levels above RSAM to make up for traffic that must be priced at R/VC levels below RSAM for competitive reasons without risking rate challenges and findings of market dominance, carriers will be systematically impeded from the opportunity to achieve revenue adequacy.

Third, the Board's reliance on "limit price R/VC ratios" rather than actual R/VC ratios is a topic that requires more detailed examination. From an economic perspective, it is not clear that the use of limit prices that differ from prevailing market prices can be appropriate and can avoid systematic inaccuracy. In short, the Board's test does not examine the actual competition.

Finally, as a general matter, the proposed "limit price" method would constitute a significant new element of the Board's procedures for its regulation of rail carriers' businesses. In general, it would likely have significant effects on outcomes in the

industry, and it seems to threaten core regulatory values of economic efficiency and sustainability. The adoption of any such significant new regulatory standard should be carefully considered and should be the result of detailed analysis of this and other competing proposals.

	<u>6/1/2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019 1/</u>
Tons											
80 Coal	70,008,639	129,341,809	131,371,544	125,089,580	124,875,558	120,154,464	113,816,598	111,337,088	108,671,911	107,303,832	106,363,934
IM	20,094,878	40,674,559	43,134,331	46,087,293	49,434,901	52,391,802	55,424,215	58,637,577	62,042,846	65,651,651	69,476,328
10 AG	29,808,170	53,891,411	59,738,363	57,409,421	59,136,058	60,665,657	61,358,682	62,059,623	62,768,572	63,485,619	64,210,858
40 Chemicals	18,972,840	35,423,118	34,600,752	36,646,223	37,490,149	38,298,051	39,029,629	39,775,181	40,534,975	41,309,283	42,098,382
60 Auto	3,768,226	5,949,608	6,418,787	6,857,128	7,486,570	7,660,162	7,849,447	8,043,409	8,242,165	8,445,832	8,654,531
Other: 20/25/30	38,664,839	75,228,322	76,490,228	81,506,527	85,730,923	90,177,931	93,157,629	96,240,063	99,428,927	102,728,054	106,141,417
Total	181,317,590	340,508,827	351,754,006	353,596,172	364,154,160	369,348,068	370,636,200	376,092,942	381,689,397	388,924,271	396,945,450
Revenue											
Coal	568,426,275	1,151,577,822	1,174,305,094	1,162,530,273	1,173,842,734	1,154,881,319	1,102,061,496	1,107,118,390	1,145,971,543	1,153,031,799	492,035,521
IM	554,584,795	1,097,512,459	1,128,844,316	1,266,986,380	1,362,034,058	1,476,581,595	1,617,622,230	1,794,660,341	1,983,932,129	2,201,934,735	1,015,066,438
10 AG	490,370,730	890,299,981	1,070,614,898	1,089,897,368	1,154,482,275	1,219,048,448	1,263,170,507	1,333,307,171	1,402,965,654	1,480,695,601	649,493,998
40 Chemicals	477,412,439	937,264,142	994,075,331	1,136,703,044	1,235,257,933	1,335,646,955	1,441,471,108	1,536,579,393	1,632,620,155	1,740,886,508	771,111,570
60 Auto	227,481,740	438,476,419	493,215,608	532,923,799	591,997,361	621,592,912	659,189,156	702,015,491	744,892,004	791,165,160	349,696,119
Other: 20/25/30	533,397,159	1,096,099,428	1,213,743,318	1,372,598,844	1,506,825,891	1,636,890,812	1,742,329,095	1,879,301,448	2,020,470,964	2,179,639,568	976,957,393
Total	2,851,673,137	5,611,230,252	6,074,798,565	6,561,639,708	7,024,440,251	7,444,642,042	7,825,843,592	8,352,982,234	8,930,852,449	9,547,353,370	4,254,361,039
Car-Miles											
Coal	169,000,666	312,249,347	315,713,147	301,919,165	300,669,239	289,762,207	276,158,876	270,464,520	264,193,936	261,943,123	260,969,443
IM	221,935,636	428,082,140	453,970,169	483,973,316	519,137,083	550,545,959	582,786,892	616,962,844	653,191,327	691,597,028	732,312,251
10 AG	198,059,437	349,173,997	387,057,650	371,967,933	383,155,186	393,065,786	397,556,040	402,097,589	406,691,020	411,336,924	416,035,902
40 Chemicals	117,640,784	218,671,554	213,594,985	226,221,942	231,431,613	236,418,897	240,935,022	245,537,415	250,227,724	255,007,628	259,878,839
60 Auto	89,581,349	142,312,320	153,534,904	164,019,850	179,075,846	183,228,092	187,755,722	192,395,230	197,149,382	202,021,011	207,013,020
Other: 20/25/30	179,845,046	355,853,157	357,953,478	381,628,323	401,308,218	421,770,934	434,982,244	448,624,889	462,713,584	477,263,567	492,290,620
Total	976,062,917	1,806,342,515	1,881,824,333	1,929,730,529	2,014,777,185	2,074,791,876	2,120,174,795	2,176,082,487	2,234,166,973	2,299,169,282	2,368,500,075

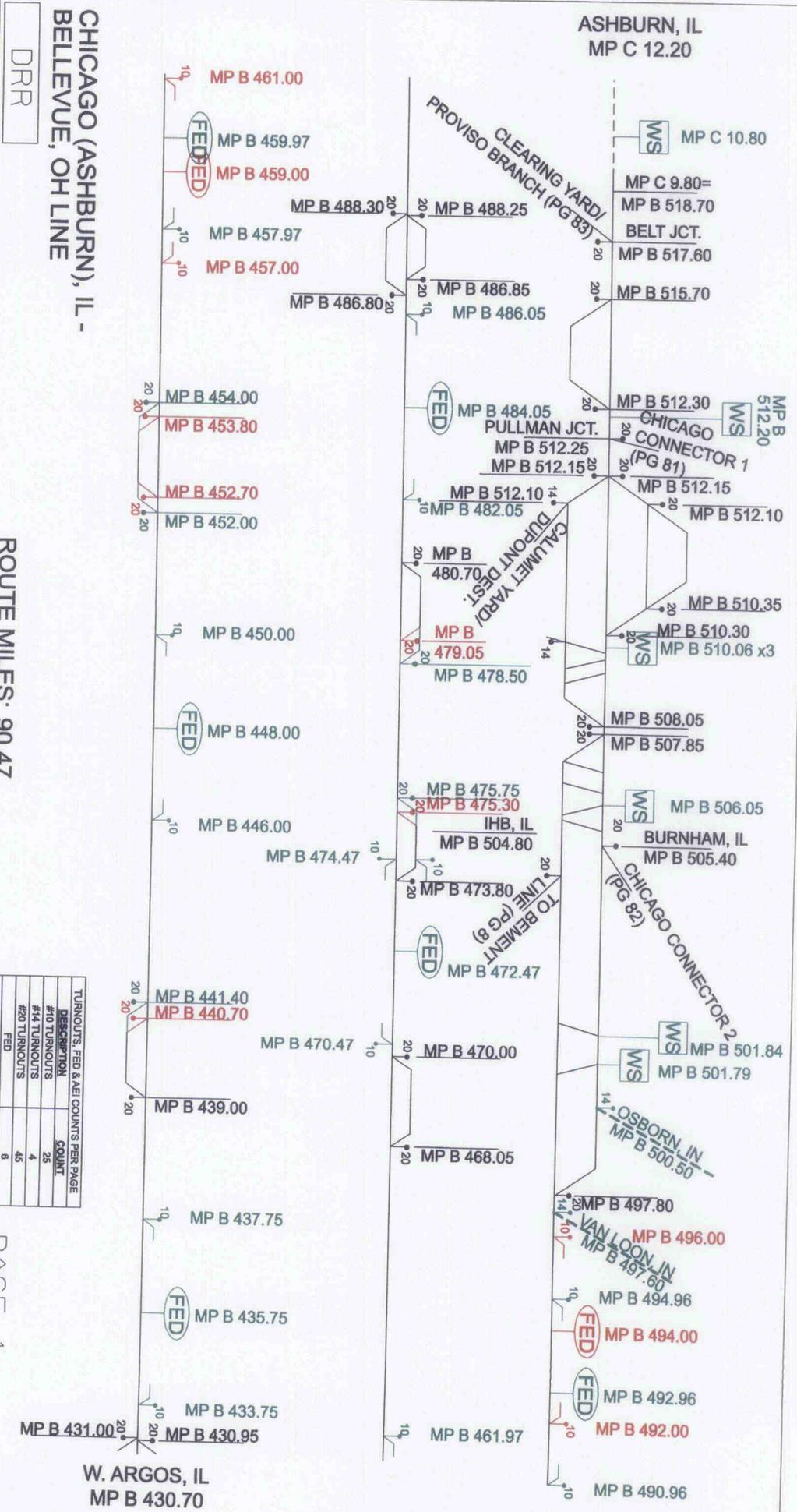
1/ 2019 Revenues: Only for 5 months, tons & car-miles for entire year

III-A-2

Heartland Corridor (DVD)

[Please Insert CD Sleeve]

ASHBURN, IL
MP C 12.20



CHICAGO (ASHBURN), IL -
BELLEVUE, OH LINE

DRR

DISTRICT: CHICAGO

DIVISION: DEARBORN/LAKE

FROM: CHICAGO (ASHBURN) IL

TO: W. ARGOS, IL

MP C 12.20
MP B 430.70

ROUTE MILES: 90.47

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(MS) HOT BEARING DETECTOR

(AEI) DRAGGING EQUIPMENT DETECTOR

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

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PAGE 1

PREPARED BY:



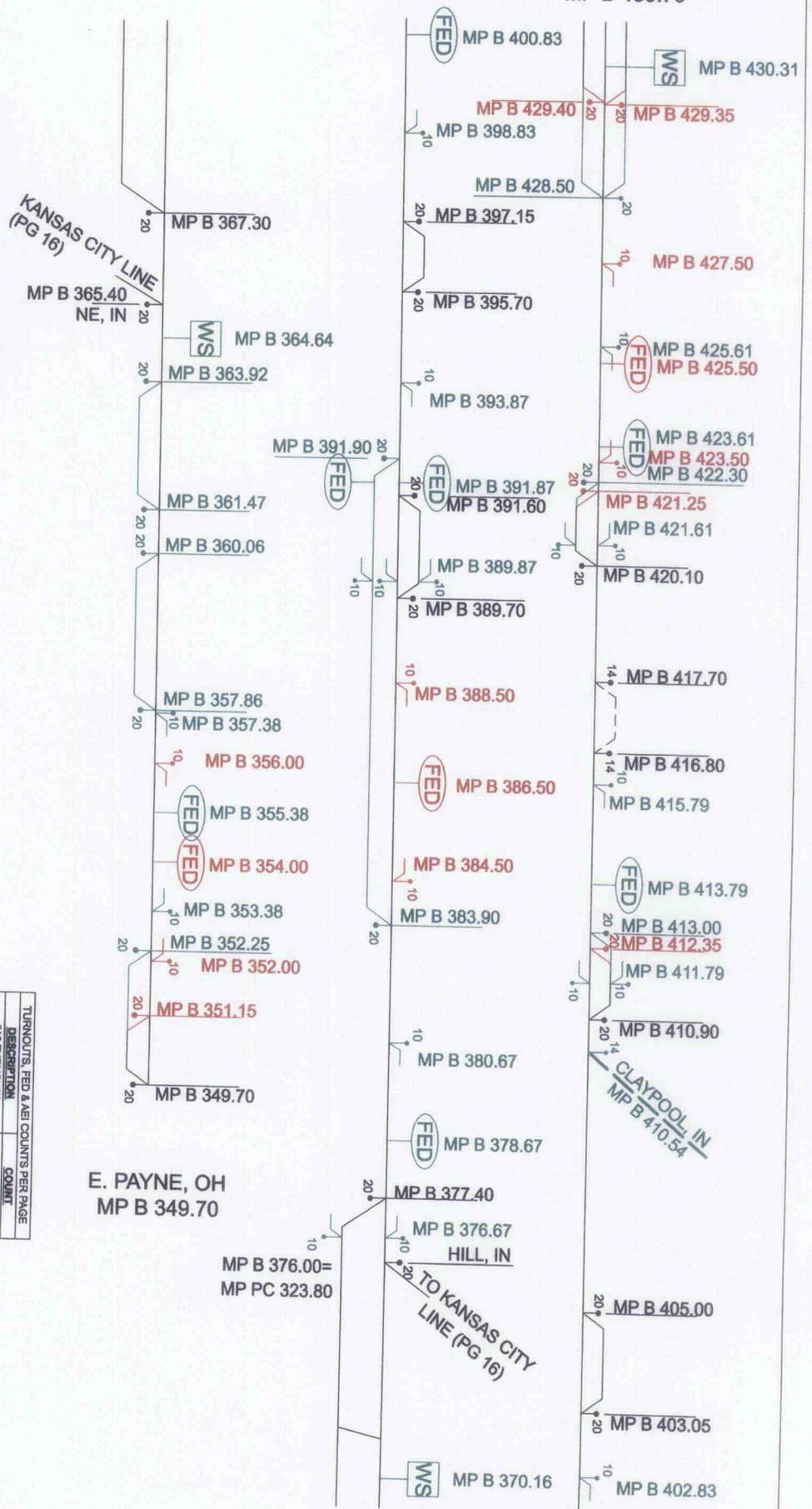
STV/RAI, PH. WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

W. ARGOS, IL
MP B 430.70

W. ARGOS, IL
MP B 430.70



DRR CHICAGO (ASHBURN), IL -
BELLEVUE, OH LINE

ROUTE MILES: 81.02

DISTRICT: CHICAGO/FOSTORIA

DIVISION: LAKE

FROM: W. ARGOS, IL

TO: E. PAYNE, OH

MP B 430.70
MP B 349.70

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (MS) HOT BEARING DETECTOR
- (AEI) DRAGGING EQUIPMENT DETECTOR
- (AEI) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 = TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
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- GREEN = ADD

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#20 TURNOUTS	28
FED	7
AEI	0

PAGE 2

E. PAYNE, OH
MP B 349.70

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1

E. PAYNE, OH
MP B 349.70

CHICAGO (ASHBURN), IL -
BELLEVUE, OH LINE

DRR

DISTRICT: FOSTORIA

DIVISION: LAKE

FROM: E. PAYNE, OH

TO: BELLEVUE, OH

MP B 341.10
MP B 248.00

ROUTE MILES: 101.65

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AEI		0

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- WORKING SIDING BEGINNING MP

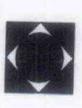
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(HB) HOT BEARING DETECTOR
(DE) OR (DED) DRAGGING EQUIPMENT DETECTOR
(HW) HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- 20 - TURNOUT TYPE*
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

PAGE 3

WALTON LINE (PG 46)

NEW HAVEN, OH
MP B 249.10
MP B 249.05

BELLEVUE, OH
MP B 248.40

DETROIT LINE (PG 21)

DETROIT LINE (PG 21)

SANDUSKY BRANCH (PG 90)

BELLEVUE, OH
MP B 248.00

MP B 248.13

MP B 251.75

MP B 249.80

MP B 249.05

MP B 248.75

MP B 248.13

MP B 248.00

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MP B 263.20

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MP B 249.05

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MP B 248.40

MP B 248.13

MP B 248.00

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MP B 248.00

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MP B 283.84

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MP B 280.00

MP B 277.43

MP B 275.50

MP B 275.43

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MP B 268.29

MP B 266.29

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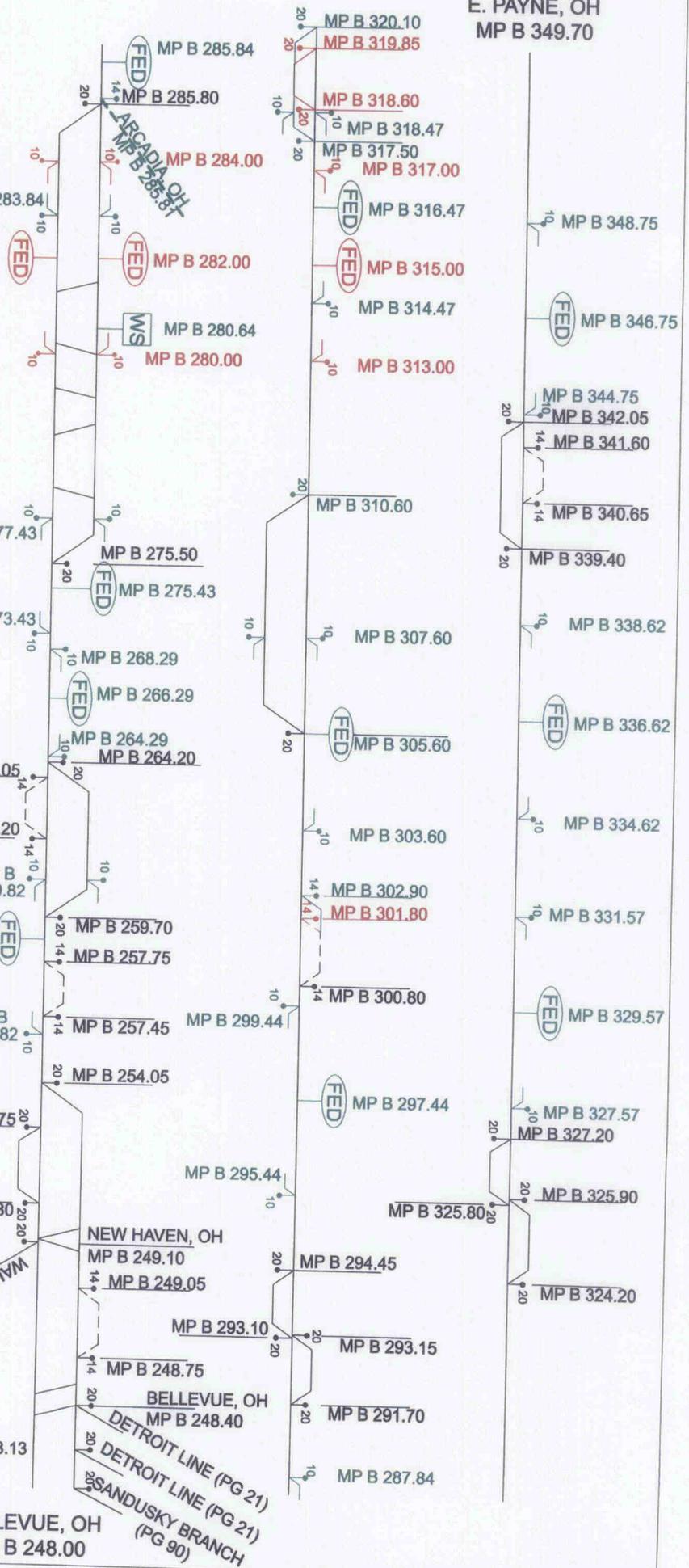
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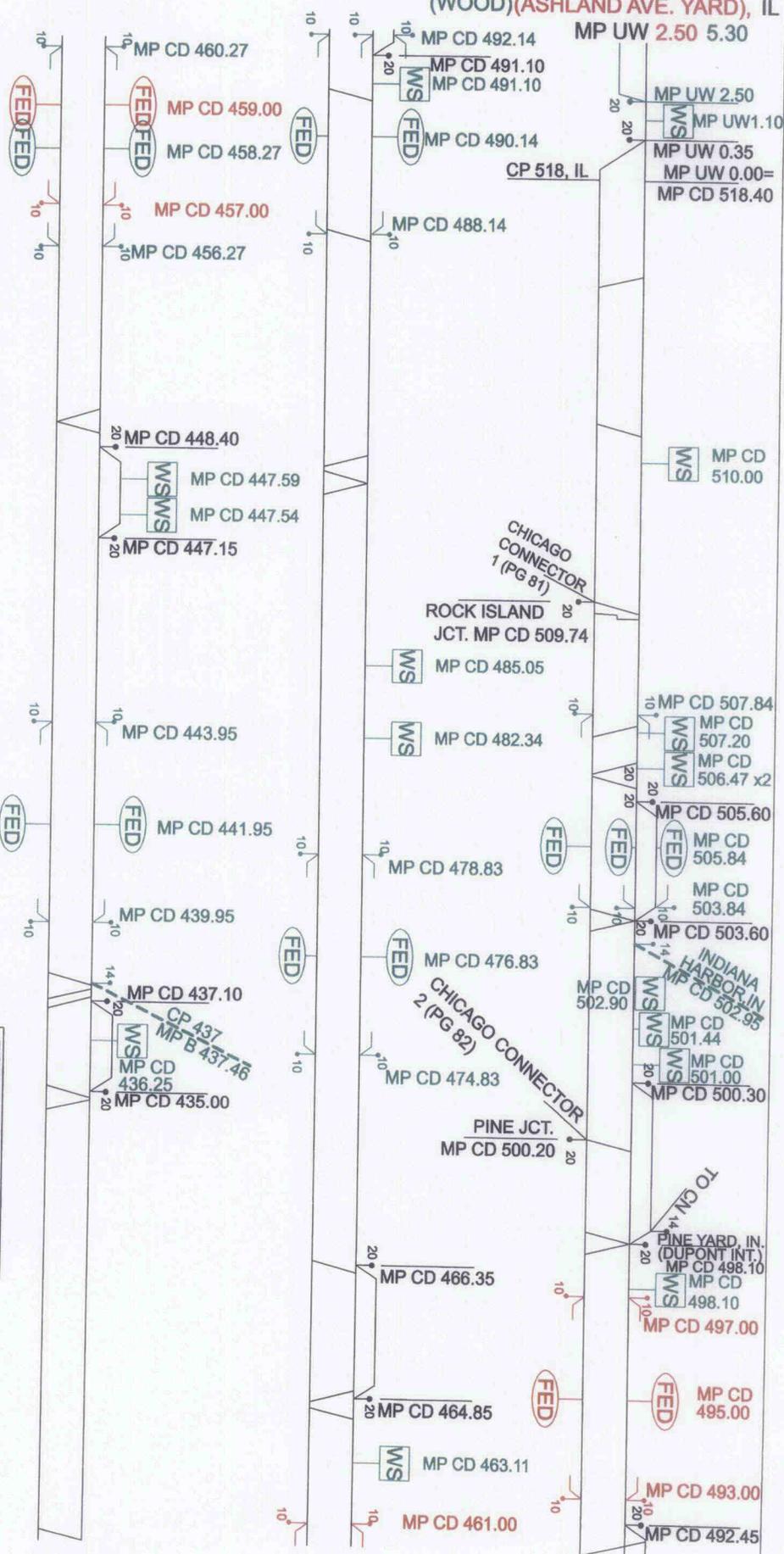
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MP B 248.13

MP B 248.00



CHICAGO
(WOOD)(ASHLAND AVE. YARD), IL
MP UW 2.50 5.30



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DISTRICT: CHICAGO LINE

DIVISION: DEARBORN

FROM: CHICAGO (WOOD), IL

TO: CP 426, IN

MP CD 426.40

DATE: 11/23/12

NOT TO SCALE

LEGEND:

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- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
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PAGE 4

PREPARED BY:



EXHIBIT:

III-B-1

CP 426, IN
MP CD 426.40

CP 426, IN
MP CD 426.40

CHICAGO (ASHLAND AVE.
YARD), IL - CLEVELAND, OH LINE

DRR

DISTRICT: CHICAGO LINE

DIVISION: DEARBORN

FROM: CP 426, IN

TO: CP 340, OH

MP CD 426.00
MP CD 424.00
MP CD 422.00
MP CD 421.60
MP CD 422.31
MP CD 420.31
MP CD 418.31
MP CD 414.85
MP CD 413.00
MP CD 412.40
MP CD 404.95
MP CD 402.95

DATE: 11/23/12
NOT TO SCALE

ROUTE MILES: 85.83

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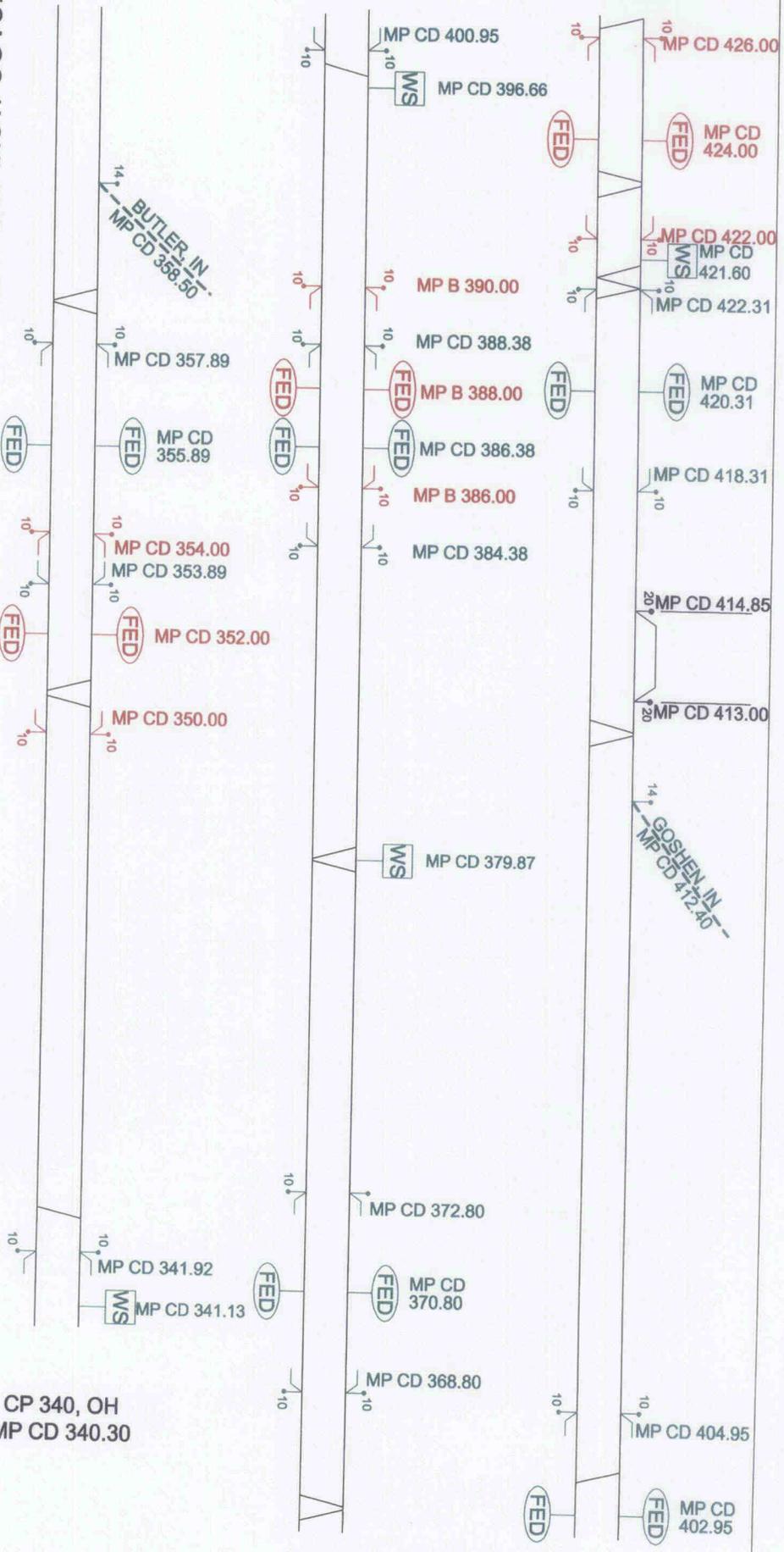
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- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (*) TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PAGE 5

CP 340, OH
MP CD 340.30

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1



CP 340, OH
MP CD 340.30

CHICAGO (ASHLAND
AVE. YARD), IL -
CLEVELAND, OH LINE
DRR

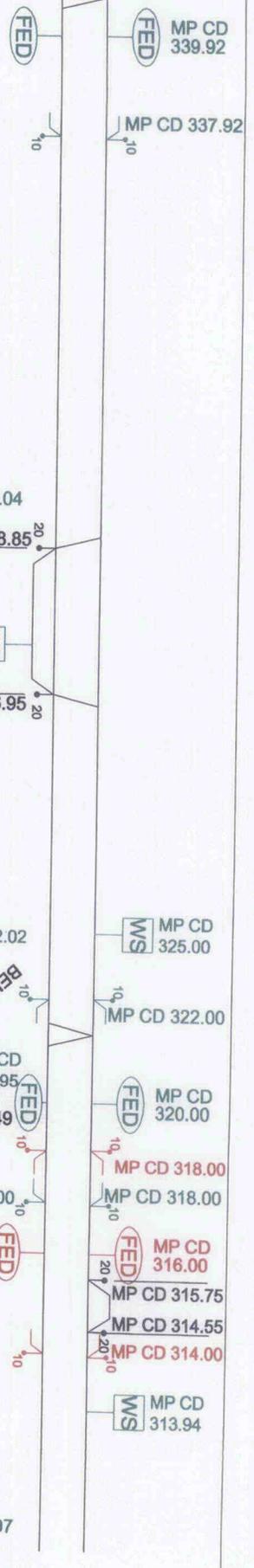
OAK HARBOR, OH
MP CD 267.00
Belleuve - Detroit
LINE (Pg. 23)

ROUTE MILES: 98.51

TURNOUTS, FED & AEI COUNTS PER PAGE		
DIRECTION	#10 TURNOUTS	COUNT
FED	34	2
AEI	80	11
FED	0	0

PAGE 6

SANDUSKY BRANCH
CONN., OH
MP CD 241.80



DISTRICT: CHICAGO LINE

DIVISION: DEARBORN

FROM: CP 340, OH

TO: SANDUSKY BR. CONN., OH

MP CD 340.30

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(WB) HOT BEARING DETECTOR DE OR DED - DRAGGING EQUIPMENT DETECTOR

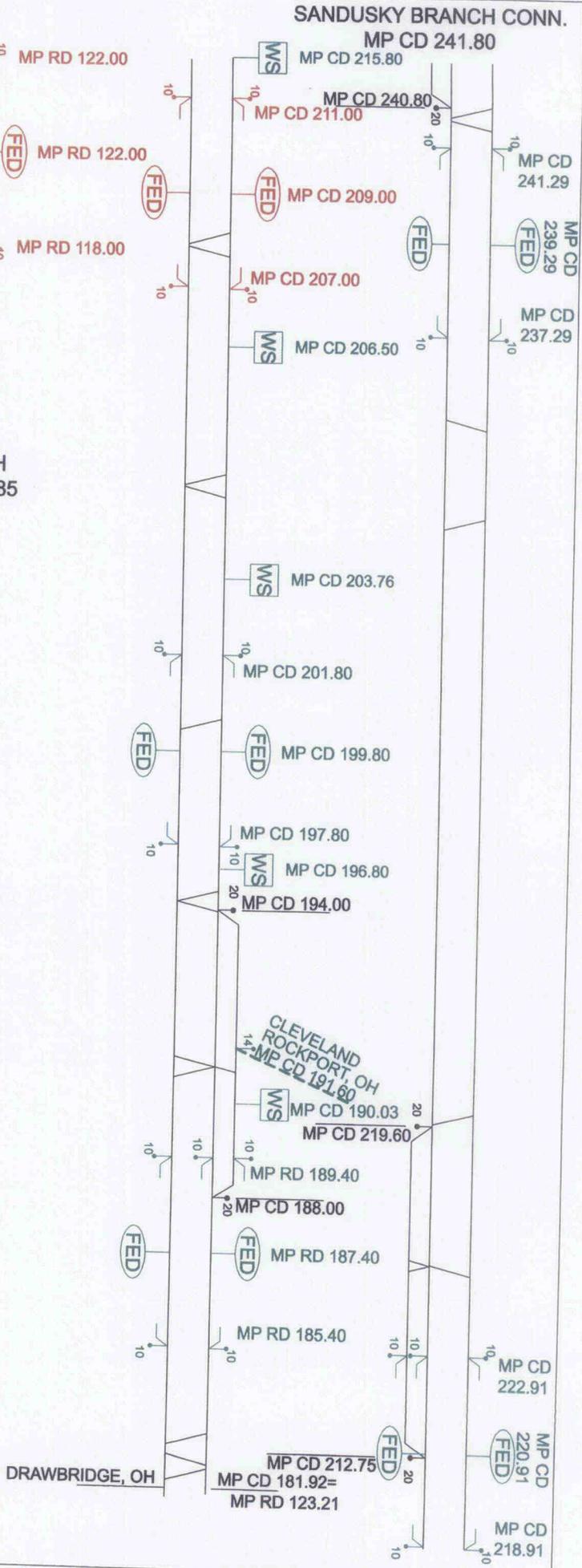
(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT: **III-B-1**



DRR CHICAGO (ASHLAND AVE. YARD), IL - CLEVELAND, OH LINE ROUTE MILES: 65.61

DISTRICT: CHICAGO LINE / CLEVELAND LINE

DIVISION: DEARBORN

FROM: SANDUSKY BR. CONN., OH

TO: CP 117, OH

MP CD 241.80

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	SCOUT
#10 TURNOUTS	28	1
#20 TURNOUTS	48	8
FED	8	0
AEI	0	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR FED - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

RED - REMOVE
GREEN = ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

CALUMET CITY, IL
TRACKAGE OVER IHB
SEE PAGE 121

TRACKAGE RIGHTS
OVER CN
92.25 MILES

GIBSON CITY, IL
MP C 113.00

MP C 118.75

FED MP C 120.75

MP C 122.75

MP C 132.00
MP C 132.40

FED MP C 133.50
MP C 134.00

MP C 134.35

MP C 135.50
MP C 136.05

CALUMET CITY, IL

RIVERDALE, IL

KANKAKEE JCT., IL

STREATOR
BRANCH (PG. 86)

MP C 136.55

FED MP C 138.55

MP C 140.00

MP C 140.55

MP C 141.85

MP C 144.15

MP C 145.05

BEMENT, IL
MP 153.11

BEMENT, IL
MP C 153.11

FT. WAYNE LINE (PG. 14)

CALUMET CITY, IL -
BEMENT, IL LINE

DRR

ROUTE MILES: 40.02 CONSTRUCTED/
132.27 (OPERATING)

PAGE 8

DISTRICT: BLOOMINGTON

DIVISION: ILLINOIS

FROM: RIVERDALE, IL

TO: BEMENT, IL

MP N/A
MP C 153.11

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	5
#14 TURNOUTS	2
#20 TURNOUTS	7
FED	2
AEI	0

PREPARED BY:

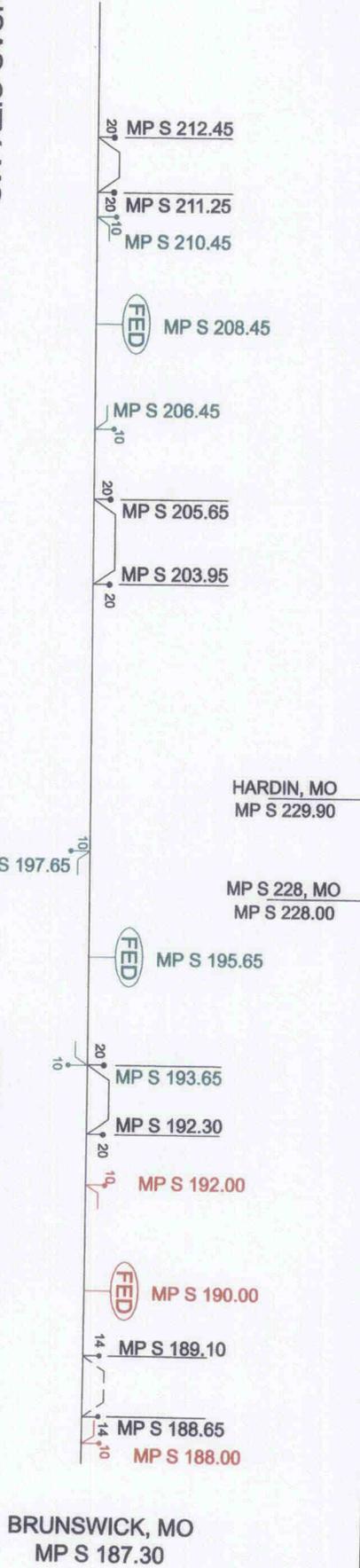
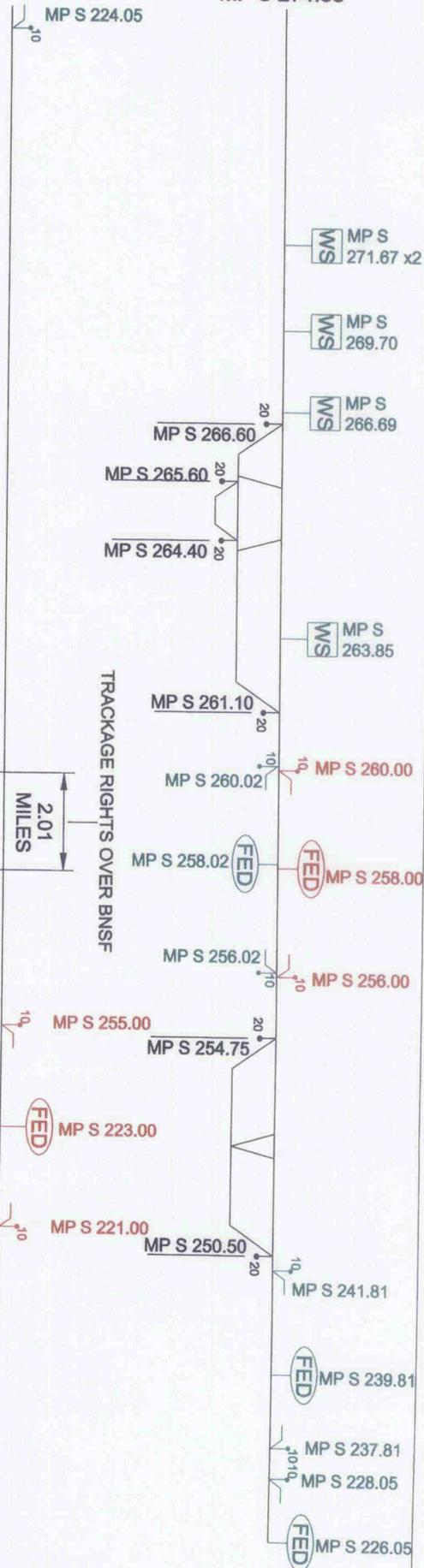


STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

KANSAS CITY, MO
MP S 274.83



KANSAS CITY, MO -
MOSSER / DECATUR, IL LINE

ROUTE MILES: 86.13 (CONSTRUCTED) /
88.14 (OPERATING)

DRR

DISTRICT: KANSAS CITY

DIVISION: ILLINOIS

FROM: KANSAS CITY, MO

TO: BRUNSWICK, MO

MP S 274.83
MP S 187.30

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	20
#14 TURNOUTS	2
#20 TURNOUTS	20
FED	5
AEI	0

20 = TURNOUT TYPE*

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

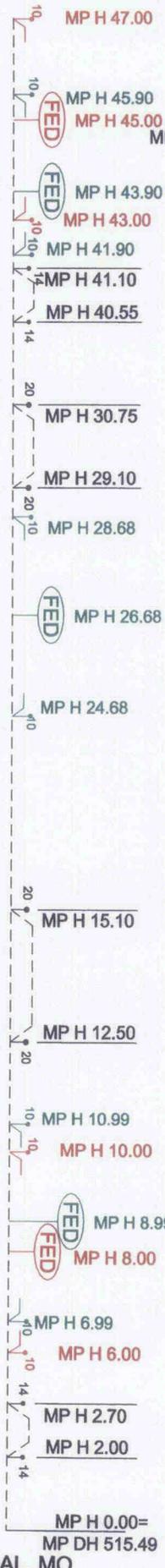
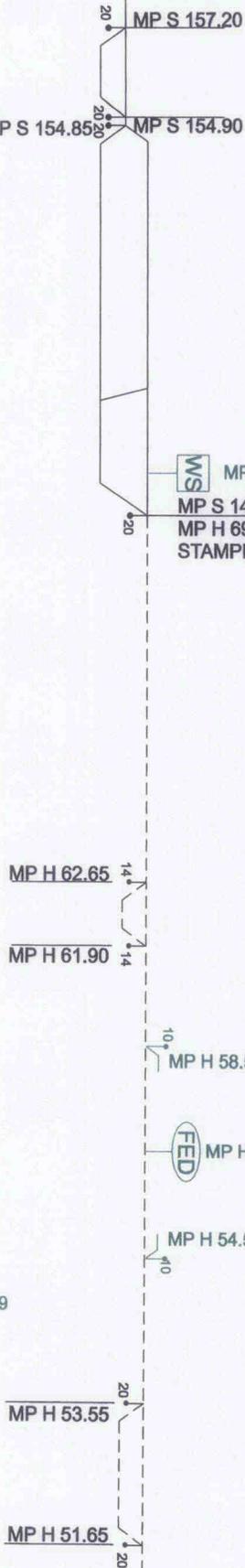
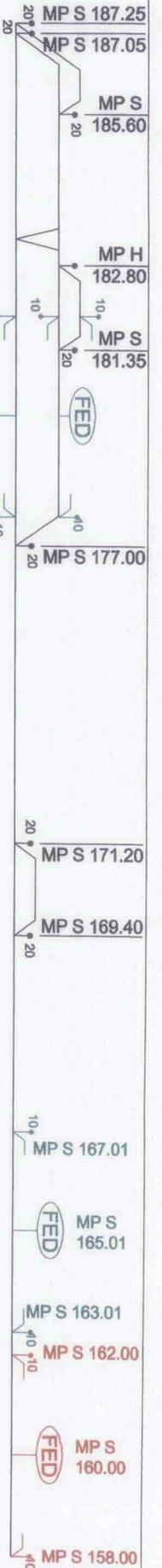
PAGE 9

BRUNSWICK, MO
MP S 187.30

EXHIBIT:

III-B-1

BRUNSWICK, MO
MP S 187.30



KANSAS CITY, MO -
MOSSER / DECATUR, IL LINE

DRR

ROUTE MILES: 108.69

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	17
#14 TURNOUTS	6
#20 TURNOUTS	24
FED	7
AEI	0

PAGE 10

HANNIBAL, MO

DISTRICT: KANSAS CITY/HANNIBAL

DIVISION: ILLINOIS

FROM: BRUNSWICK, MO

MP S 187.30

TO: HANNIBAL, MO

MP H 0.00/DH 515.49

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE *
- 20 - TURNOUT TYPE *
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

DESCRIPTION	COUNT
#10 TURNOUTS	17
#14 TURNOUTS	6
#20 TURNOUTS	24
FED	7
AEI	0

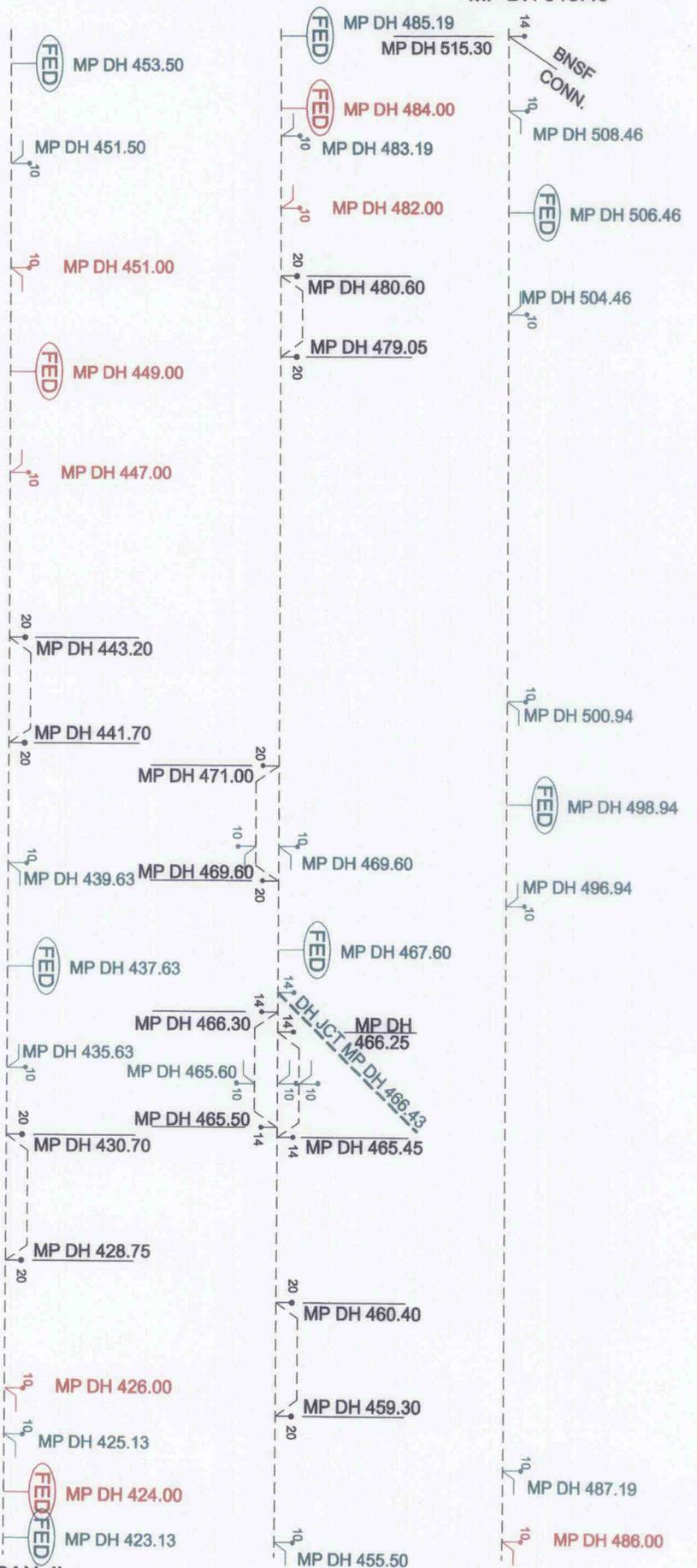
PREPARED BY:



STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT: III-B-1

HANNIBAL, MO
MP DH 515.49



CURRAN, IL
MP DH 422.60

**KANSAS CITY, MO -
MOSSER / DECATUR, IL LINE**

DRR

ROUTE MILES: 93.16

PAGE 11

DISTRICT: **SPRINGFIELD**

DIVISION: **ILLINOIS**

FROM: HANNIBAL, MO

MP DH 515.49

TO: CURRAN, IL

MP DH 422.60

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 = TURNOUT TYPE*
- * TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED = REMOVE
- GREEN = ADD

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	10	10
#14 TURNOUTS	6	6
#20 TURNOUTS	10	10
FED	7	7
AEI	0	0

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(HB) HOT BEARING DETECTOR
(DE OR DED) DRAGGING EQUIPMENT DETECTOR
(HW) HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:

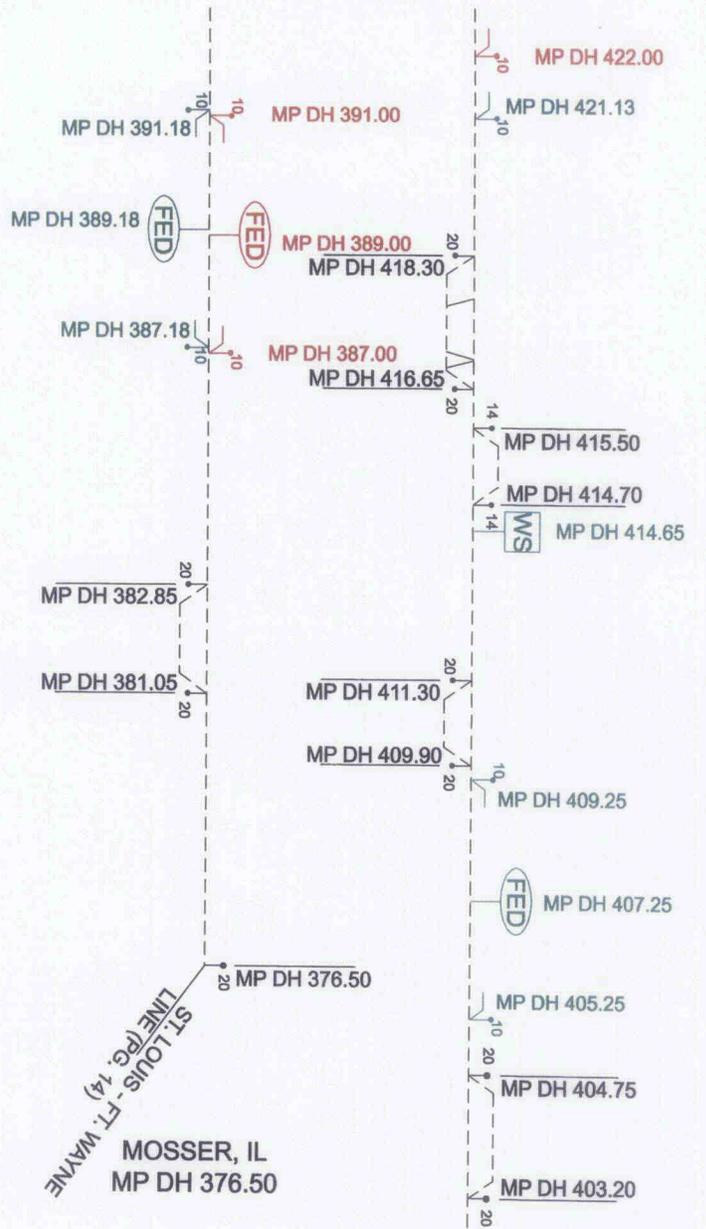


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

CURRAN, IL
MP DH 422.60



ROUTE MILES: 47.30

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	7
#14 TURNOUTS	2
#20 TURNOUTS	15
FED	2
AEI	0

PAGE 12

DISTRICT: **SPRINGFIELD**

DIVISION: **ILLINOIS**

FROM: CURRAN, IL

TO: MOSSER, IL

MP DH 422.60
MP DH 376.50

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

(FED)

FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(AEI)

AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:

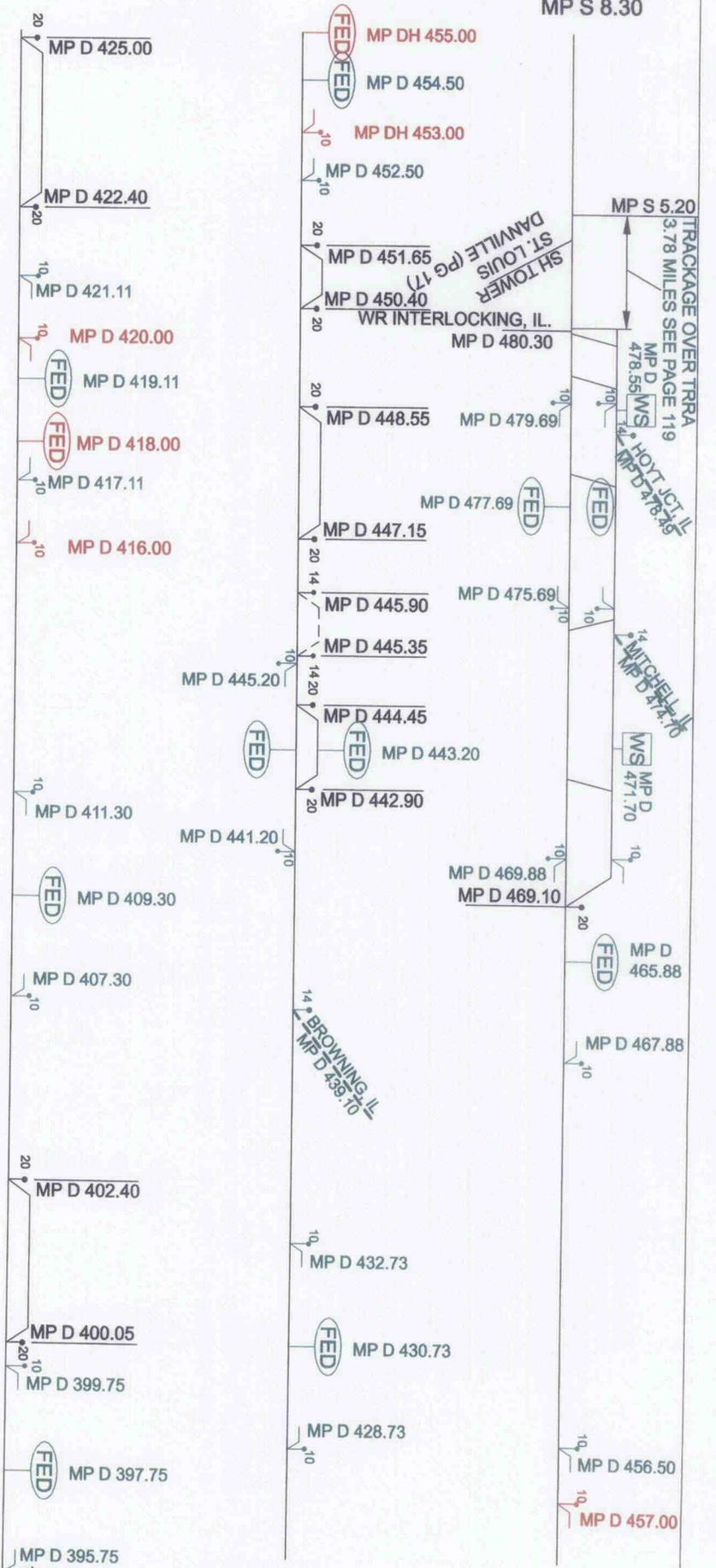


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

ST. LOUIS
MP S 8.30



ST. LOUIS (LUTHER YARD),
MO - FT. WAYNE, IN LINE

DRR

ROUTE MILES: 88.18

DISTRICT: ST. LOUIS/BROOKLYN

DIVISION: ILLINOIS

FROM: ST. LOUIS, MO

TO: STONINGTON, IL

MP S 8.30
MP S 8.30
MP D 395.30

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE

DESCRIPTION #10 TURNOUTS	COUNT
#10 TURNOUTS	23
#14 TURNOUTS	5
#20 TURNOUTS	21
FED	10
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PREPARED BY:



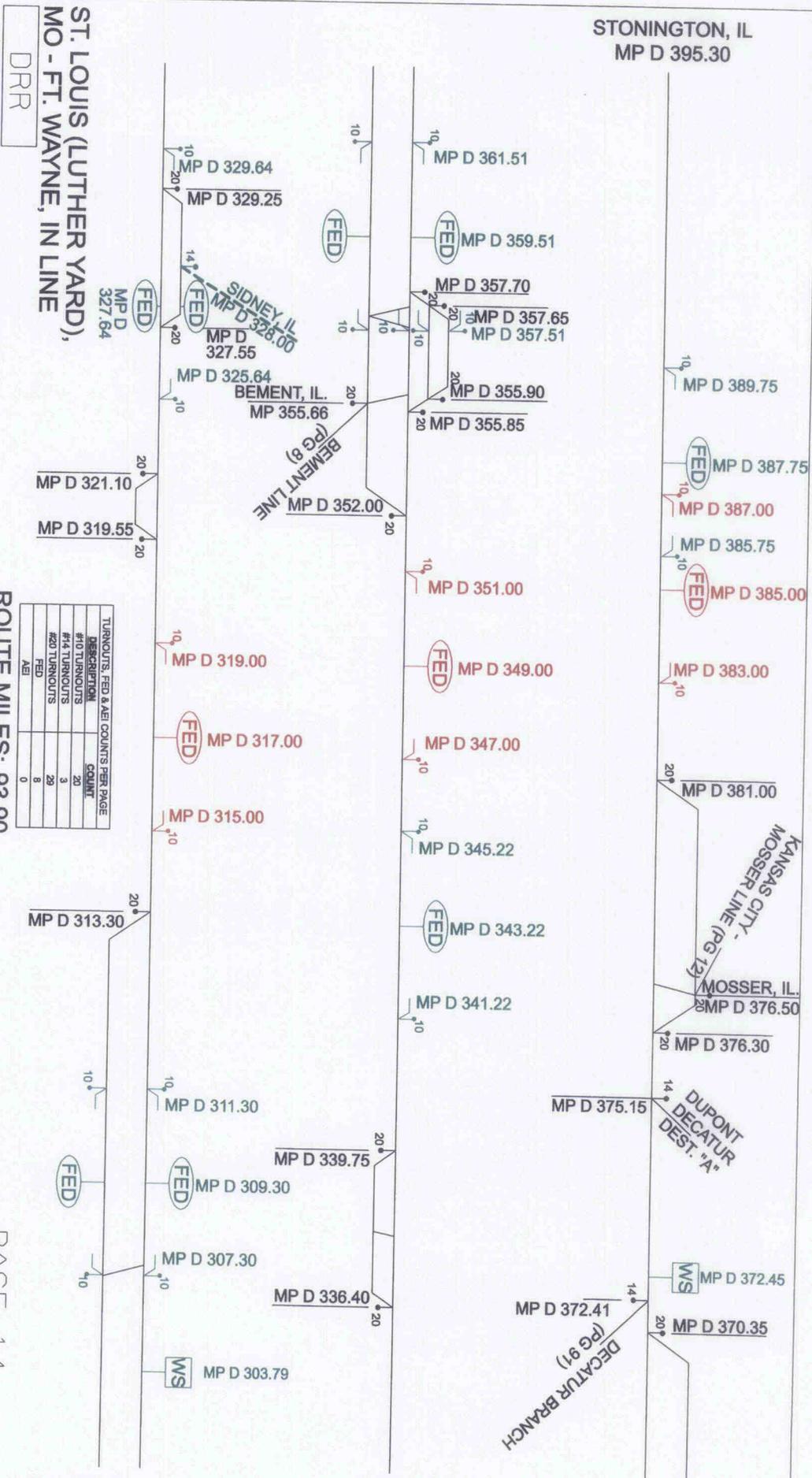
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 13

STONINGTON, IL
MP D 395.30

EXHIBIT: III-B-1

STONINGTON, IL
MP D 395.30



ST. LOUIS (LUTHER YARD),
MO - FT. WAYNE, IN LINE

DRR

DISTRICT: BROOKLYN/LAFAYETTE

DIVISION: ILLINOIS

FROM: STONINGTON, IL

TO: DANVILLE, IL

MP D 301.60

ROUTE MILES: 93.90

PAGE 14

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#14 TURNOUTS	3	
#20 TURNOUTS	29	
FED	8	
AEI	0	

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE*
- RED - REMOVE
- GREEN - ADD

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB = HOT BEARING DETECTOR

DE OR DED = DRAGGING EQUIPMENT DETECTOR

HW = HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:



ST/RALPH WHITEHEAD ASSOCIATES

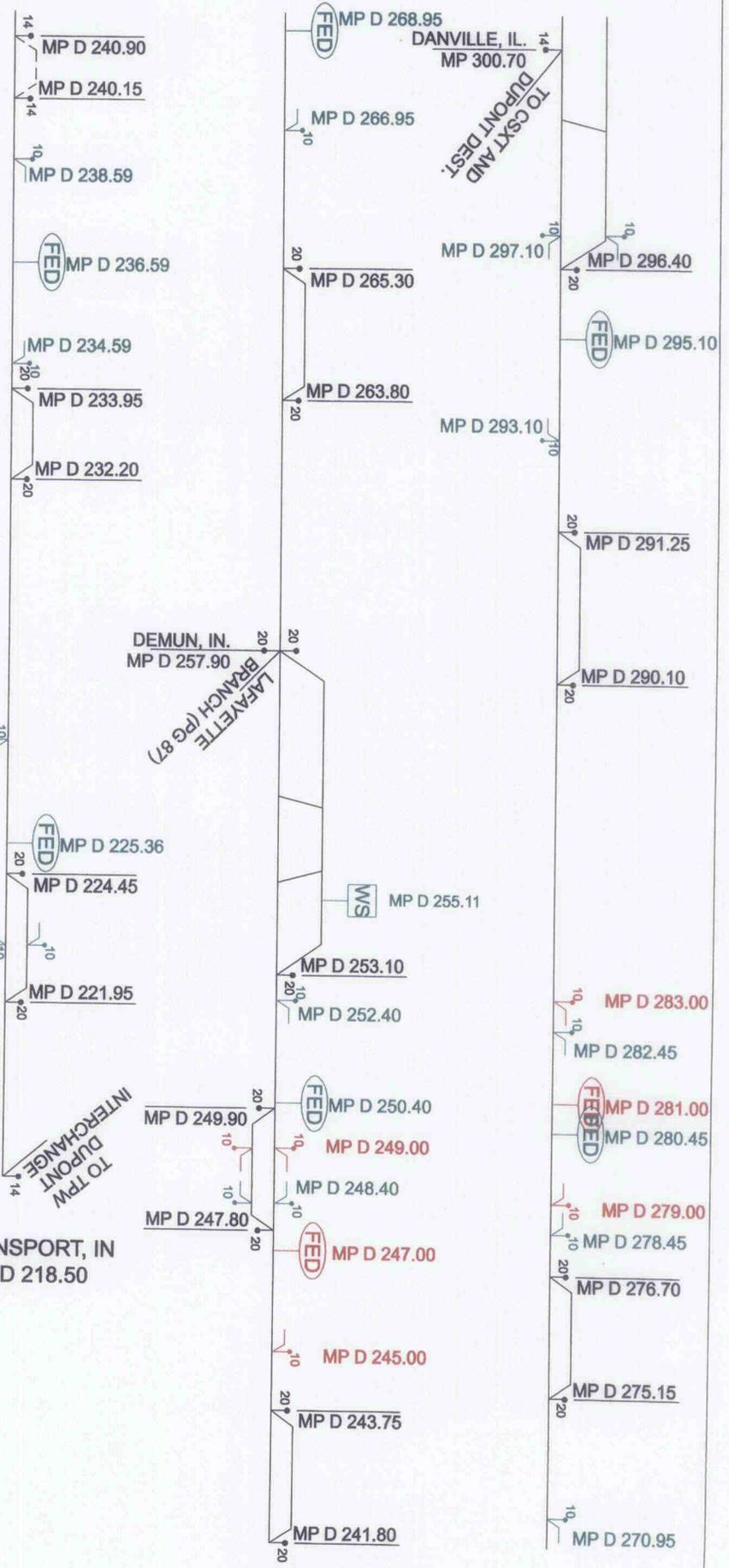
EXHIBIT: **III-B-1**

DANVILLE, IL
MP D 301.60

DATE: 11/23/12
NOT TO SCALE

DANVILLE, IL
MP D 301.60

TO CSXT AND
DUPONT DESI.
DANVILLE, IL.
MP 300.70



ST. LOUIS (LUTHER YARD),
MO - FT. WAYNE, IN LINE

ROUTE MILES: 83.70

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	COUNT	
#10 TURNOUTS	11	
#14 TURNOUTS	4	
#20 TURNOUTS	24	
FED	0	
AEI	0	

PAGE 15

DISTRICT: LAFAYETTE

DIVISION: ILLINOIS

FROM: DANVILLE, IL

MP D 301.60

TO: LOGANSPOBT, IN

MP D 218.50

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FED** FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB** HOT BEARING DETECTOR
- DE OR DED** DRAGGING EQUIPMENT DETECTOR
- HW** HOT WHEEL DETECTOR
- AEI** AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

PREPARED BY:



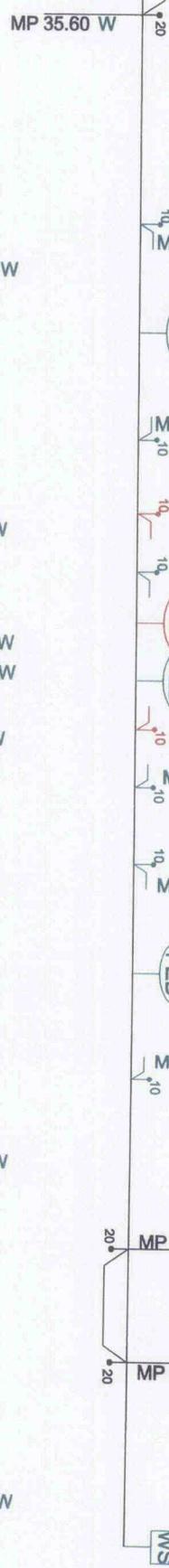
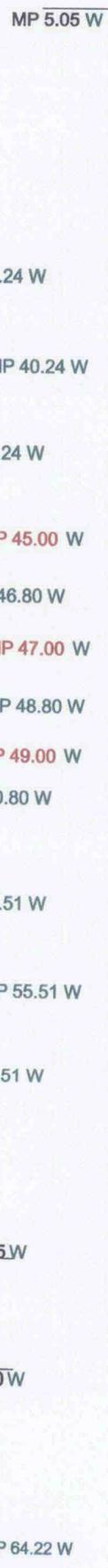
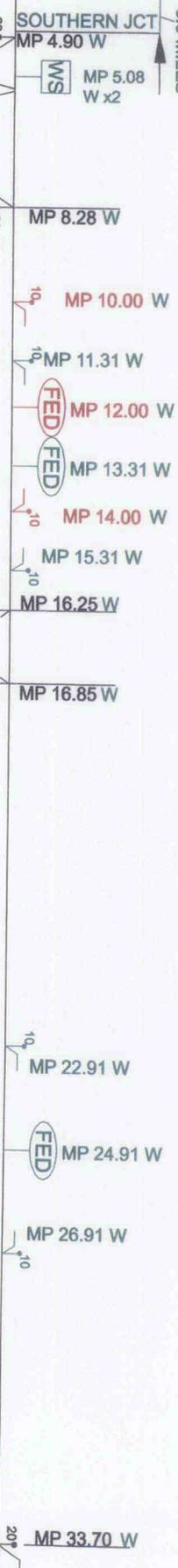
STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

TRACKAGE OVER TRRA
SEE PAGE 120
6.0 MILES

SH TOWER
E. ST. LOUIS, IL



EAST ST. LOUIS, IL
DANVILLE, KY LINE

DRR

ROUTE MILES: 99.75

DISTRICT: SOUTHERN-WEST

DIVISION: ILLINOIS

FROM: SOUTHERN JCT, IL

TO: WAYNE CITY, IL

MP 4.90 W
MP 104.70 W

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	28
#14 TURNOUTS	2
#20 TURNOUTS	12
FED	9
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- FED - REMOVE
- GREEN = ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

PAGE 17

WAYNE CITY, IL
MP 104.70 W

EXHIBIT: III-B-1

WAYNE CITY, IL
MP W 104.70

EAST ST. LOUIS, IL
DANVILLE, KY LINE
RRR

ROUTE MILES: 94.81

DISTRICT: SOUTHERN-WEST/SOUTHERN-EAST

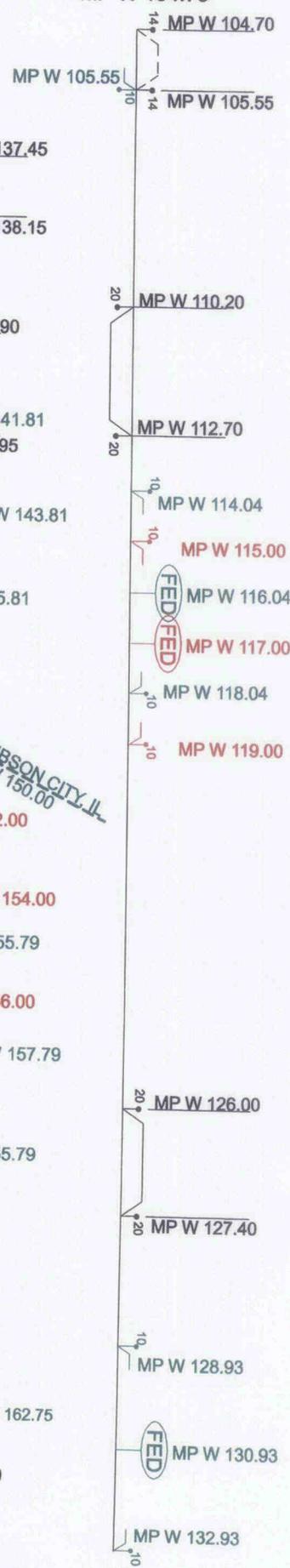
DIVISION: ILLINOIS

FROM: WAYNE CITY, IL

TO: HUNTINGBURG, IN

MP W 104.70
MP W 105.55
MP W 105.55
MP W 110.20
MP W 112.70
MP W 114.04
MP W 115.00
MP W 116.04
MP W 117.00
MP W 118.04
MP W 119.00
MP W 126.00
MP W 127.40
MP W 128.93
MP W 130.93
MP W 132.93

DATE: 11/23/12
NOT TO SCALE



TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	19
#14 TURNOUTS	10
#20 TURNOUTS	14
FED	7
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (MS) WORKING SIDING BEGINNING MP
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR

PREPARED BY:



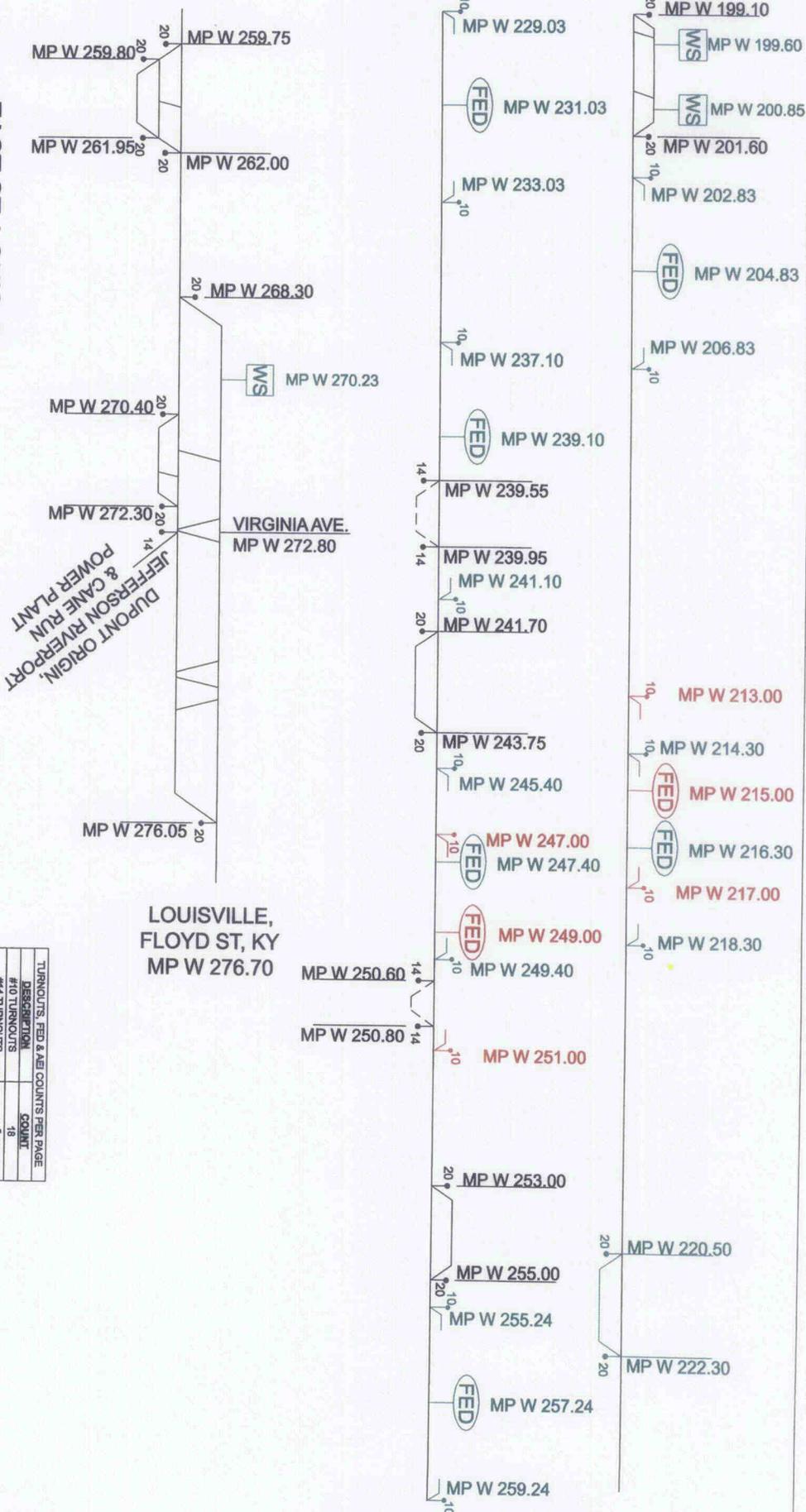
STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

HUNTINGBURG, IN MP W 199.10

HUNTINGBURG, IN
MP W 199.10



DRR EAST ST. LOUIS, IL
DANVILLE, KY LINE

ROUTE MILES: 76.97

DISTRICT: SOUTHERN-EAST/LOUISVILLE

DIVISION: ILLINOIS/CENTRAL

FROM: HUNTINGBURG, IN

MP W 199.10

DATE: 11/23/12

TO: LOUISVILLE, FLOYD ST, KY

MP W 276.70

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	18
#14 TURNOUTS	5
#20 TURNOUTS	36
FED	6
AEI	0

PAGE 19

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

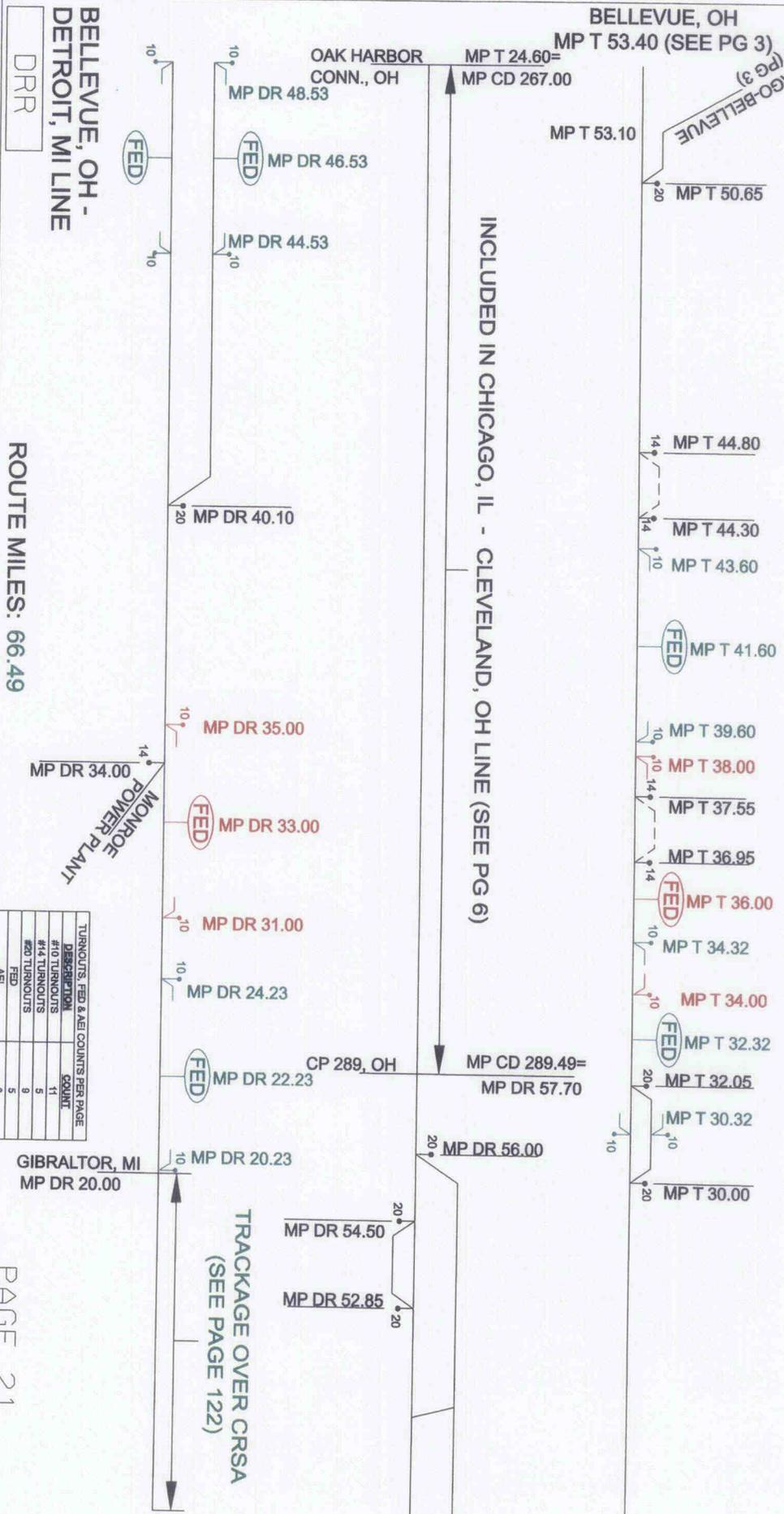
CHICAGO-BELLEVUE
LINE (Pg 3)

BELLEVUE, OH
MP T 53.40 (SEE PG 3)

MP T 24.60=
MP CD 267.00

OAK HARBOR
CONN., OH

INCLUDED IN CHICAGO, IL - CLEVELAND, OH LINE (SEE PG 6)



ROUTE MILES: 66.49

PAGE 21

BELLEVUE, OH -
DETROIT, MI LINE

DRR

DISTRICT: TOLEDO/CHICAGO LINE/DETROIT LINE

DIVISION: LAKE/DEARBORN

FROM: BELLEVUE, OH

TO: GIBRALTOR, MI

MP T 53.40
MP DR 20.00

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	QUANTITY	
#10 TURNOUTS	11	
#14 TURNOUTS	5	
#20 TURNOUTS	9	
FED	5	
AEI	0	

GIBRALTOR, MI
MP DR 20.00

TRackage OVER CRSA
(SEE PAGE 122)

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DEP) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:



STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT: III-B-1

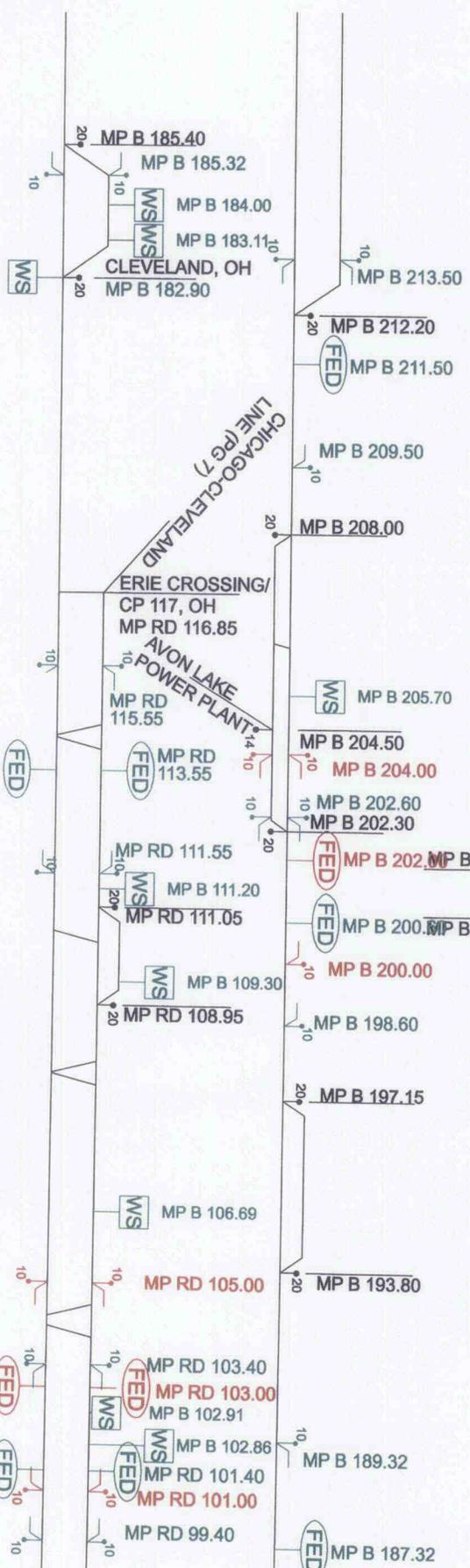
BELLEVUE, OH
MP B 248.00

CEMETAST-OH
MP B 247.50

MP B 242.55
MP B 242.28
MP B 241.00
MP B 240.20
MP B 239.00
MP B 237.00
MP B 236.35
MP B 234.95

MP B 232.05
MP B 231.74
MP B 231.15
MP B 230.60
MP B 229.15
MP B 227.15

MP B 218.65



BELLEVUE, OH -
HARRISBURG (PAXTON), PA LINE

ROUTE MILES: 86.31

PAGE 22

HUDSON, OH
MP RD 96.90

DISTRICT: FOSTORIA/CLEVELAND/LAKE ERIE/
CLEVELAND LINE

DIVISION: LAKE/DEARBORN

FROM: BELLEVUE, OH

TO: HUDSON, OH

MP B 248.00
MP RD 96.90

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

FED - FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

WS - WORKING SIDING BEGINNING MP

AEI - AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

* TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

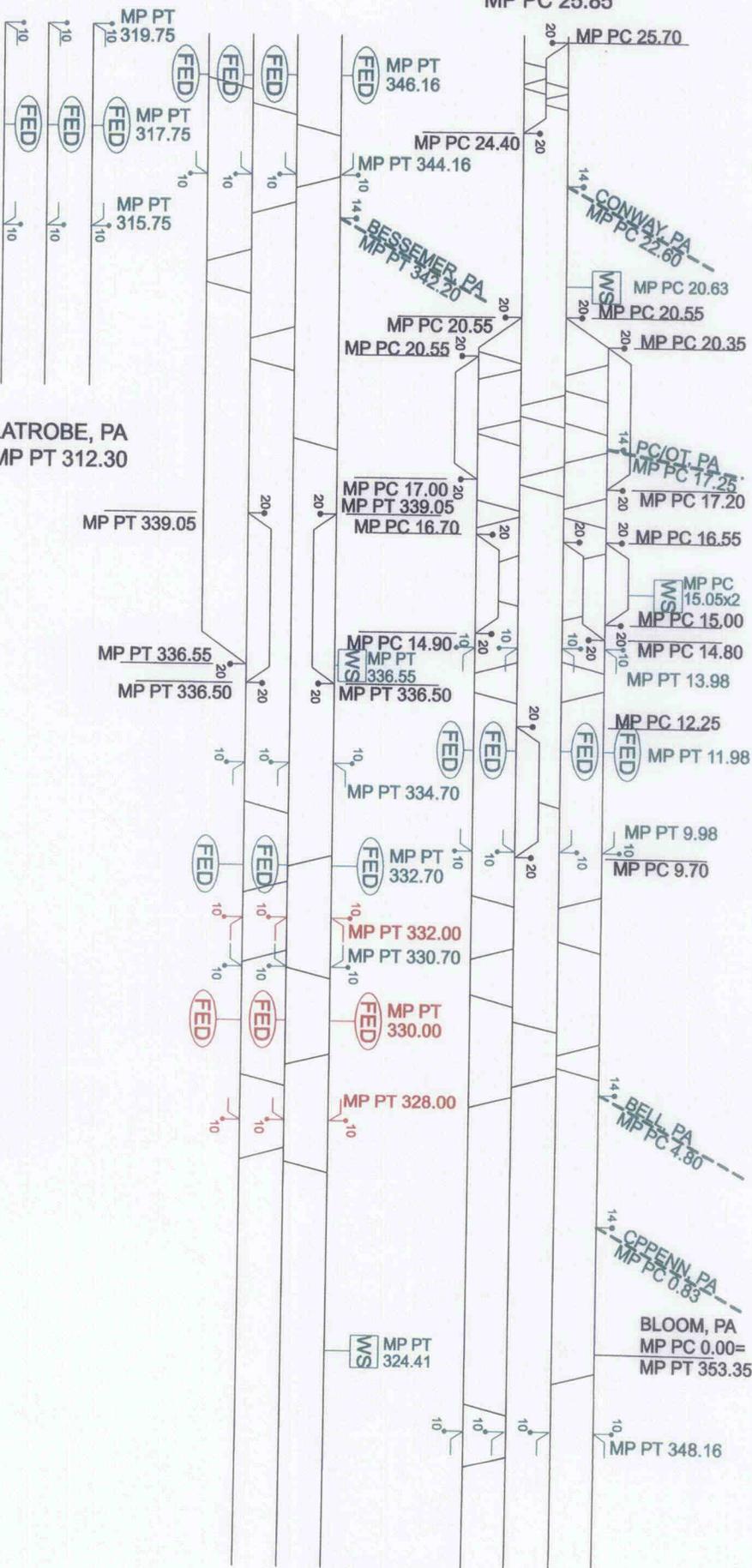
TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	42	4
#20 TURNOUTS	37	8
FED	0	0
AEI	0	0

PREPARED BY:



EXHIBIT: III-B-1

ROCHESTER, PA
MP PC 25.85



BELLEVUE, OH -
HARRISBURG (PAXTON), PA LINE
DRR

LATROBE, PA
MP PT 312.30

ROUTE MILES: 66.07

DISTRICT: FT. WAYNE LINE/PITTSBURGH LINE

DIVISION: PITTSBURGH

FROM: ROCHESTER, PA

MP PC 25.85

TO: LATROBE, PA

MP PT 312.30

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	38
#14 TURNOUTS	5
#20 TURNOUTS	147
FED	14
AEI	0

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



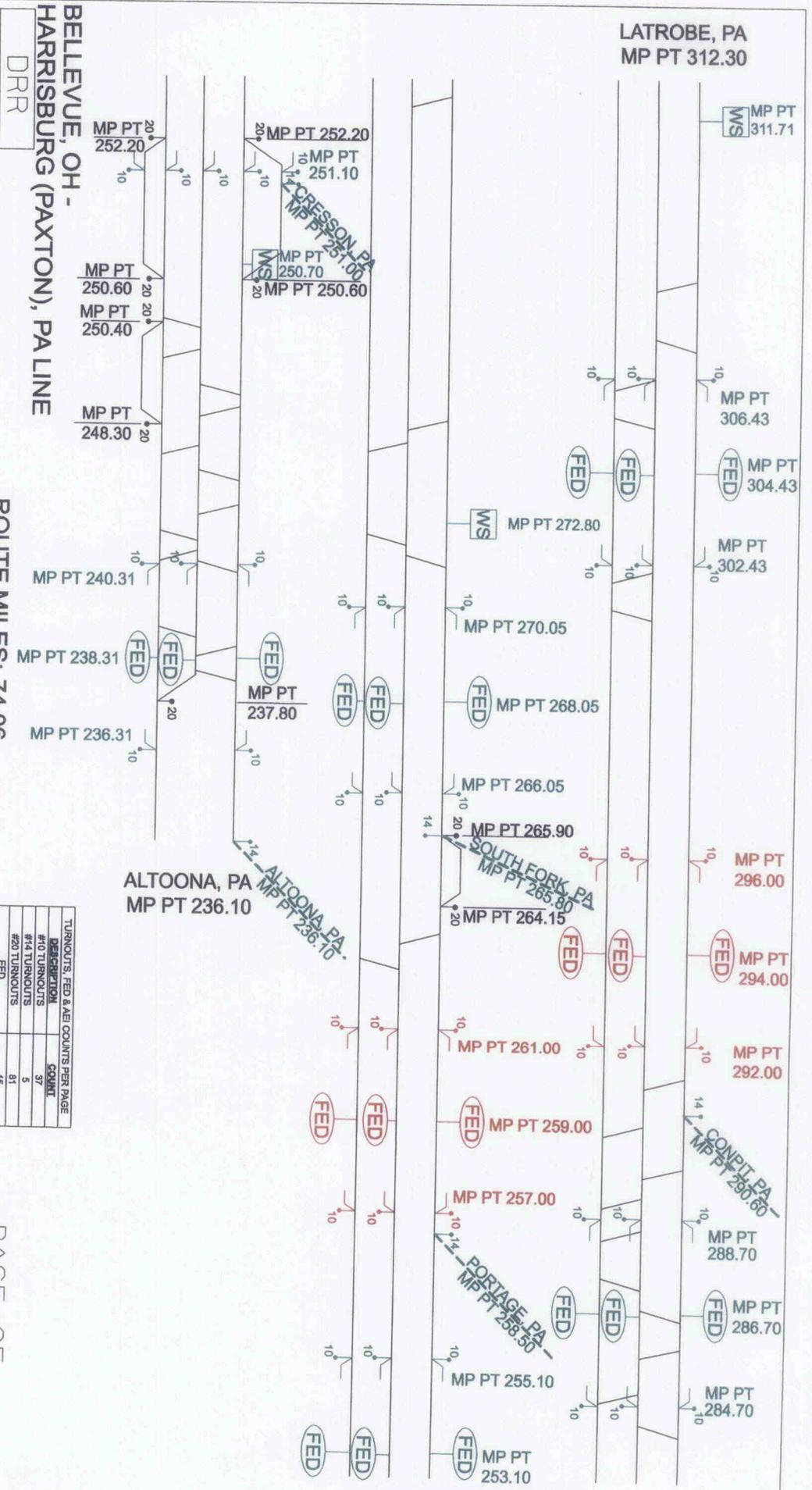
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 24

EXHIBIT:

III-B-1

LATROBE, PA
MP PT 312.30



BELLEVEUE, OH -
HARRISBURG (PAXTON), PA LINE
DRR

ROUTE MILES: 74.06

DISTRICT: PITTSBURGH LINE

DIVISION: PITTSBURGH

FROM: LATROBE, PA

TO: ALTOONA, PA

MP PT 236.10

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB HOT BEARING DETECTOR
- DE OR DED DRAGGING EQUIPMENT DETECTOR
- HW HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	37
#14 TURNOUTS	5
#20 TURNOUTS	81
FED	15
AEI	0

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

PAGE 25

EXHIBIT:

III-B-1

ALTOONA, PA
MP PT 236.10

BELLEVEUE, OH -
HARRISBURG (PAXTON), PA LINE

DRR

DISTRICT: PITTSBURGH LINE

DIVISION: PITTSBURGH

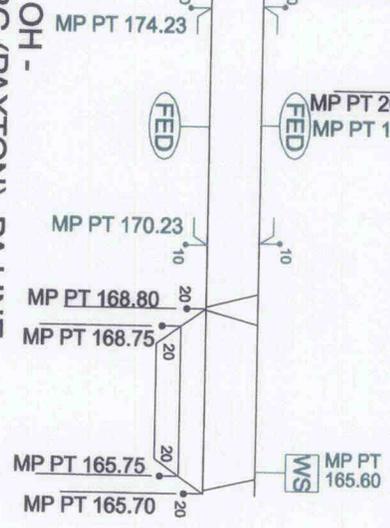
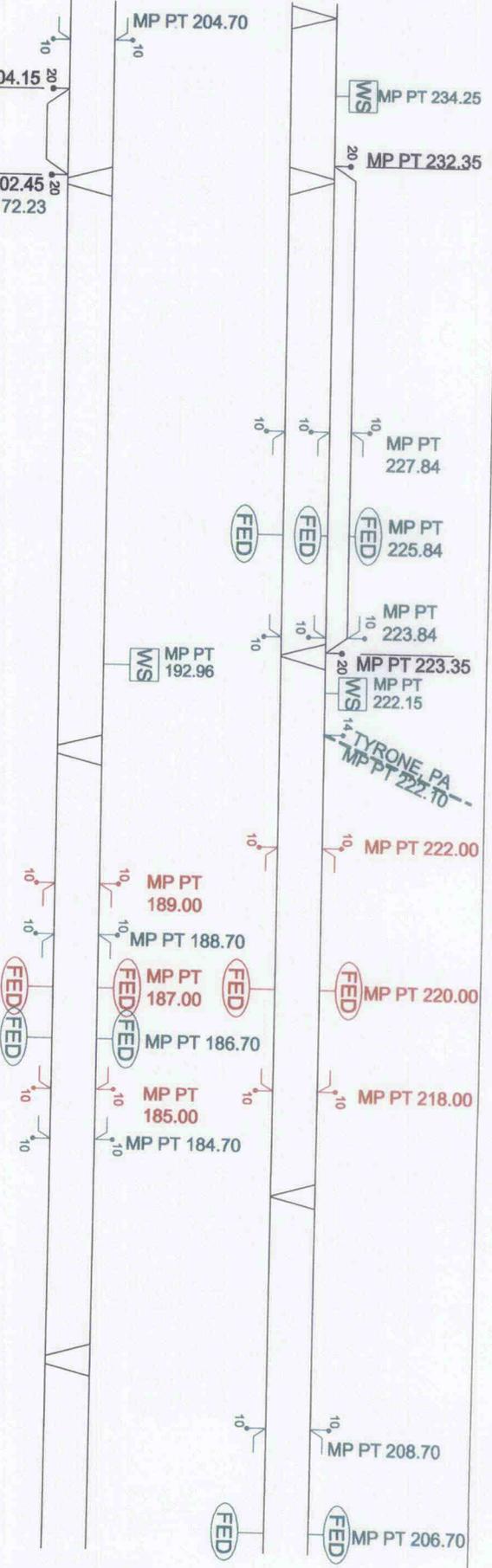
FROM: ALTOONA, PA

TO: LEWISTOWN, PA

MP PT 236.10
MP PT 165.70

ROUTE MILES: 69.81

LEWISTOWN, PA
MP PT 165.70



LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- FED** FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- DE** - HOT BEARING DETECTOR
- DR** - DRAGGING EQUIPMENT DETECTOR
- HW** - HOT WHEEL DETECTOR
- AEI** AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	28
#14 TURNOUTS	1
#20 TURNOUTS	42
FED	9
AEI	0

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PAGE 26

PREPARED BY:



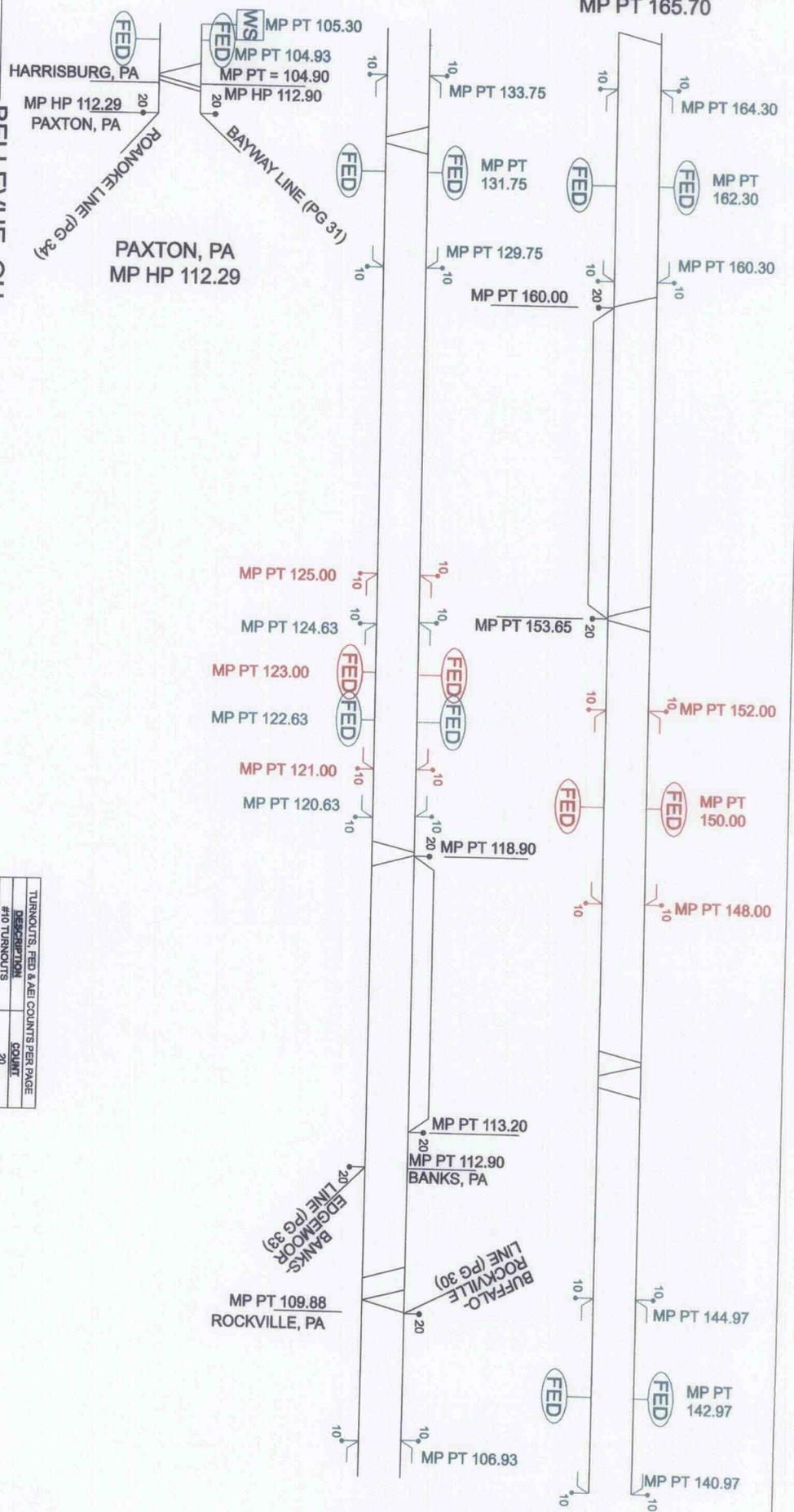
STATE OF PENNSYLVANIA
ASSOCIATES

EXHIBIT:

III-B-1

DATE: 11/23/12
NOT TO SCALE

LEWISTOWN, PA
MP PT 165.70



DRR BELLEVUE, OH - HARRISBURG (PAXTON), PA LINE ROUTE MILES: 60.95

DISTRICT: PITTSBURGH LINE/HARRISBURG LINE

DIVISION: PITTSBURGH/HARRISBURG

FROM: LEWISTOWN, PA

TO: HARRISBURG (PAXTON), PA

MP PT 165.70

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

MS HOT BEARING DETECTOR

AEI DRAGGING EQUIPMENT DETECTOR

DESCRIPTION	COUNT
#10 TURNOUTS	20
#14 TURNOUTS	0
#20 TURNOUTS	42
FED	10
AEI	0

20 - TURNOUT TYPE *

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

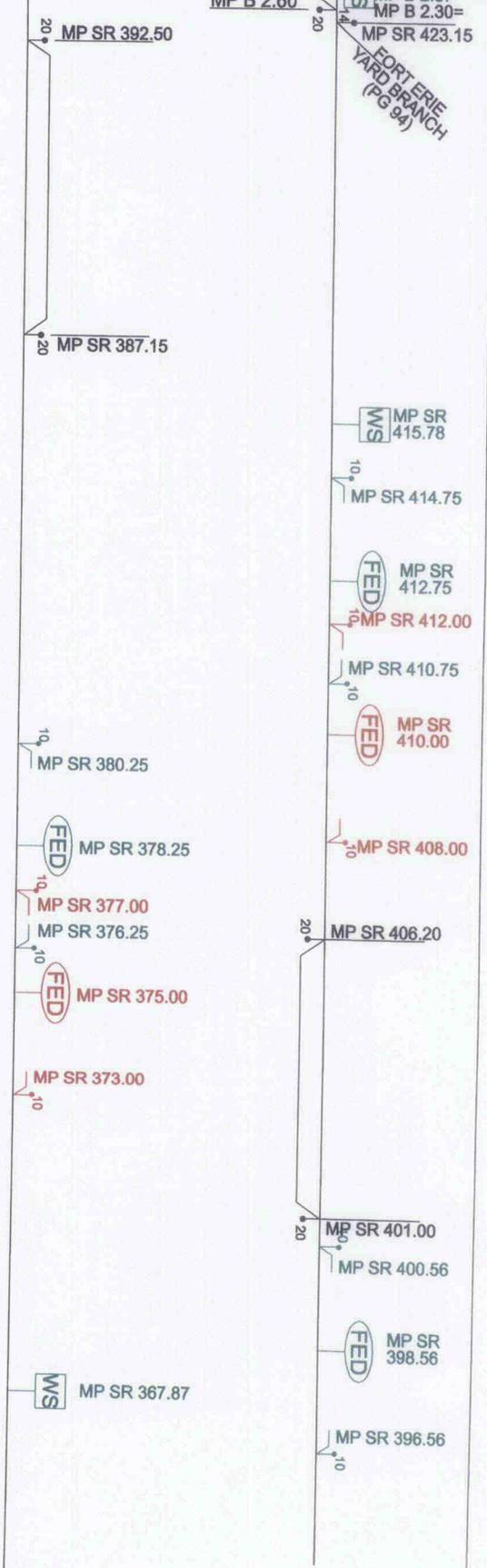
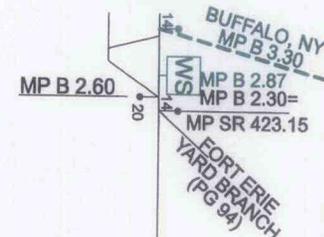
RED - REMOVE
GREEN = ADD

PREPARED BY:



ST/RALPH WHITEHEAD ASSOCIATES

BUFFALO, NY
MP B 4.00



CASS, NY
MP SR 331.80

BUFFALO, NY -
ROCKVILLE, PA LINE

ROUTE MILES: 92.94

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	18	2
#14 TURNOUTS	2	8
FED	8	0
AEI	0	0

DISTRICT: LAKE ERIE/SOUTHERN TIER LINE

DIVISION: HARRISBURG

FROM: BUFFALO, NY

TO: CASS, NY

MP SR 331.80

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

PAGE 28

PREPARED BY:

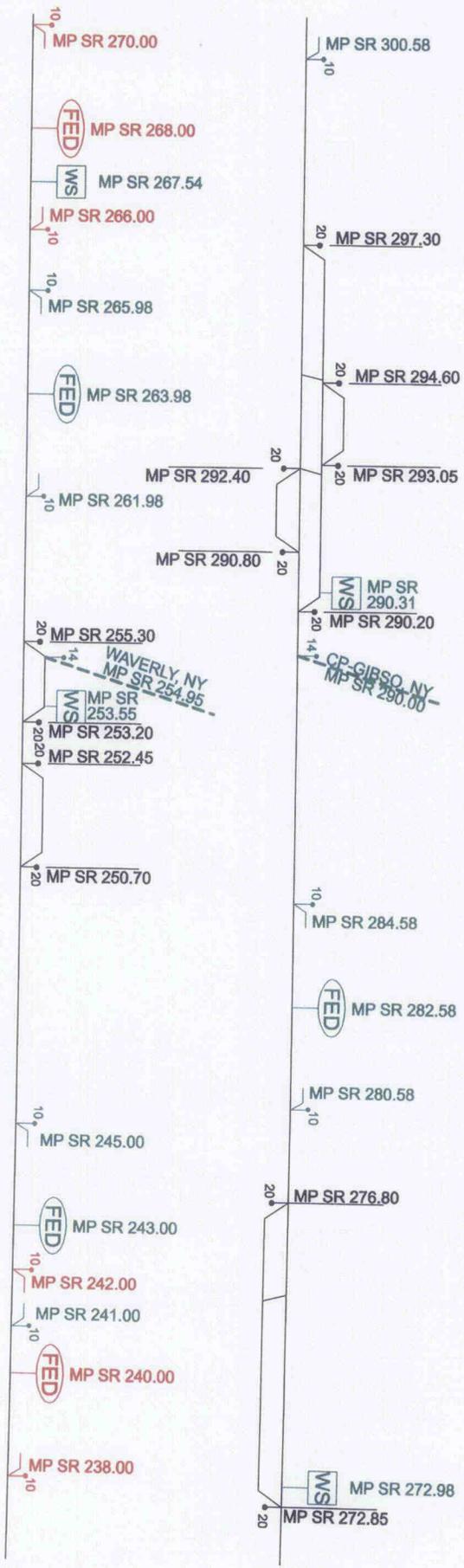
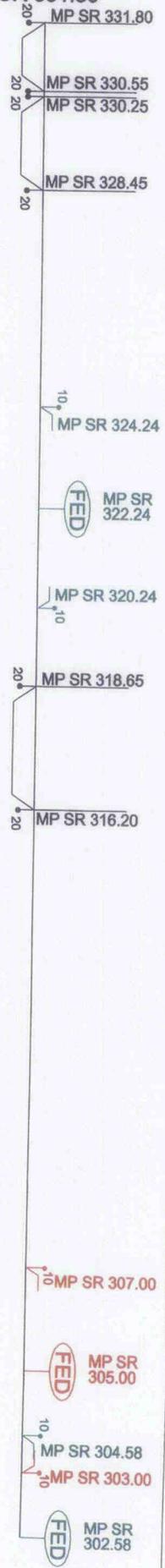


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

CASS, NY
MP SR 331.80



BUFFALO, NY -
ROCKVILLE, PA LINE

DRR

ROUTE MILES: 95.65

DISTRICT: SOUTHERN TIER LINE

DIVISION: HARRISBURG

FROM: CASS, NY

MP SR 331.80
FT OWEGO, NY
MP SR 236.10

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	18	
#20 TURNOUTS	2	
FED	24	
AEI	5	
	0	

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

PREPARED BY:



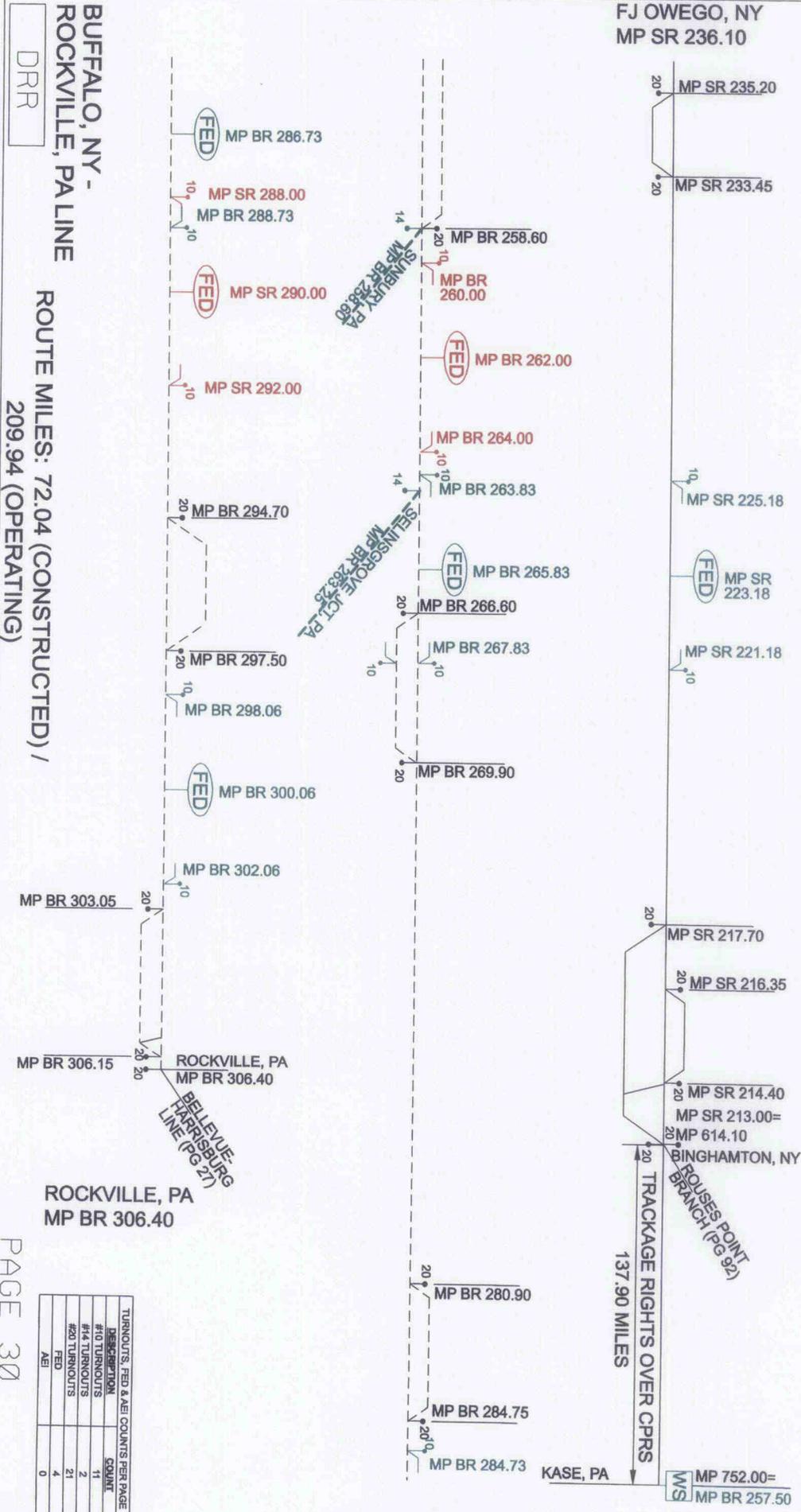
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 29

FJ OWEGO, NY
MP SR 236.10

EXHIBIT: III-B-1

FJ OWEGO, NY
MP SR 236.10



**BUFFALO, NY -
ROCKVILLE, PA LINE**
ROUTE MILES: 72.04 (CONSTRUCTED) /
209.94 (OPERATING)

RRR
DISTRICT: SOUTHERN TIER/BUFFALO
DIVISION: HARRISBURG
FROM: FJ OWEGO, NY
MP SR 236.10
TO: ROCKVILLE, PA
MP BR 306.40
DATE: 11/23/12
NOT TO SCALE

LEGEND:
- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

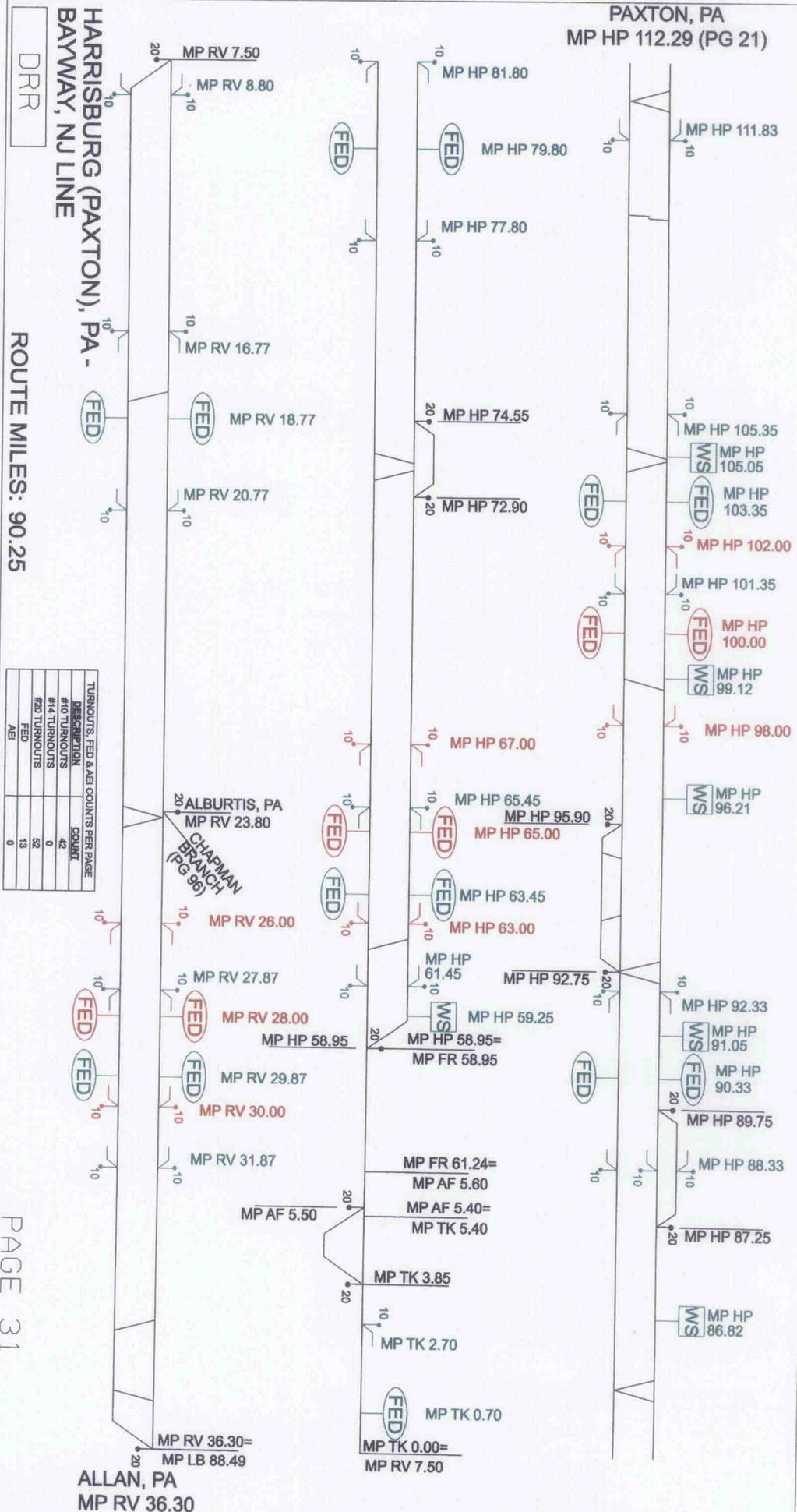
TURNOUTS, FED & AEI COUNTS PER PAGE

DESCRIPTION	COUNT
#10 TURNOUTS	11
#14 TURNOUTS	2
#20 TURNOUTS	21
FED	4
AEI	0

20 - TURNOUT TYPE*
 *TURNOUT TYPES
 20 - *20 ELECTRIC
 14 - *14 ELECTRIC
 10 - *10 HAND-THROWN
 RED - REMOVE
 GREEN - ADD
 PREPARED BY:
 STV/RALPH WHITEHEAD
 ASSOCIATES

EXHIBIT:
III-B-1

PAXTON, PA
MP HP 112.29 (PG 21)



ROUTE MILES: 90.25

TURNS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNS	COUNT
#10 TURNS	42	42
#20 TURNS	0	0
FED	13	13
AEI	0	0

DISTRICT: HARRISBURG LINE/POTTSVILLE BRANCH/
READING LINE

DIVISION: HARRISBURG

FROM: HARRISBURG (PAXTON), PA

TO: ALLEN, PA

MP RV 36.30

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

*TURNOUT TYPES

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

ALLAN, PA
MP RV 36.30

EXHIBIT: III-B-1

ALLEN, PA
MP LB 88.49

MP LB 85.55
MP LB 84.61
MP LB 84.60=
MP LE 88.90

MP LE 88.50
MP LE 88.30
MP LB 87.73

MP LE 85.75

MP LE 84.89

MP LE 82.89

MP LE 80.89

MP LE 79.80

MP LE 77.60

MP LE 77.15
MP LE 76.28
PHILLIPSBURG, NJ

WASHINGTON
BRANCH
(PG 97)

MP LE 74.00

MP LE 72.00

MP LE 70.77

MP LE 70.00

MP LE 68.77

MP LE 67.70

MP LE 66.77

MP LE 65.00

MP LE 64.05

MP LE 62.35

CP PORT
READING JCT., NJ
MP LE 35.80

WS
MP LE 35.80

HARRISBURG (PAXTON), PA -
BAYWAY, NJ LINE

DRR

ROUTE MILES: 57.19

DISTRICT: LEHIGH LINE

DIVISION: HARRISBURG

FROM: ALLEN, PA

MP LB 88.49

TO: BAYWAY, NJ

MP XG 12.00

DATE: 11/23/12

NOT TO SCALE

TRACKAGE OVER CRSA
SEE PAGE 32A

14
DAKESLAND NJ
MP LE 26.50

ROYCE, NJ
MP LE 40.05

DUPONT
DESTINATION
14

WS
MP LE 38.77

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	COUNT	
#10 TURNOUTS	19	
#14 TURNOUTS	2	
#20 TURNOUTS	17	
FED	4	
AEI	0	

LEGEND:

- 136* PREMIUM CWR NEW

- 136* STANDARD CWR NEW

- 15* CWR NEW

- INTERCHANGE TRACK

WS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB = HOT BEARING DETECTOR
DE OR DED = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

*TURNOUT TYPES

20 - *20 ELECTRIC

14 - *14 ELECTRIC

10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

BAYWAY, NJ
(DUPONT DESTINATION)
MP XG 12.00

PAGE 32

CP PORT
READING JCT., NJ
MP LE 35.80

MP LE 35.55

MP LE 33.50

MP LE 23.10

20

20

OAK ISLAND JCT., NJ
MP LE 7.20 =
MP WJ 1.40

OAK ISLAND JCT., NJ
MP WJ 1.40

MP WJ 5.50

MP WJ 5.30 =
MP XG 9.00

MP XG 12.00

BAYWAY, NJ
(DUPONT DESTINATION)
MP XG 12.00

HARRISBURG (PAXTON), PA -
BAYWAY, NJ LINE

DRR

ROUTE MILES: 35.70

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	6
FED	0
AEI	0

DISTRICT: LEHIGH LINE/CHEMICAL COAST SEC

DIVISION: CRSA

FROM: CP PORT READING JCT., NJ

MP LE 35.80

DATE: 11/23/12

TO: BAYWAY, NJ

MP XG 12.00

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW

- 136* STANDARD CWR NEW

- 115* CWR NEW

- INTERCHANGE TRACK

WS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR DED - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

*TURNOUT TYPES

20 - *20 ELECTRIC

14 - *14 ELECTRIC

10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

BANKS, PA
MP EP 76.10
(PG 27)

BELLEVUE-HARRISBURG LINE

MP EP 72.35

MP EP 69.40

MP EP 63.55

MP EP 61.55

MP EP 59.55

MP EP 58.00

MP EP 56.00

MP EP 54.00

WAGO, PA
MP EP 51.60

MP EP 46.53

MP EP 44.53

MP EP 42.53

CP-COLA-PA
MP EP 38.53

MP EP 33.70=
MP PD 39.70

MP PD 38.25

FED MP PD 20.80

MP PD 18.80

MP PD 13.05

MP PD 11.70
MP PD 11.55

FED MP PD 9.55

MP PD 7.55
MP PD 7.45

MP PD 4.35

MP PD 3.20

PERRYVILLE, MD
MP PD 0.00=
MP UG 59.52

TRACKAGE RIGHTS OVER AMTRAK
29.63 MILES

RAGAN, DE
MP UG 29.68=
MP HE 6.38

MP HE 5.60

MP HE 3.80

MP HE 1.50

MP HE 1.47

MP HE 1.15

EDGEMOOR, MD

MP PD 22.80

MP PD 21.75

BANKS, PA -
EDGEMOOR, DE LINE
DRR

ROUTE MILES: 88.27 (CONSTRUCTED) /
117.90 (OPERATING)

DISTRICT: PORT ROAD BRANCH/SHELLPOT SEC.

DIVISION: HARRISBURG

FROM: BANKS, PA

MP EP 76.10

TO: EDGEMOOR/BELLEVUE, DE

MP HE 0.00

DATE: 11/23/12

NOT TO SCALE

DESCRIPTION	COUNT
TURNOUTS #10	21
TURNOUTS #14	4
TURNOUTS #20	24
FED	6
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

FED - FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR DED - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

AEI - AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

RED - REMOVE
GREEN - ADD

PREPARED BY:



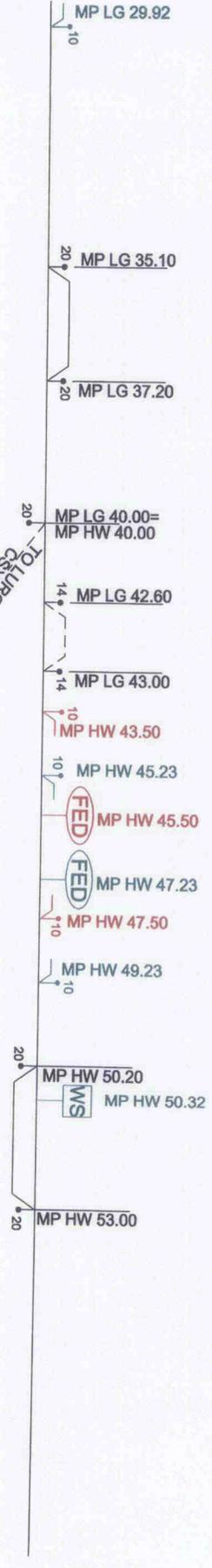
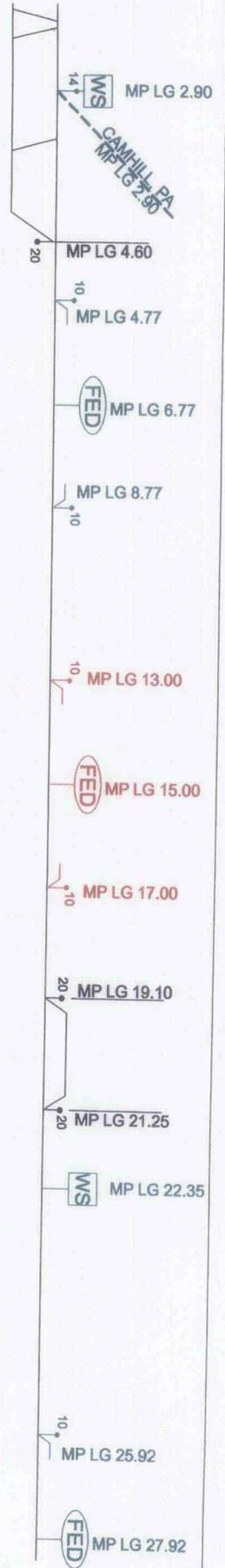
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 33

EDGEMOOR/ BELLEVUE, DE
MP HE 0.00 (MORRISVILLE
BRANCH CONN. PG 98)

EXHIBIT: III-B-1

PAXTON, PA
MP LG 0.00 (PG 27)



ROUTE MILES: 92.16

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	COUNT	
#10 TURNOUTS	17	
#14 TURNOUTS	4	
#20 TURNOUTS	28	
FED	8	
AEI	0	

DISTRICT: LURGAN BRANCH/HAGERSTOWN

DIVISION: HARRISBURG/VIRGINIA

FROM: HARRISBURG (PAXTON), PA

TO: MD/WV LINE

MP H 16.37

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136** STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB HOT BEARING DETECTOR
- DE OR DED DRAGGING EQUIPMENT DETECTOR
- HW HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

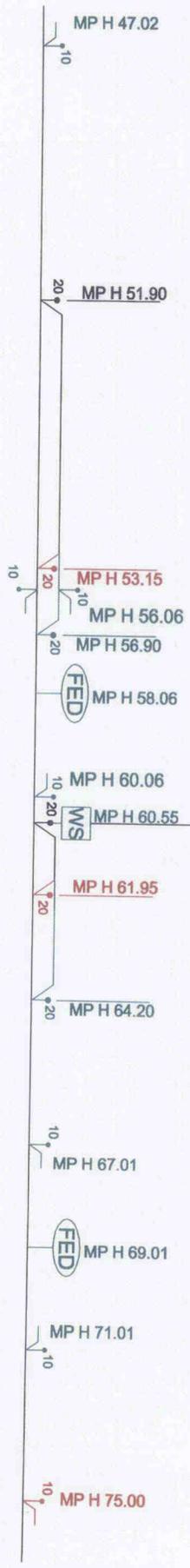
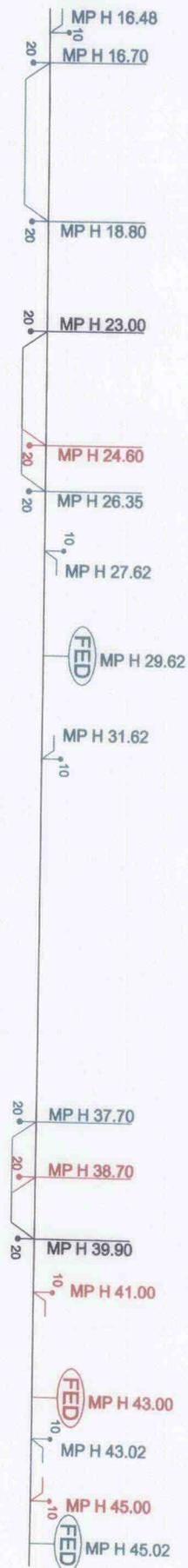


STV/RALPH WHITEHEAD ASSOCIATES

MDWV LINE
MP H 16.37

EXHIBIT: III-B-1

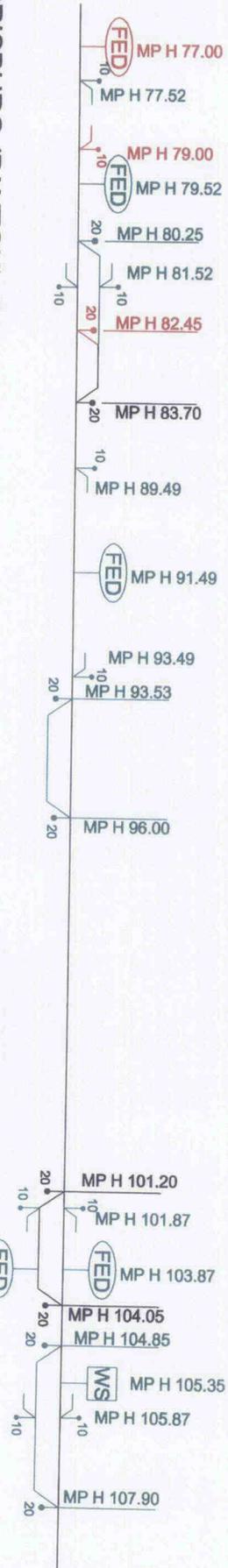
MD/WV LINE, WV
MP H 16.37



HARRISBURG (PAXTON), PA -
ROANOKE, VA LINE

DRR

ROUTE MILES: 90.47



DISTRICT: HAGERSTOWN

DIVISION: VIRGINIA

FROM: MD/WV LINE

TO: SHENANDOAH, VA

MP H 16.37
MP H 107.90

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB HOT BEARING DETECTOR
- DE OR DED DRAGGING EQUIPMENT DETECTOR
- HW HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	23
#14 TURNOUTS	0
#20 TURNOUTS	18
FED	8
AEI	0

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

PREPARED BY:



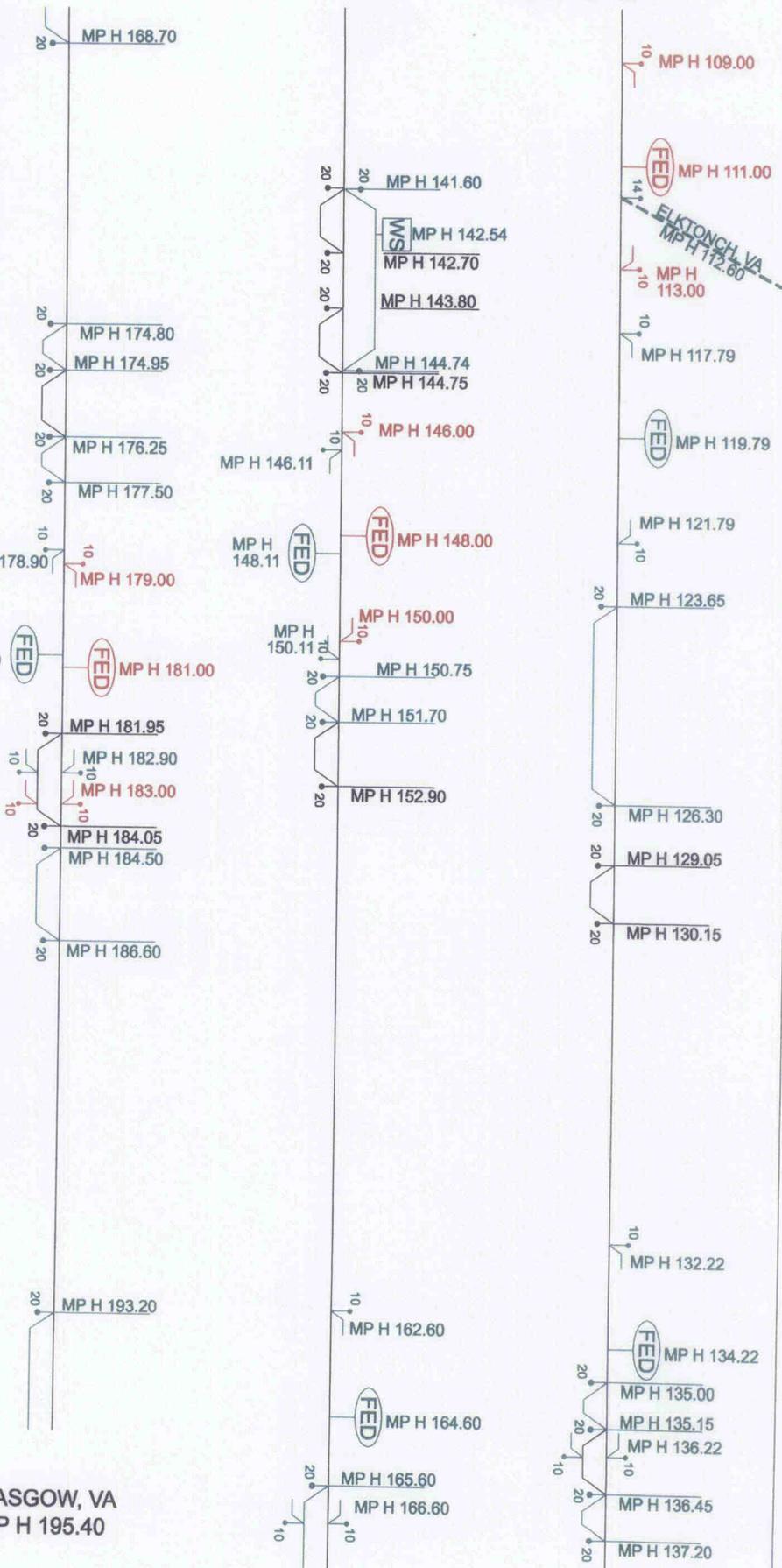
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 35

SHENANDOAH, VA
MP H 107.90

EXHIBIT: III-B-1

SHENANDOAH, VA
MP H 107.90



HARRISBURG (PAXTON), PA -
ROANOKE, VA LINE

DRR

ROUTE MILES: 87.46

DISTRICT: ROANOKE

DIVISION: VIRGINIA

FROM: SHENANDOAH, VA

TO: GLASGOW, VA

MP H 107.90
MP H 195.40

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	15
#14 TURNOUTS	1
#20 TURNOUTS	27
FED	5
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE*
- RED - REMOVE
- GREEN - ADD

PAGE 36

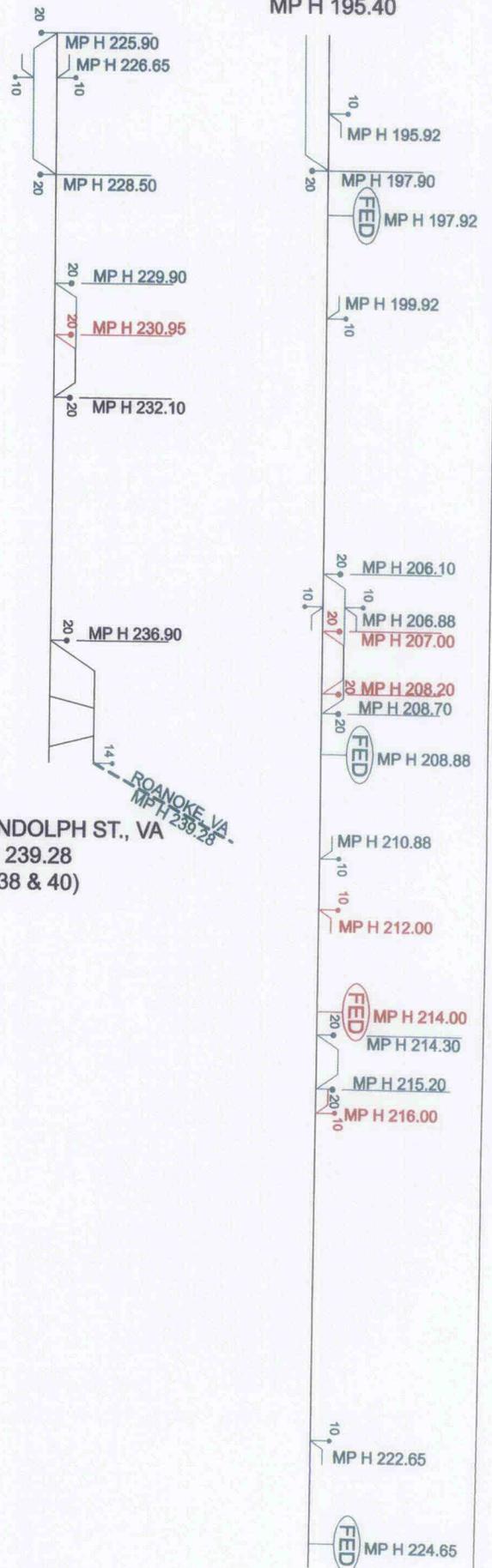
GLASGOW, VA
MP H 195.40



PREPARED BY:
STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:
III-B-1

GLASGOW, VA
MP H 195.40



ROANOKE/RANDOLPH ST., VA
MP H 239.28
(PGS 38 & 40)

HARRISBURG (PAXTON), PA -
ROANOKE, VA LINE

DRR

ROUTE MILES: 43.89

DISTRICT: ROANOKE

DIVISION: VIRGINIA

FROM: GLASGOW, VA

MP H 195.40
TO: ROANOKE/RANDOLPH ST, VA
MP H 239.28

DATE: 11/23/12
NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	8
#14 TURNOUTS	1
#20 TURNOUTS	14
FED	3
AEI	0

LEGEND:

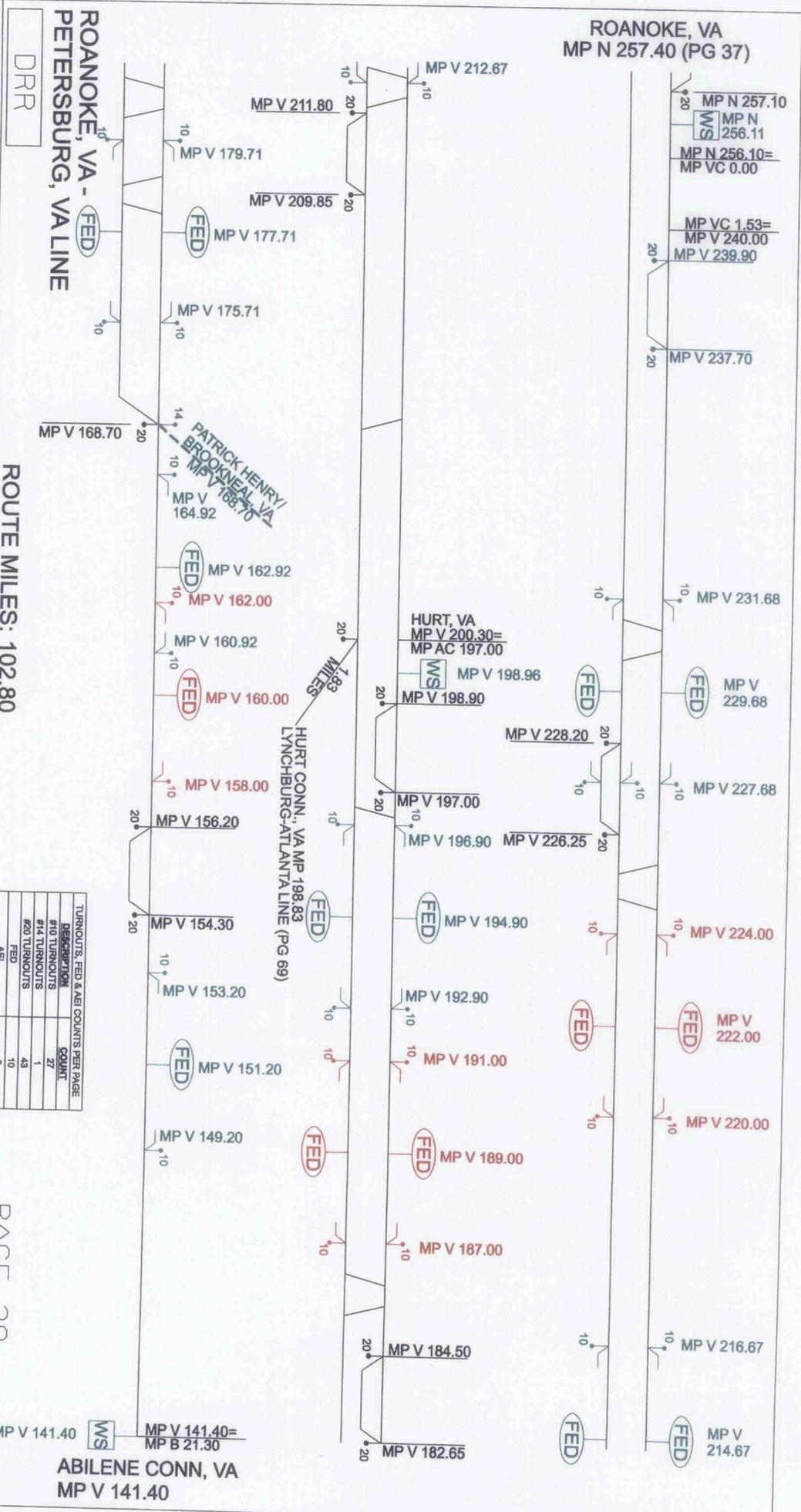
- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- * TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE *
- RED - REMOVE
- GREEN - ADD

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

ROANOKE, VA
MP N 257.40 (PG 37)



RRR

ROUTE MILES: 102.80

DISTRICT: CHRISTIANSBURGBLUE RIDGEAL TAVISTA

DIVISION: VIRGINIA

FROM: ROANOKE, VA

TO: ABILENE CONN, VA

MP N 257.40
MP V 141.40

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#14 TURNOUTS	1	43
#20 TURNOUTS	10	10
FED		0
AEI		0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED = REMOVE
- GREEN = ADD

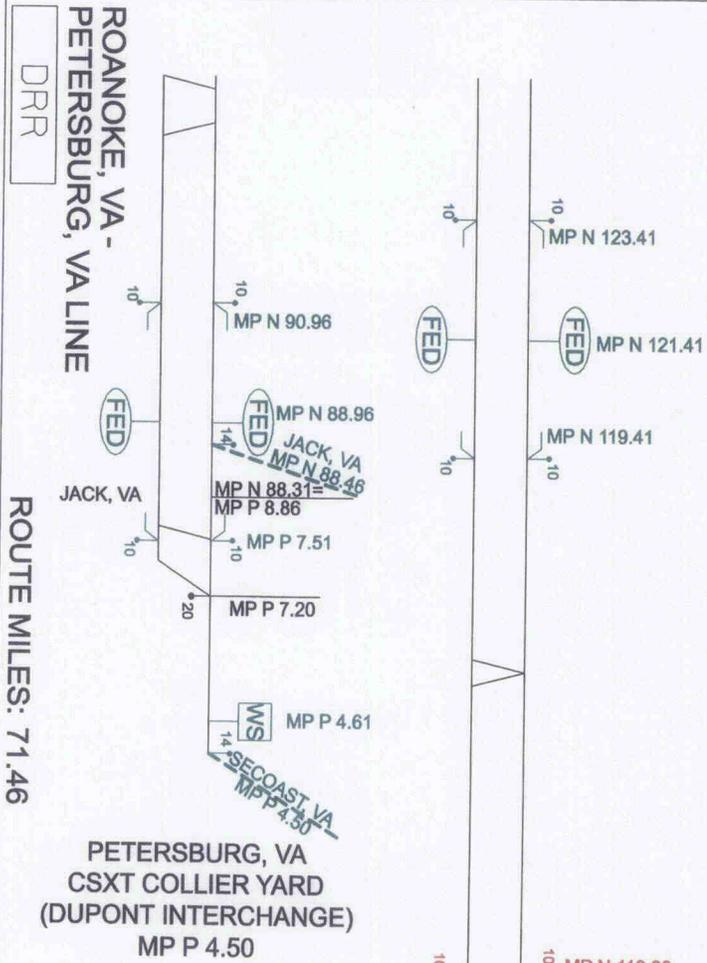
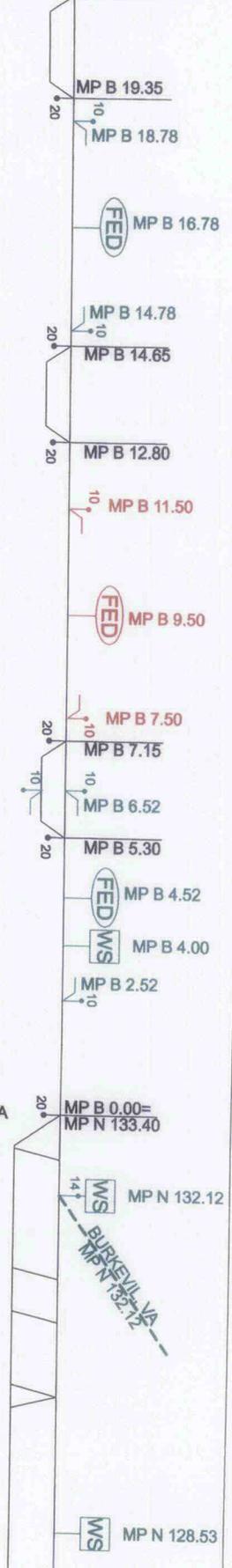
PAGE 38

MP V 141.40 WS MP V 141.40= MP B 21.30
ABILENE CONN, VA
MP V 141.40

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1

ABILENE CONN, VA
MP B 21.30
MP B 21.30



TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	25	
#14 TURNOUTS	3	
#20 TURNOUTS	34	
FED	8	
AEI	0	

PAGE 39

DISTRICT: BLUE RIDGE/NORFOLK

DIVISION: VIRGINIA

FROM: ABILENE CONN, VA

TO: PETERSBURG, VA

MP B 21.30

DATE: 11/23/12

MP P 4.50

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

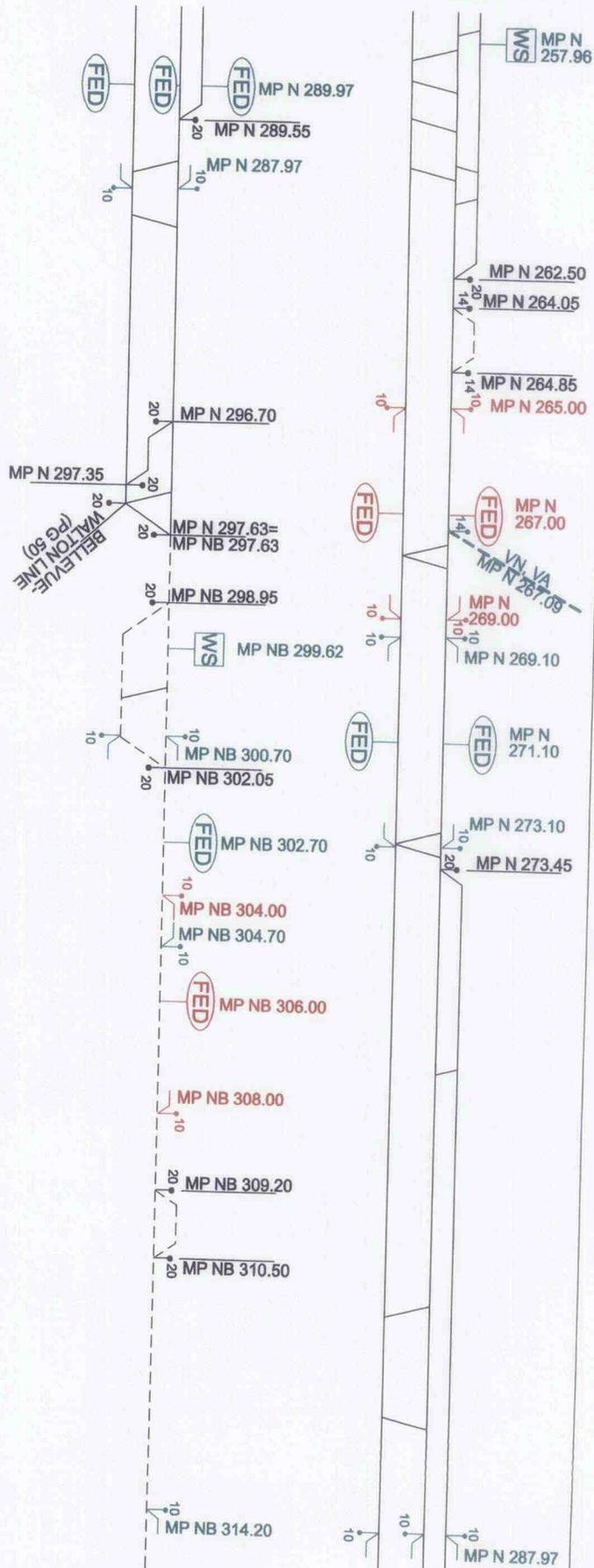


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

ROANOKE, VA
MP N 257.40 (PG 37)



PULASKI, VA
MP NB 315.90

ROANOKE, VA -
CHATTANOOGA (CITICO JCT.), TN LINE

DRR

ROUTE MILES: 58.61

DISTRICT: CHRISTIANBURG/PULASKI

DIVISION: VIRGINIA

FROM: ROANOKE, VA

MP N 257.40

TO: PULASKI, VA

MP NB 315.90

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
 - 136* STANDARD CWR NEW
 - 115* CWR NEW
 - INTERCHANGE TRACK
 - WORKING SIDING BEGINNING MP
- FED** FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
MS WORKING SIDING BEGINNING MP
AEI 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#14 TURNOUTS	3	17
#20 TURNOUTS	6	47
FED	0	0
AEI	0	0

PAGE 40

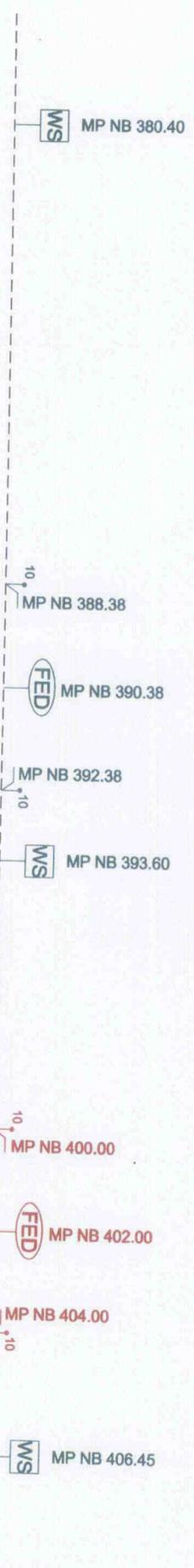
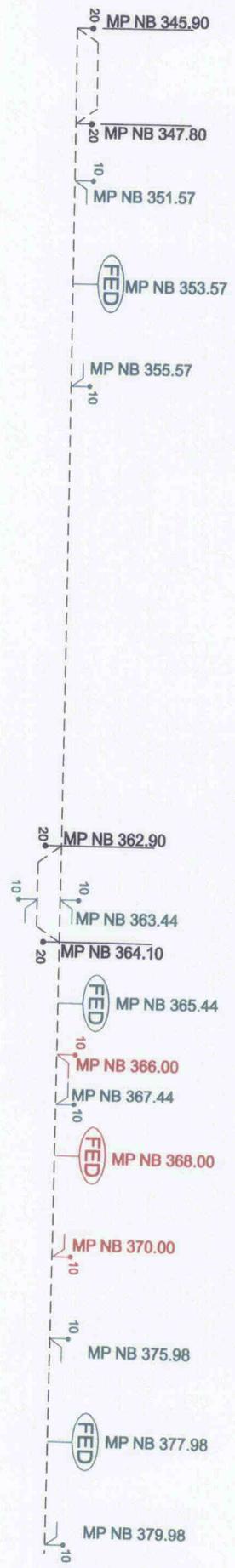
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE *
- RED - REMOVE
- GREEN - ADD

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

PULASKI, VA
MP NB 315.90



ROANOKE, VA -
CHATTANOOGA (CITICO JCT.), TN LINE

ROUTE MILES: 92.56

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	22
#14 TURNOUTS	0
#20 TURNOUTS	8
FED	8
AEI	0

DISTRICT: PULASKI

DIVISION: VIRGINIA

FROM:

MP RUBENSON VA

MP NB 408.38

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(HB) HOT BEARING DETECTOR

(DE) OR DED DRAGGING EQUIPMENT DETECTOR

(HW) HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE

GREEN = ADD

PAGE 41

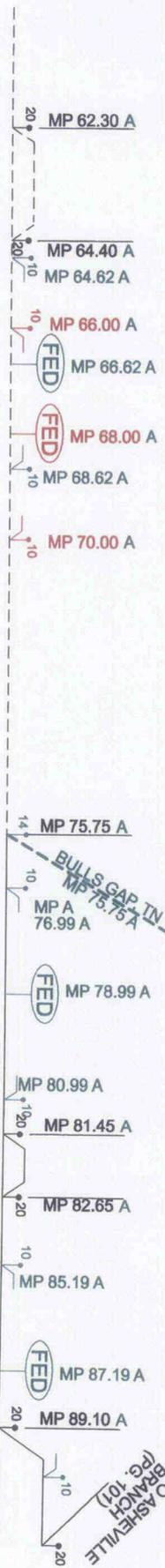
BRISTOL, VA
MP NB 408.38 = MP A 0.00

DATE: 11/23/12
NOT TO SCALE

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

III-B-1

BRISTOL, VA
MP 0.00 A



ROANOKE, VA -
CHATTANOOGA (CITICO JCT.), TN LINE

ROUTE MILES: 91.59

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	20
#14 TURNOUTS	7
#20 TURNOUTS	8
FED	7
AEI	0

DISTRICT: BRISTOL LINE

DIVISION: CENTRAL

FROM: BRISTOL, VA

MP 0.00 A

TO: NEW LINE, TN

MP 91.30 A

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

*TURNOUT TYPES

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

- RED - REMOVE
- GREEN = ADD

PREPARED BY:

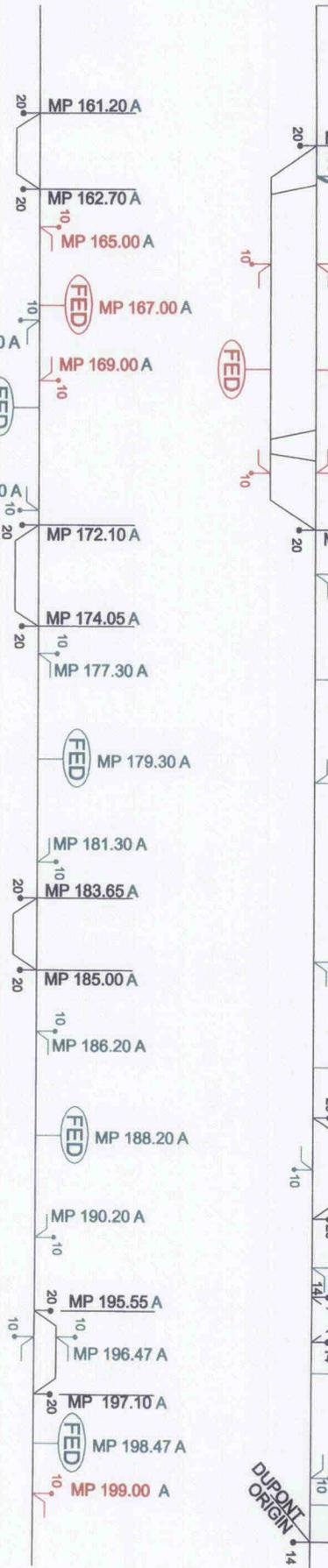
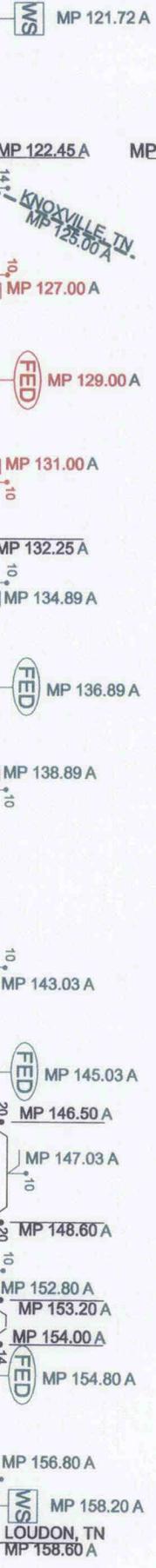
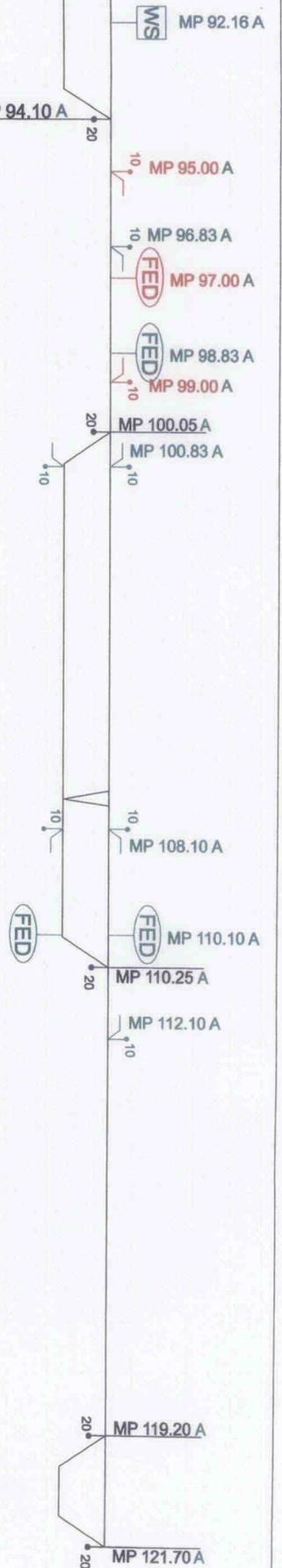


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

NEW LINE, TN
MP 91.30 A



ROANOKE, VA -
CHATTANOOGA (CITICO JCT.), TN LINE

RRR ROUTE MILES: 109.12

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	27
#14 TURNOUTS	4
#20 TURNOUTS	29
FED	10
AEI	0

PAGE 43

CALHOUN, TN
MP 200.30 A

DISTRICT: BRISTOL LINEWEST END

DIVISION: CENTRAL

FROM: NEW LINE, TN

MP 91.30 A

TO: CALHOUN, TN

MP 200.30 A

DATE: 11/23/12

NOT TO SCALE

LEGEND:

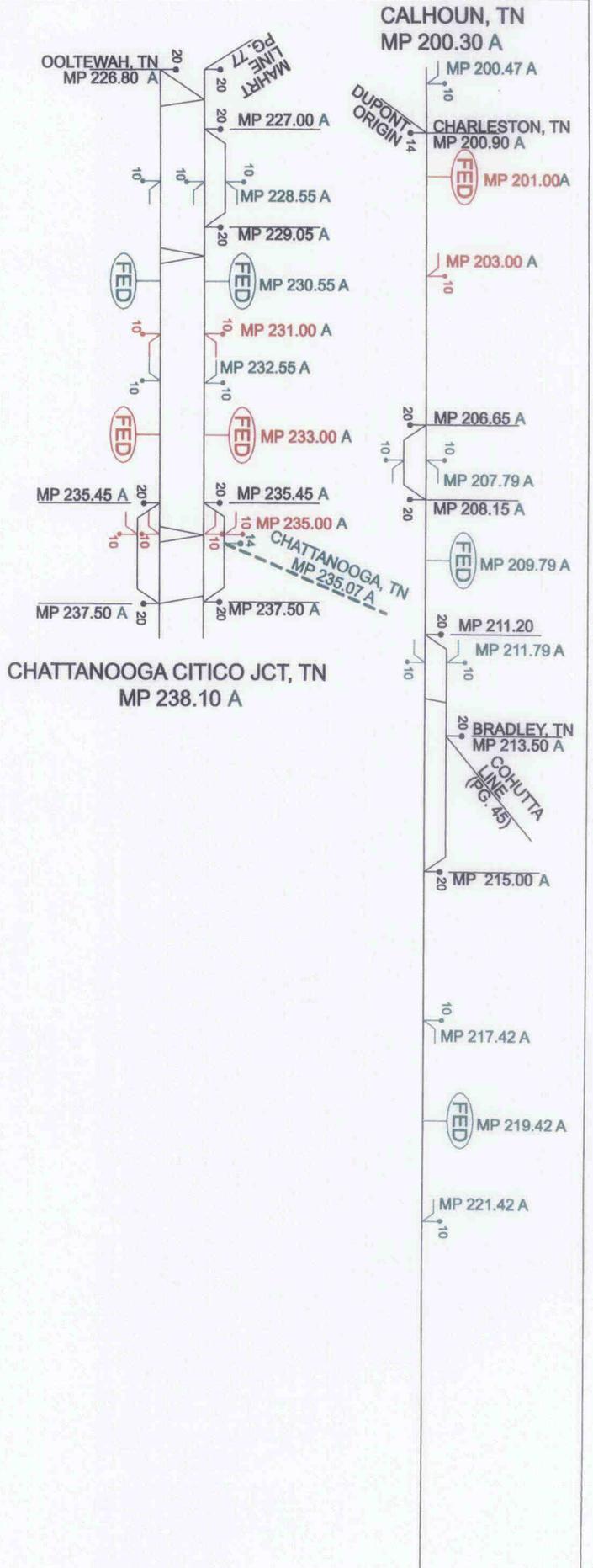
- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE*
- RED - REMOVE
- GREEN - ADD
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (WB) WORKING SIDING BEGINNING MP
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT: III-B-1



**ROANOKE, VA -
CHATTANOOGA (CITICO JCT.), TN LINE**

RRR

ROUTE MILES: 37.89

DISTRICT: WEST END / ATLANTA NORTH

DIVISION: CENTRAL/GEORGIA

FROM: CALHOUN, TN

MP 200.30 A

DATE: 11/23/12

TO: CHATTANOOGA CITICO JCT., TN

MP 238.10 A

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE

DESCRIPTION	COUNT
#10 TURNOUTS	12
#14 TURNOUTS	2
#20 TURNOUTS	28
FED	4
AEI	0

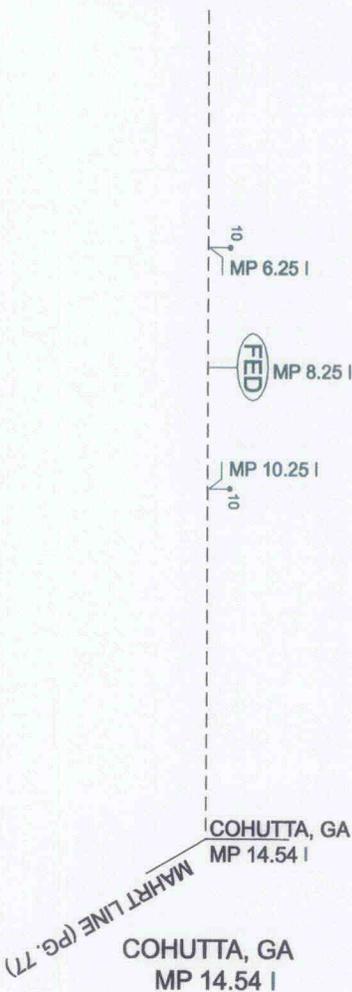
LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED = REMOVE
- GREEN = ADD
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (MS) WORKING SIDING BEGINNING MP

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1

BRADLEY JCT, TN
 MP 0.60 I
 SEE PG. 43



BRADLEY, TN -
 COHUTTA, GA LINE

DRR

ROUTE MILES: 13.93

DISTRICT: COHUTTA

DIVISION: GEORGIA

FROM: BRADLEY JCT, TN

MP 0.60 I

TO: COHUTTA, GA

MP 14.54 I

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#0 TURNOUTS	COUNT
#0 TURNOUTS	0	2
#14 TURNOUTS	1	1
#20 TURNOUTS	1	1
FED	1	1
AEI	0	0

PAGE 45

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- WS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB = HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
 GREEN = ADD

PREPARED BY:



STV/RALPH WHITEHEAD
 ASSOCIATES

EXHIBIT:

III-B-1

BELLEVUE (SOUTHWEST ST.)
MP S 95.90 (PG 3)

BELLEVUE, OH -
WALTON, VA LINE

DRR

DISTRICT: SANDUSKY

DIVISION: LAKE

FROM: BELLEVUE (SOUTHWEST ST.), OH

MP S 95.90

DATE: 11/23/12

TO: WEBER, OH

MP S 4.25

NOT TO SCALE

ROUTE MILES: 91.47

TURNOUTS, FED & AEI COUNTS PER PAGE	COUNT
#10 TURNOUTS	29
#14 TURNOUTS	1
#20 TURNOUTS	37
FED	16
AEI	0

PAGE 46

WEBER, OH
MP S 4.25

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

***TURNOUT TYPES**

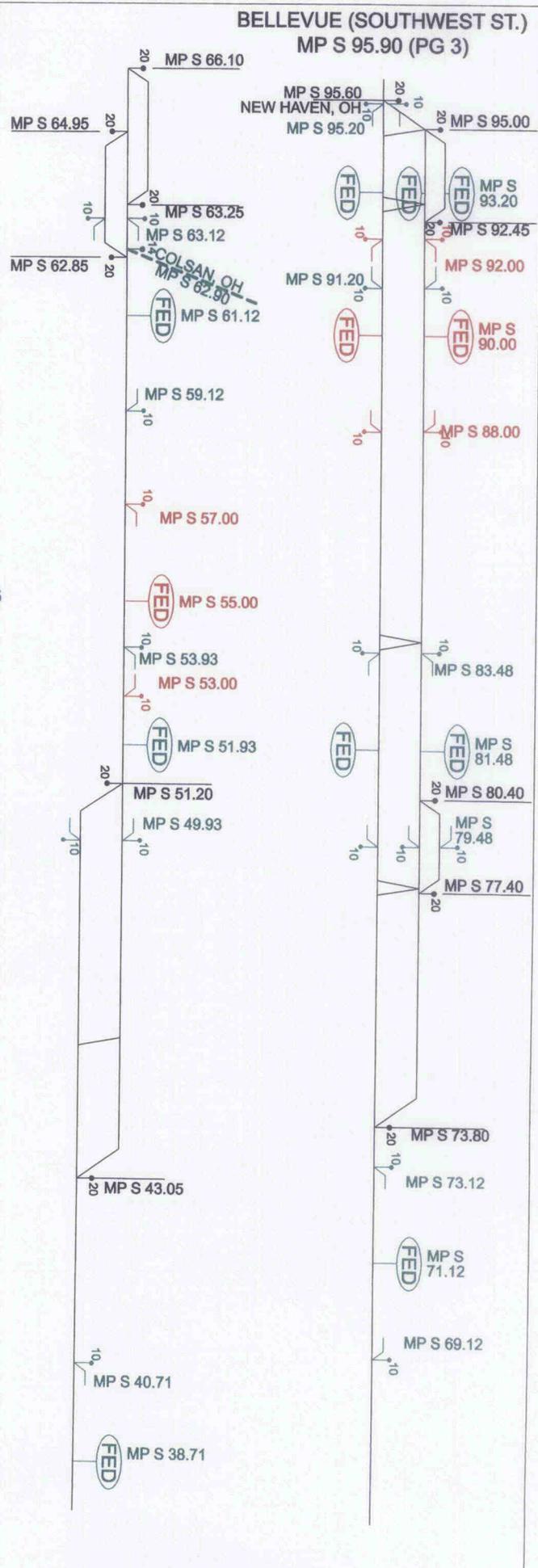
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

20 - TURNOUT TYPE *

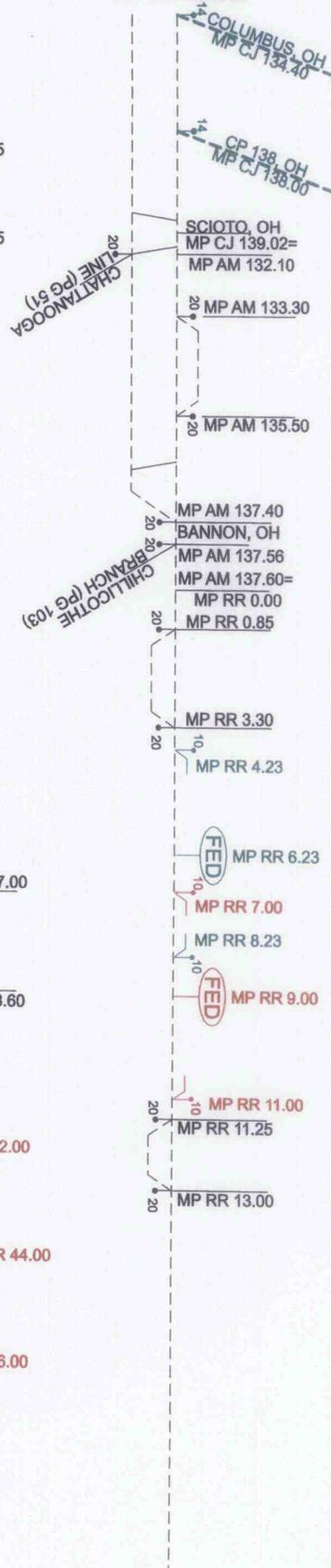
RED - REMOVE
GREEN - ADD

PREPARED BY: 

EXHIBIT: **III-B-1**



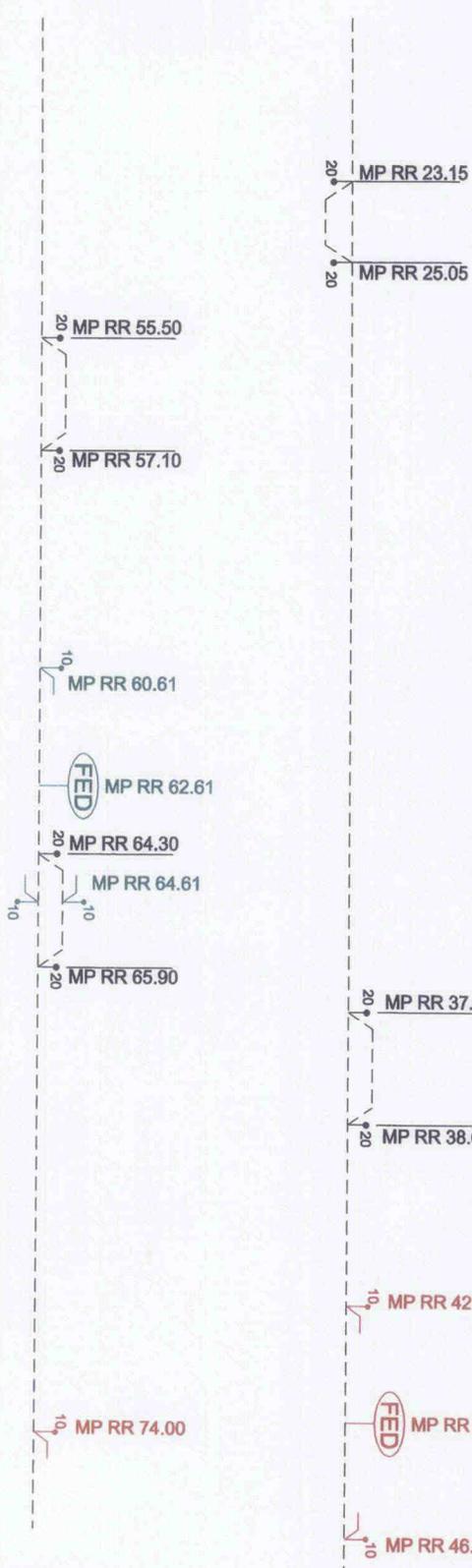
WEBER, OH
MP CJ 134.40



BELLEVUE, OH -
WALTON, VA LINE

DRR

ROUTE MILES: 86.69



CHAUNCEY, OH
MP RR 75.90

DISTRICT: DAYTON/WESTERN BRANCH/W. VIRGINIA SEC.

DIVISION: LAKE/POCAHONTAS

FROM: WEBER, OH

MP CJ 134.40

TO: CHAUNCEY, OH

MP RR 75.90

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION WITH NUMBER OF TRACKS COVERED
- 20 = TURNOUT TYPE*
- * TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	QUANTITY
#10 TURNOUTS	5
#14 TURNOUTS	2
#20 TURNOUTS	23
FED	2
AEI	0

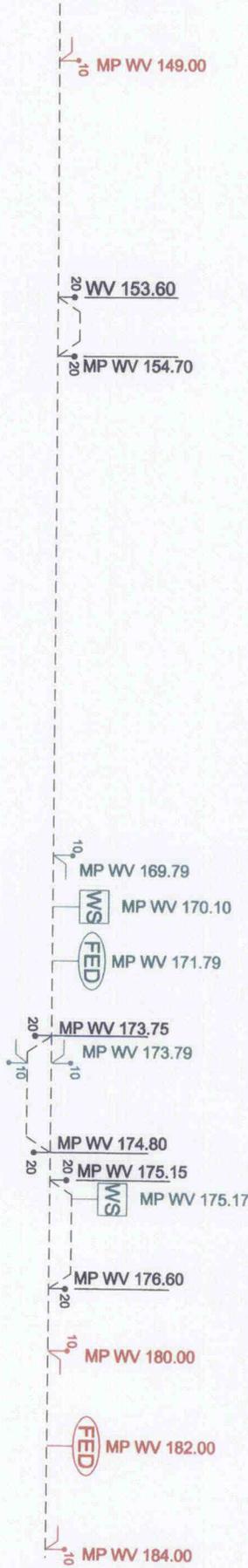
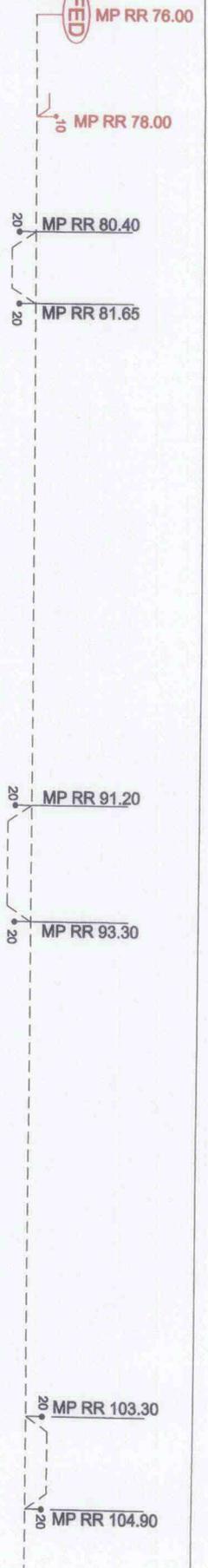
PAGE 47

PREPARED BY:
STV/RAI, PH. WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

CHAUNCEY, OH
MP RR 75.90



BELLEVUE, OH -
WALTON, VA LINE

ROUTE MILES: 99.55 (CONSTRUCTED) /
108.65 (OPERATING)

TURNOUTS, FED & AEL COUNTS PER PAGE		
DESCRIPTION	#/0 TURNOUTS	COUNT
#/4 TURNOUTS	0	11
#20 TURNOUTS	18	0
FED	3	0
AEL	0	0

PAGE 48

CHARLESTON, WV
MP WV 185.20

DISTRICT: WEST VIRGINIA SEC.

DIVISION: POCAHONTAS

FROM: CHAUNCEY, OH

MP RR 75.90

TO: CHARLESTON, WV

MP WV 185.20

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

PREPARED BY:

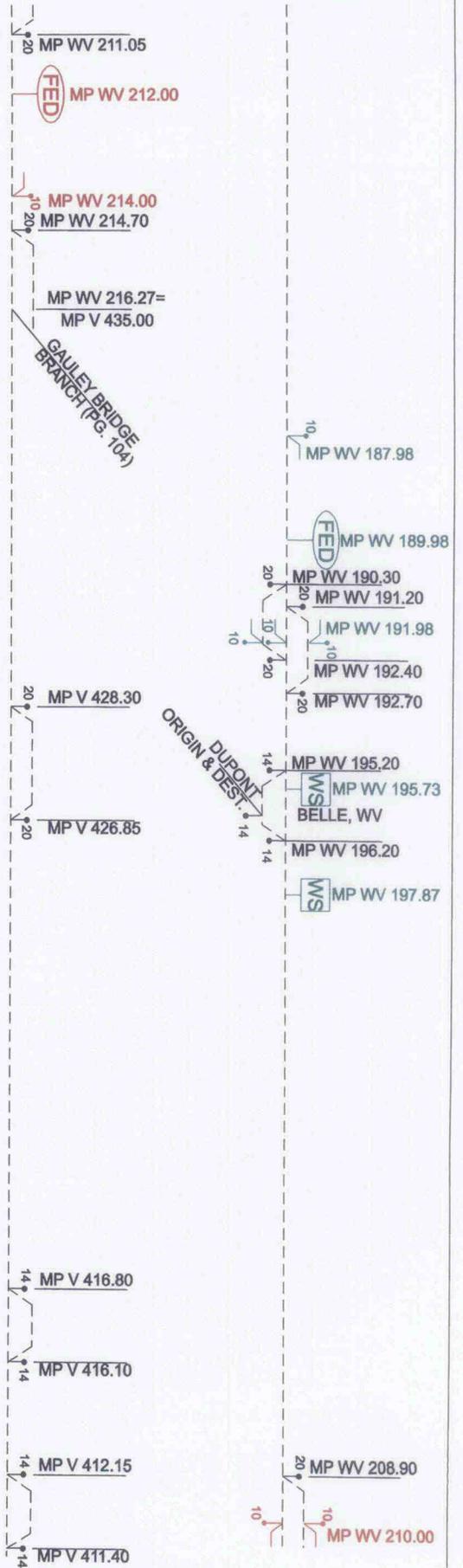


STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

CHARLESTON, WV
MP WV 185.20



BELLEVEUE, OH -
WALTON, VA LINE

DRR

ROUTE MILES: 91.21

DISTRICT: WEST VIRGINIA SEC./PRINCETON-DEEPWATER

DIVISION: POCAHONTAS

FROM: CHARLESTON, WV

MP WV 185.20

TO: ELMORE, WV

MP V 374.80

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	8
#14 TURNOUTS	8
#20 TURNOUTS	13
FED	1
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

PREPARED BY:



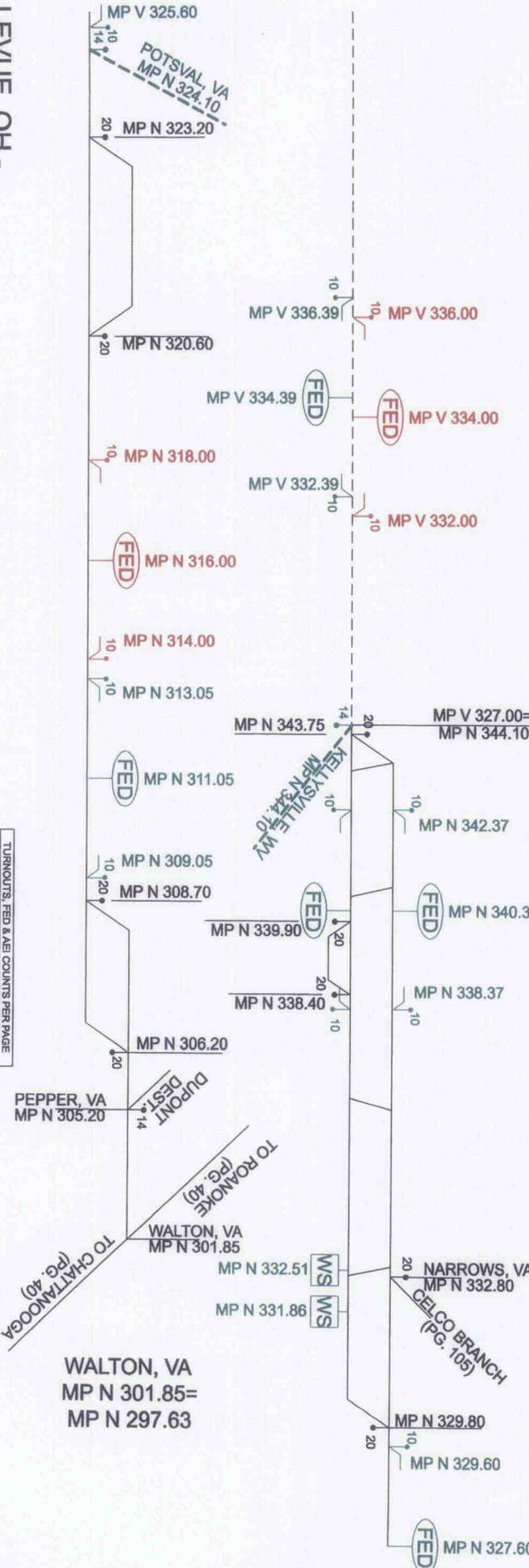
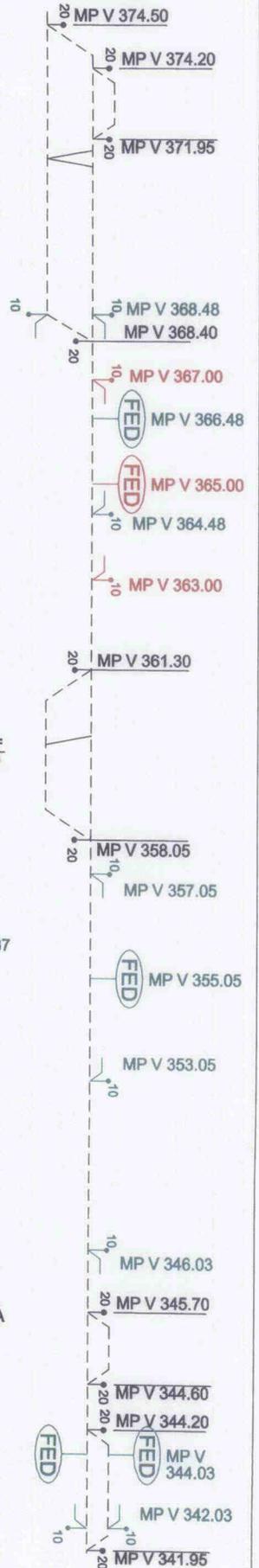
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 49

ELMORE, WV
MP V 374.80

EXHIBIT: III-B-1

ELMORE, WV
MP V 374.80



BELLEVUE, OH -
WALTON, VA LINE

DRR

ROUTE MILES: 89.42

DISTRICT: PRINCETON-DEEPWATERCHRISTIANSBURG

DIVISION: POCAHONTAS

FROM: ELMORE, WV

MP V 374.80

TO: WALTON, VA

MP N 301.85 / N 297.63

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#14 TURNOUTS	3	34
#20 TURNOUTS	9	9
FED	0	0
AEI	0	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

- RED - REMOVE
- GREEN = ADD

PREPARED BY:



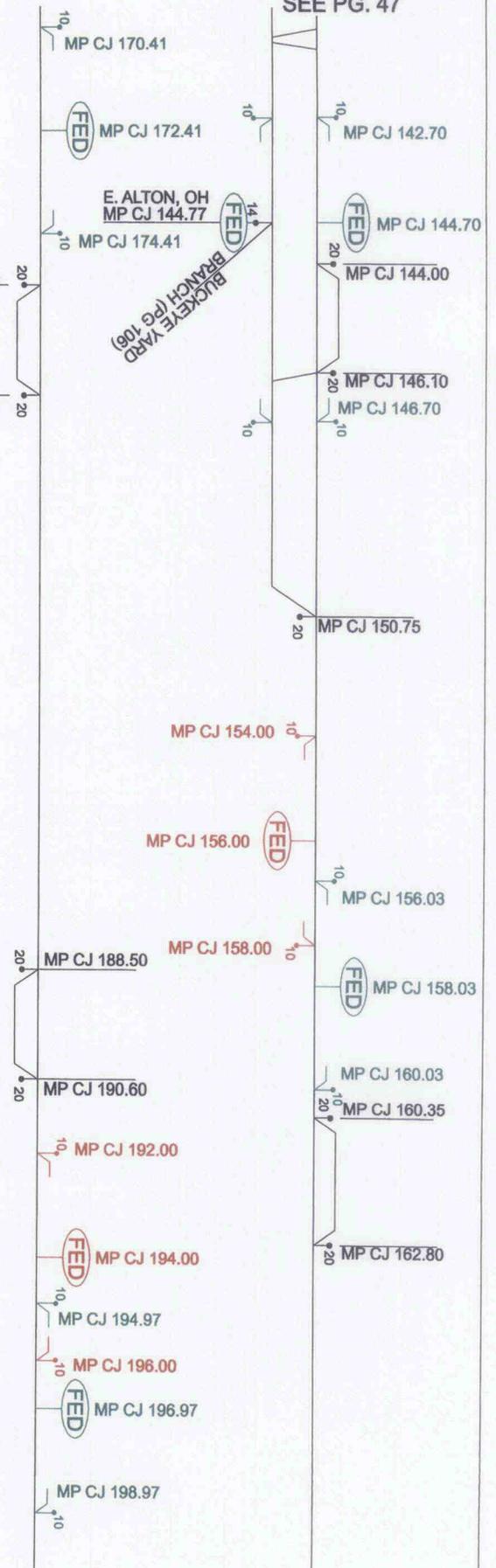
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 50

WALTON, VA
MP N 301.85=
MP N 297.63

EXHIBIT: III-B-1

SCIOTO, OH
MP CJ 139.02
SEE PG. 47



COLUMBUS (SCIOTO), OH -
CHATTANOOGA (CITICO JCT.), TN LINE

ROUTE MILES: 90.61

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	23	2
#14 TURNOUTS	2	26
#20 TURNOUTS	9	0
FED		
AEI		

PAGE 51

DISTRICT: DAYTON

DIVISION: LAKE

FROM: COLUMBUS (SCIOTO), OH

TO: CP 231, OH

MP CJ 139.02

MP CJ 230.60

DATE: 11/23/12

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

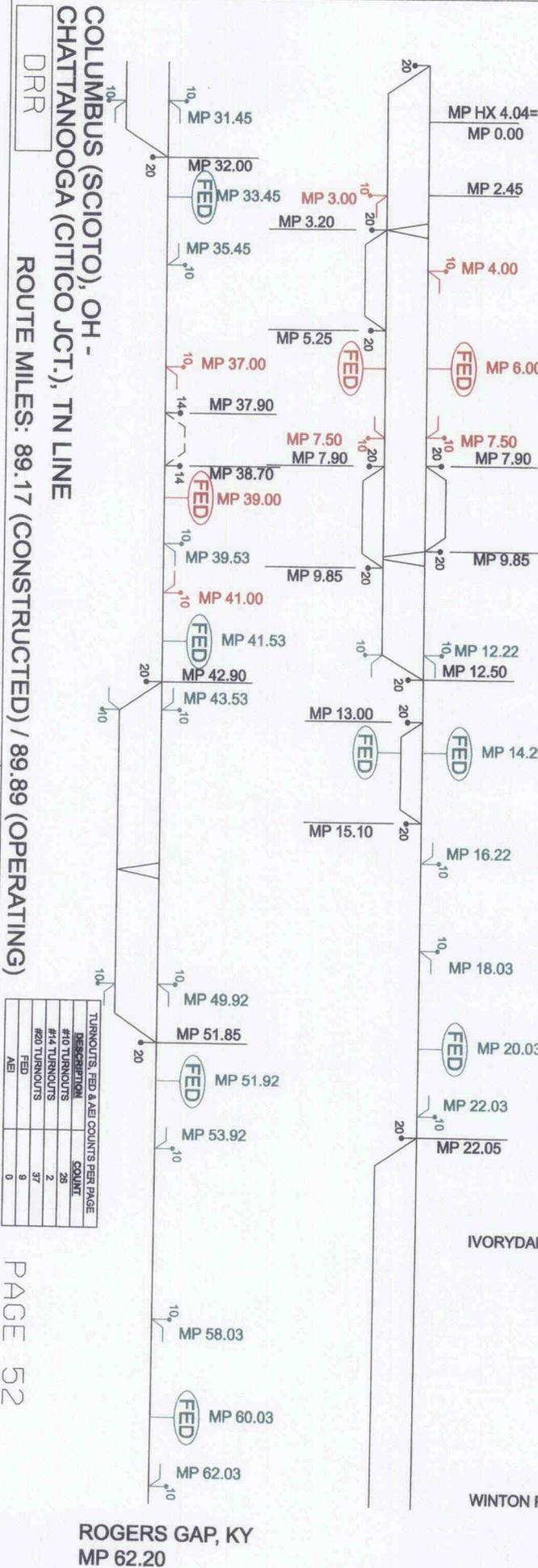
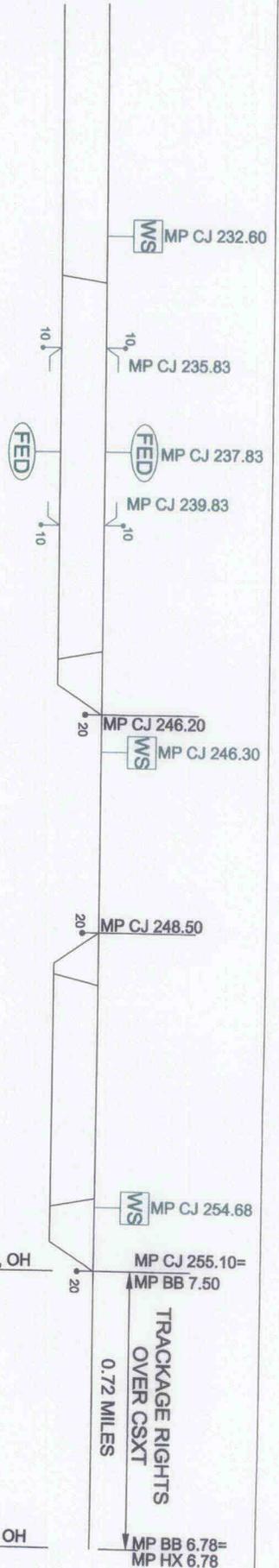
PREPARED BY: STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

CP 231, OH
MP CJ 230.60

CP 231, OH
MP CJ 230.60



TURNOUTS, FED & AEI COUNTS PER PAGE

DESCRIPTION	COUNT
#10 TURNOUTS	20
#14 TURNOUTS	2
#20 TURNOUTS	37
FED	9
AEI	0

PAGE 52

ROGERS GAP, KY
MP 62.20

DISTRICT: DAYTON/CINCINNATI LINE/FIRST DISTRICT-
CNO & TP

DIVISION: LAKE/CENTRAL

FROM: CP 231, OH

MP CJ 230.60
TO: ROGERS GAP, KY
MP 62.20

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PREPARED BY:

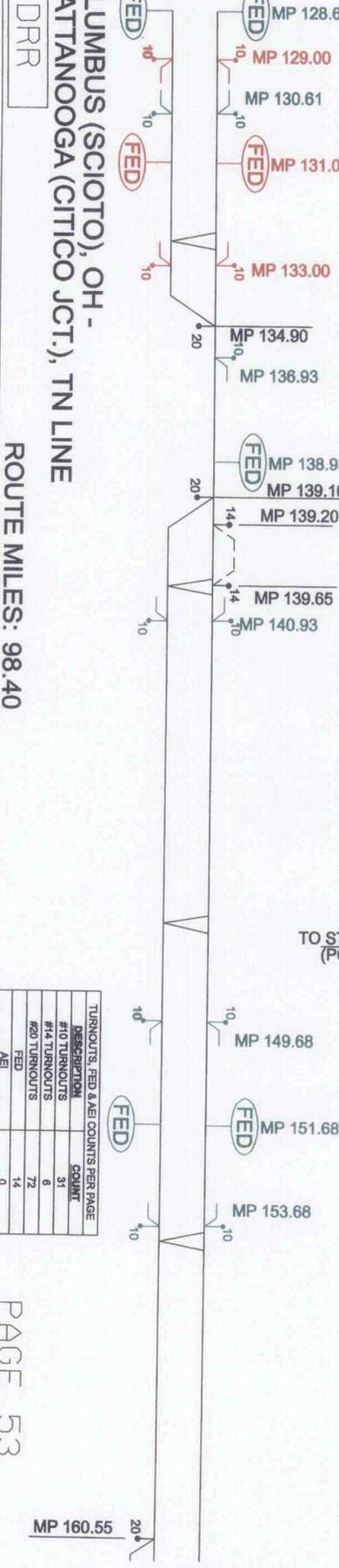
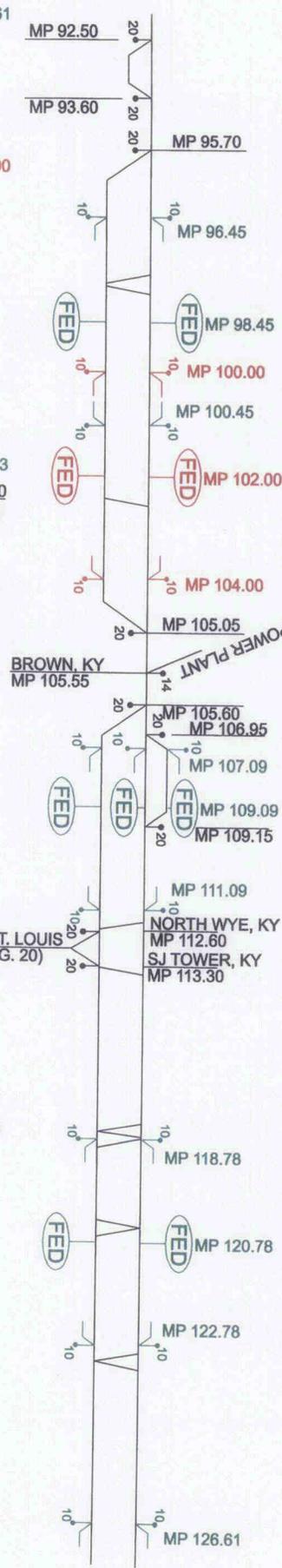
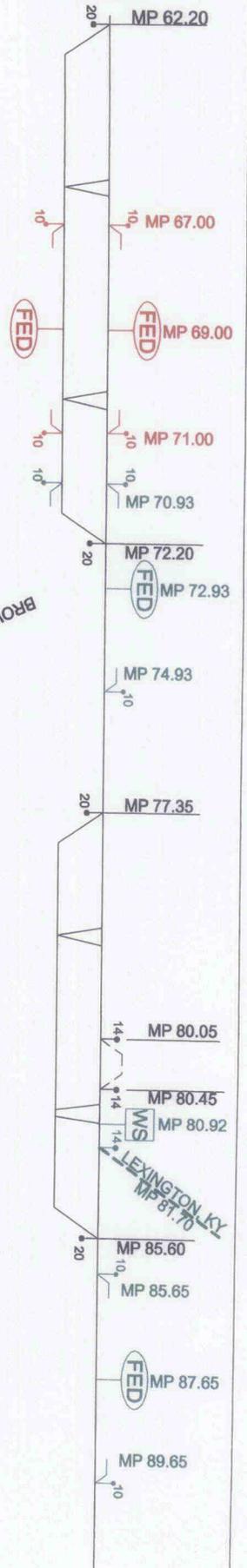


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

ROGERS GAP, KY
MP 62.20



COLUMBUS (SCIOTO), OH -
CHATTANOOGA (CITICO JCT.), TN LINE

ROUTE MILES: 98.40

DISTRICT: FIRST DISTRICT-CNO & TP/SECOND DISTRICT-CNO & TP

DIVISION: CENTRAL

FROM: ROGERS GAP, KY

MP 62.20
TO: SOMERSET, KY
MP 160.90

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	DESCRIPTION	COUNT
#10 TURNOUTS	#10 TURNOUTS	31
#14 TURNOUTS	#14 TURNOUTS	8
#20 TURNOUTS	#20 TURNOUTS	72
FED	FED	14
AEI	AEI	0

PAGE 53

LEGEND:

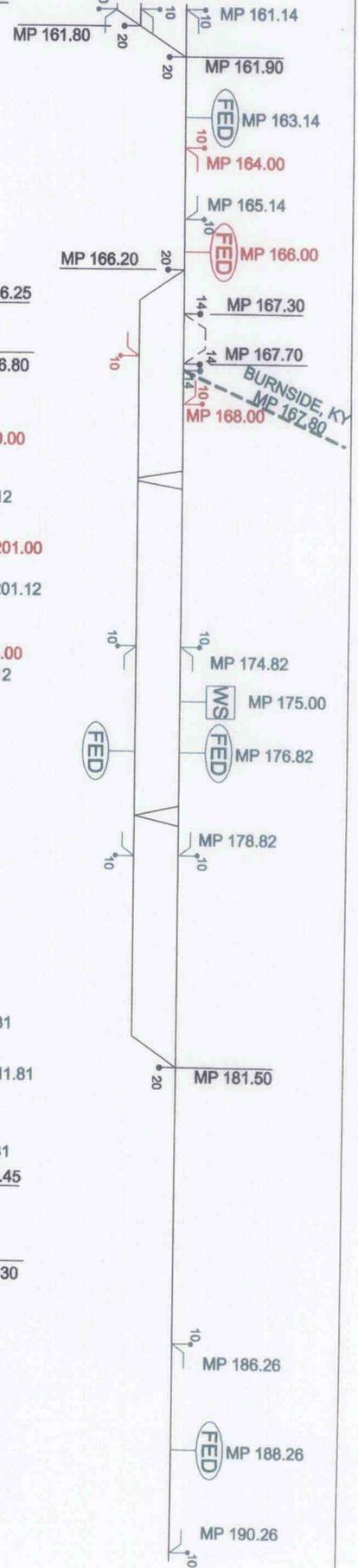
- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT: III-B-1

SOMERSET, KY
MP 160.90

SOMERSET, KY
MP 160.90



COLUMBUS (SCIO TO), OH -
CHATTANOOGA (CITICO JCT.), TN LINE

DRR

ROUTE MILES: 90.52

DESCRIPTION	#10 TURNOUTS	#14 TURNOUTS	#20 TURNOUTS	FED	AEI
TURNOUTS, FED & AEI COUNTS PER PAGE	35	9	63	16	0

DISTRICT: SECOND DISTRICT- CNO & TP

DIVISION: CENTRAL

FROM: SOMERSET, KY

TO: N. OAKDALE, KY

MP 160.90

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

1 (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

1 (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

1 (AEI) HOT BEARING DETECTOR
1 (AEI) DRAGGING EQUIPMENT DETECTOR
1 (AEI) HOT WHEEL DETECTOR

*TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

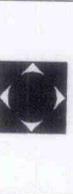


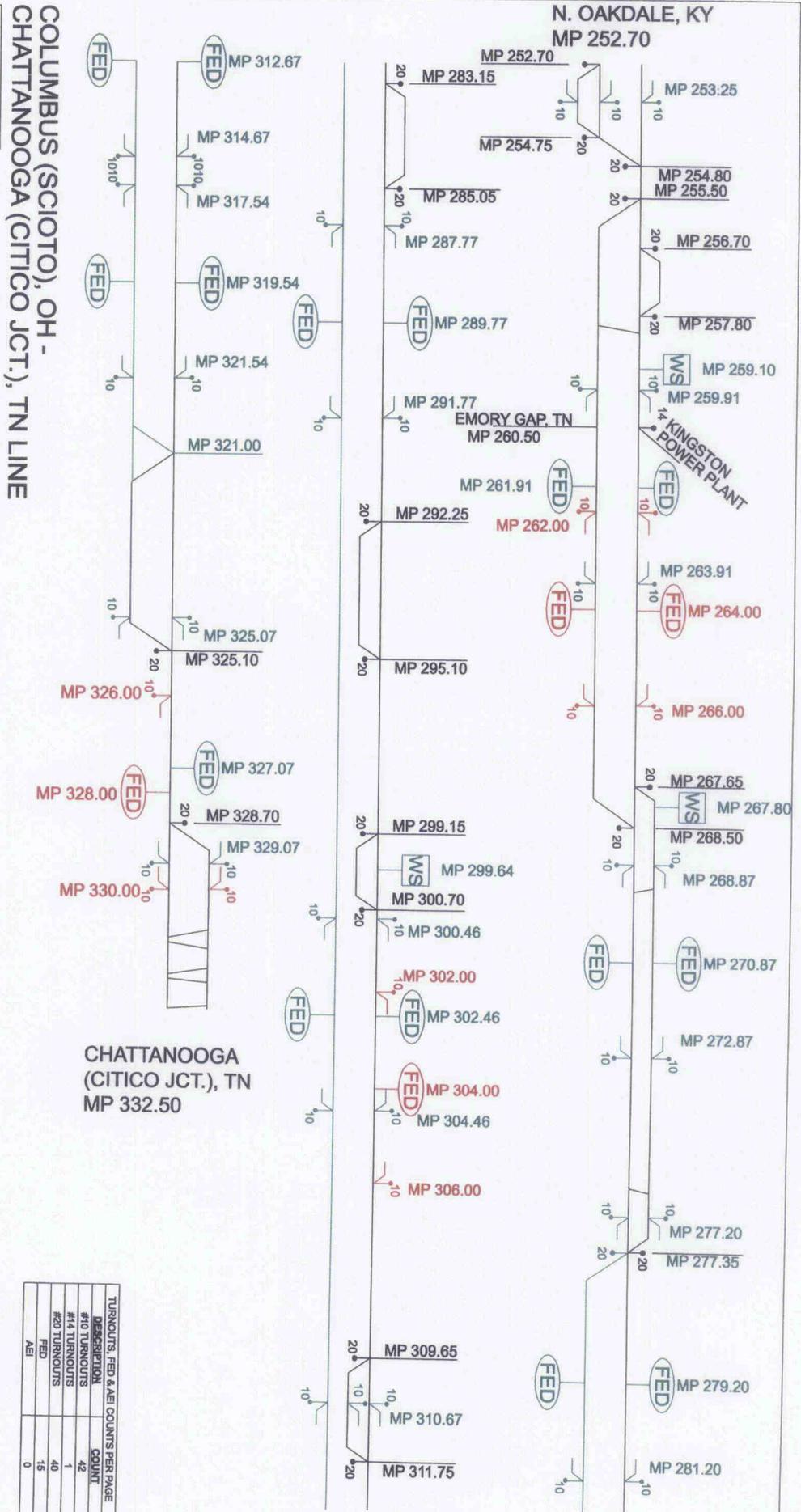
EXHIBIT:

III-B-1

N. OAKDALE, KY
MP 252.70

PAGE 54

N. OAKDALE, KY
MP 252.70



RRR

ROUTE MILES: 79.06

COLUMBUS (SCIOTO), OH -
CHATTANOOGA (CITICO JCT.), TN LINE

DISTRICT: THIRD DISTRICT- CNO & TP

DIVISION: CENTRAL

FROM: N. OAKDALE, KY

MP 252.70

TO: CHATTANOOGA (CITICO JCT.), TN

MP 332.50

DATE: 11/23/12

NOT TO SCALE

PAGE 55

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	42
#14 TURNOUTS	1
#20 TURNOUTS	40
FED	15
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

(MS) WORKING SIDING BEGINNING MP

*TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

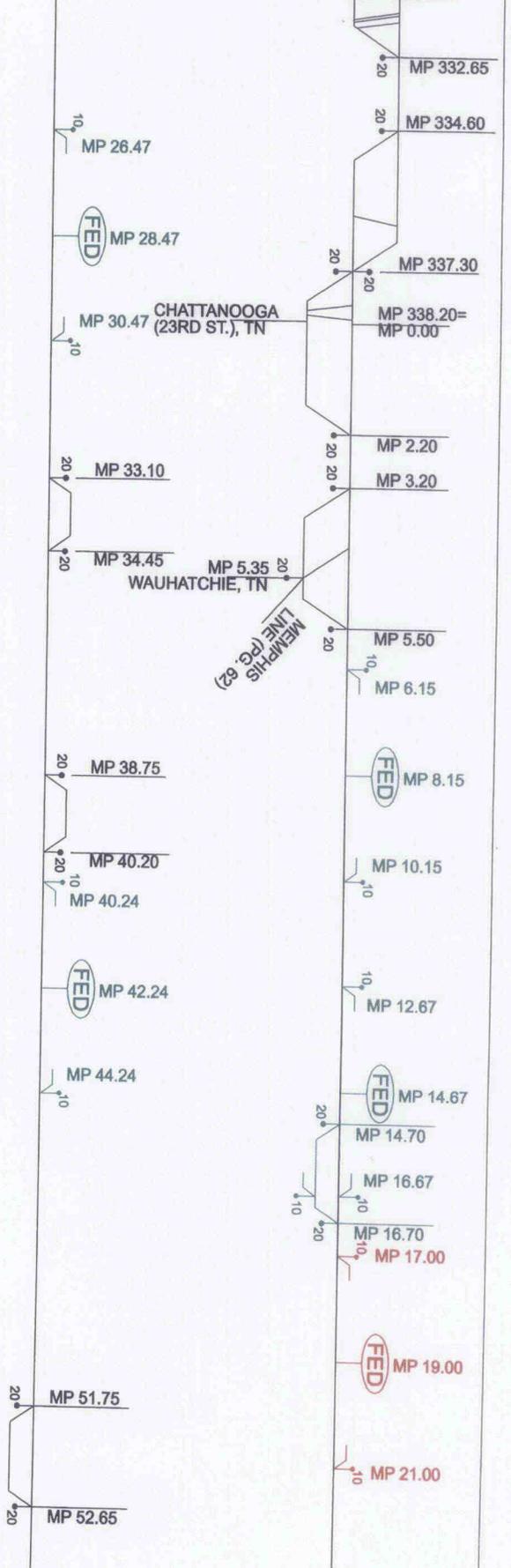


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

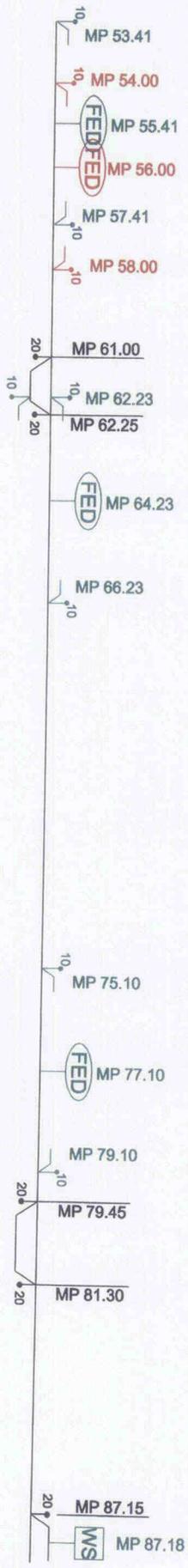
III-B-1

CHATTANOOGA
(CITICO JCT.), TN
MP 332.50



CHATTANOOGA (CITICO JCT.), TN -
NEW ORLEANS, LA LINE

ROUTE MILES: 92.97



DRR

DISTRICT: THIRD DISTRICT-CNO & TP/AGS NORTH

DIVISION: CENTRAL/ALABAMA

FROM: CHATTANOOGA (CITICO JCT.), TN

TO: ATTALLA, AL

MP 332.50

DATE: 11/23/12

MP 87.30

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- WS - WORKING SIDING BEGINNING MP
- RED - REMOVE
- GREEN - ADD

TURNOUTS, FED & AEI COUNTS PER PAGE		
OPERATION	#10 TURNOUTS	COUNT
#10 TURNOUTS	18	0
#20 TURNOUTS	35	7
FED	7	0
AEI	0	0

20 - TURNOUT TYPE*

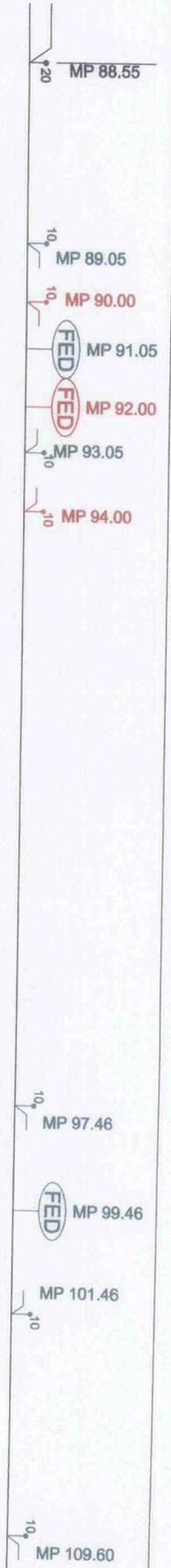
PAGE 56

ATTALLA, AL
MP 87.30

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1

ATTALLA, AL
MP 87.30



DRR
CHATTANOOGA (CITICO JCT.), TN -
NEW ORLEANS, LA LINE

ROUTE MILES: 91.07

DISTRICT: AGS NORTH/EAST END/AGS SOUTH

DIVISION: ALABAMA

FROM: ATTALLA, AL

TO: MERCEDES, AL

MP 87.30
MP 178.20

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	22	
#20 TURNOUTS	2	
FED	30	
AEI	10	
	0	

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PREPARED BY:



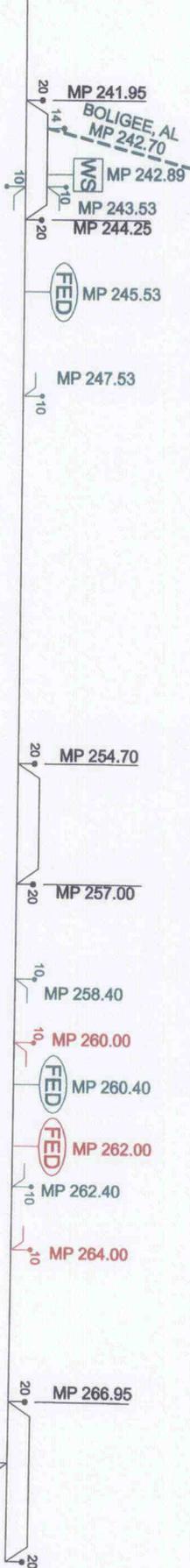
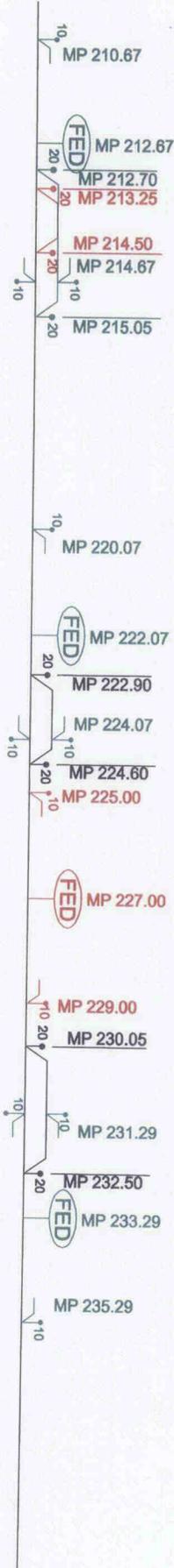
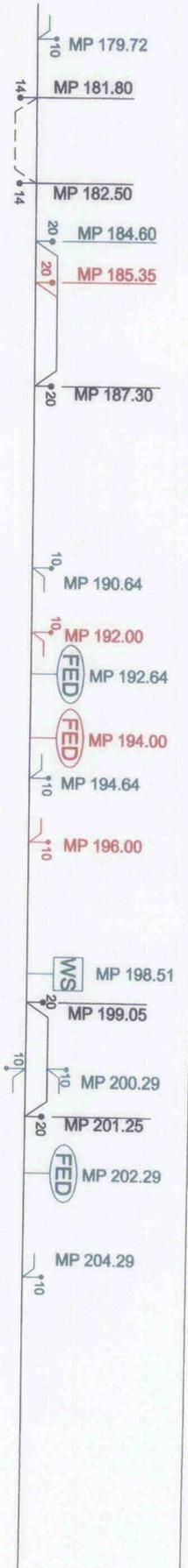
STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

MERCEDES, AL
MP 178.20

MERCEDES, AL
MP 178.20



YORK, AL
MP 268.20

CHATTANOOGA (CITICO JCT.), TN -
NEW ORLEANS, LA LINE

DRR

ROUTE MILES: 90.39

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	QUANTITY	COUNT
#10 TURNOUTS	24	3
#14 TURNOUTS	3	17
#20 TURNOUTS	7	0
FED	7	0
AEI	0	0

PAGE 58

DISTRICT: AGS SOUTH

DIVISION: ALABAMA

FROM: MERCEDES, AL

MP 178.20

TO: YORK, AL

MP 268.20

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

FED - FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR

DE OR DED - DRAGGING EQUIPMENT DETECTOR

HW - HOT WHEEL DETECTOR

AEI - AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

MS - WORKING SIDING BEGINNING MP

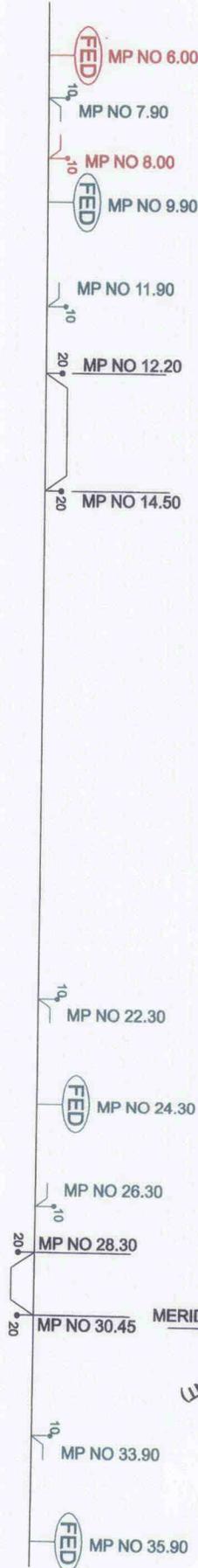
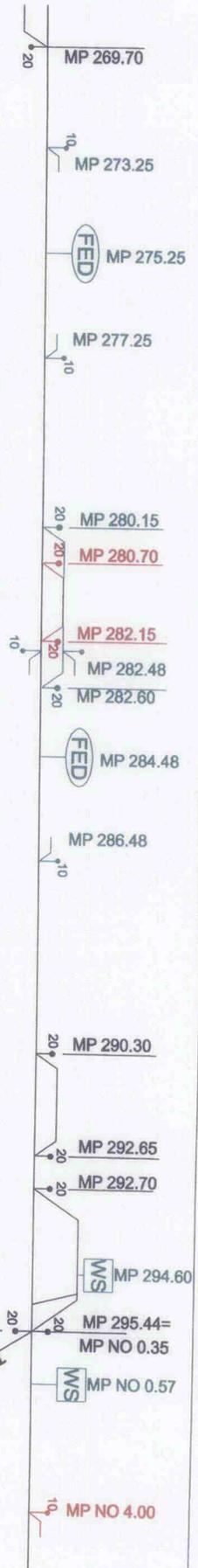


PREPARED BY:

EXHIBIT:

III-B-1

YORK, AL
MP 268.20



CHATTANOOGA (CITICO JCT.), TN -
NEW ORLEANS, LA LINE

RRR
ROUTE MILES: 83.38

DISTRICT: AGS SOUTH/ NO & NE

DIVISION: ALABAMA

FROM: YORK, AL

MP 268.20
TO: LAUREL, MS
MP NO 56.40

DATE: 11/23/12
NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#4 TURNOUTS	0	0
#20 TURNOUTS	20	8
FED	8	0
AEI	0	0

LEGEND:

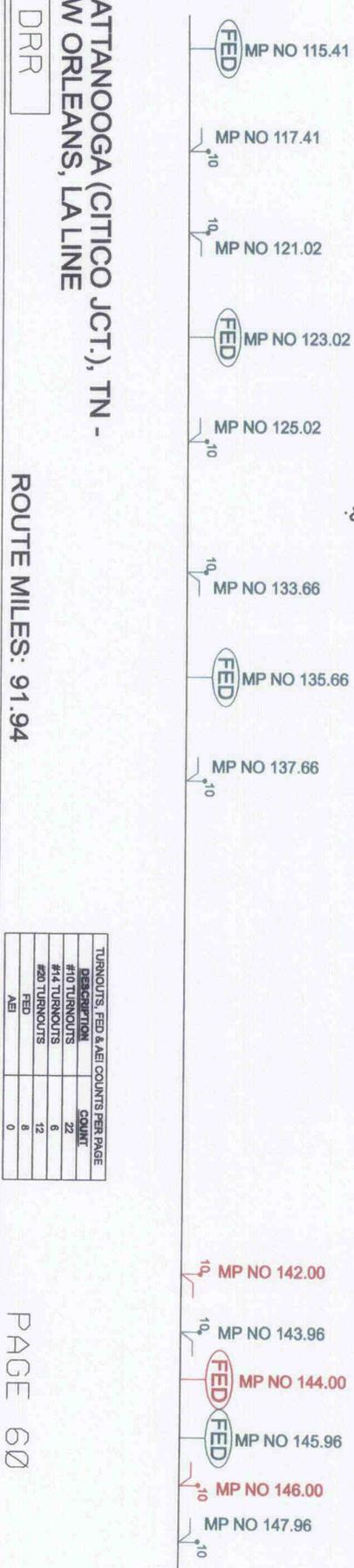
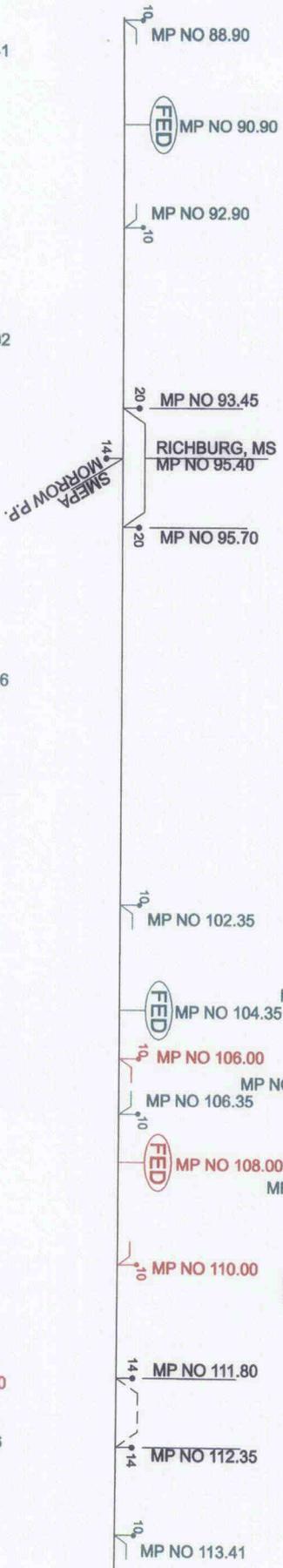
- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- * TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

PAGE 59

LAUREL, MS
MP NO 56.40

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1



CHATTANOOGA (CITICO JCT.), TN -
NEW ORLEANS, LA LINE

ROUTE MILES: 91.94

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	COUNT	
#10 TURNOUTS	22	
#14 TURNOUTS	8	
#20 TURNOUTS	12	
FED	8	
AEI	0	

PAGE 60

LEGEND:

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- MS WORKING SIDING BEGINNING MP
- RED - REMOVE
- GREEN = ADD

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

(DE) HOT BEARING DETECTOR

(DD) DRAGGING EQUIPMENT DETECTOR

(HW) HOT WHEEL DETECTOR

(STV) STV/RALPH WHITEHEAD ASSOCIATES

PREPARED BY:



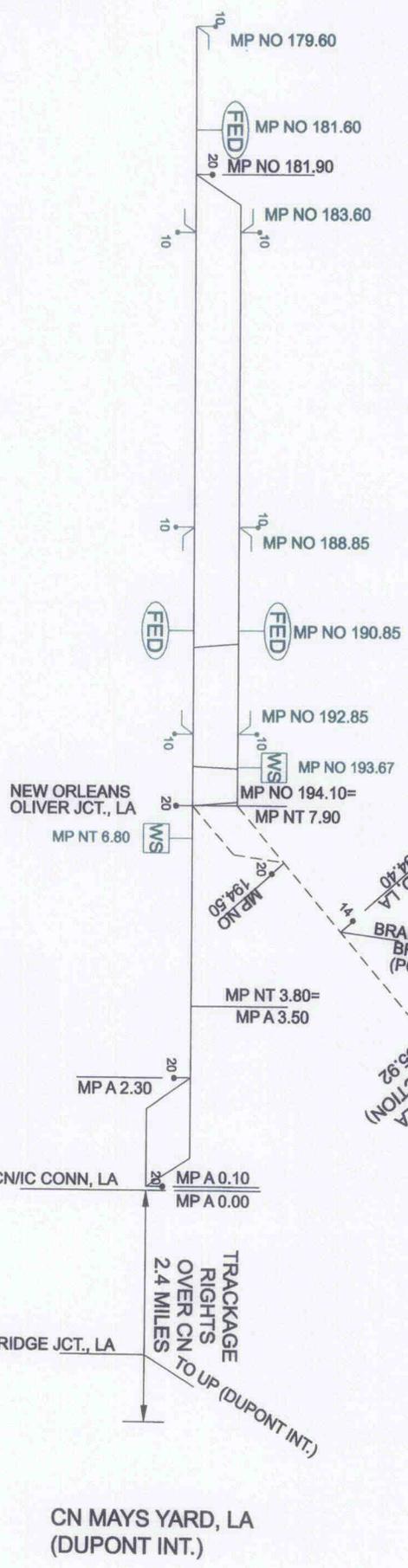
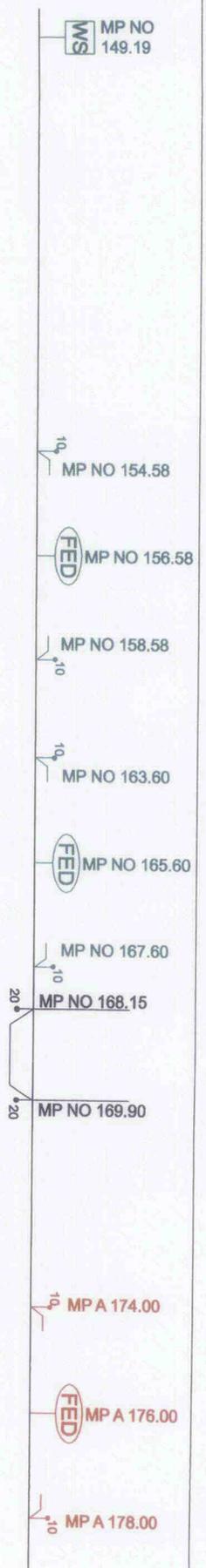
EXHIBIT:

III-B-1

DISTRICT: NO & NE
DIVISION: ALABAMA
FROM: LAUREL, MS
MP NO 56.40
TO: PICAYUNE, MS
MP NO 149.00
DATE: 11/23/12
NOT TO SCALE

PICAYUNE, MS
MP NO 149.00

PICAYUNE, MS
MP NO 149.00



CHATTANOOGA (CITICO JCT.), TN -
NEW ORLEANS, LA LINE
RRR [] ROUTE MILES: 54.55 (CONSTRUCTED) /
56.95 (OPERATING)

TURNOUTS, FED & AEI COUNTS PER PAGE

DESCRIPTION	COUNT
#10 TURNOUTS	17
#14 TURNOUTS	1
#20 TURNOUTS	13
FED	5
AEI	0

PAGE 61

DISTRICT: NO & NEW ORLEANS TERM

DIVISION: ALABAMA

FROM: PICAYUNE, MS

TO: NEW ORLEANS, LA

MP NO 149.00

MP NO 195.92

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

*TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

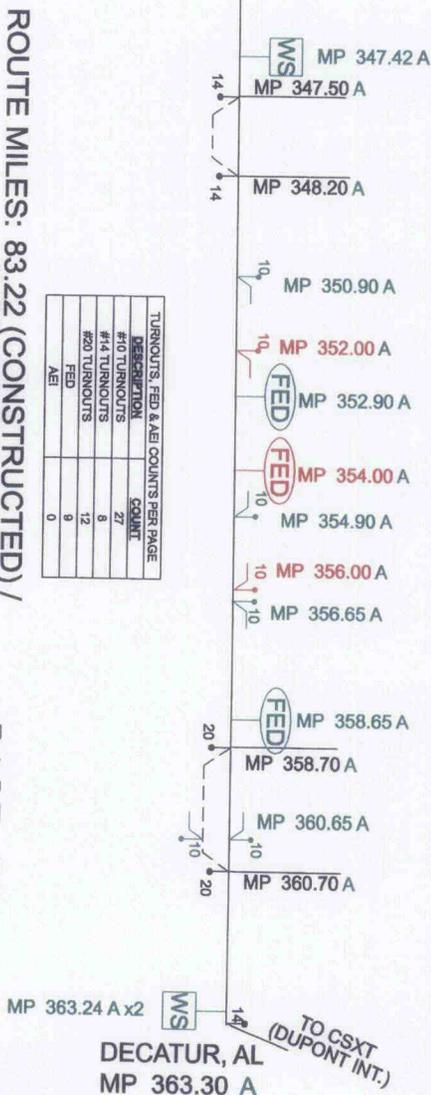
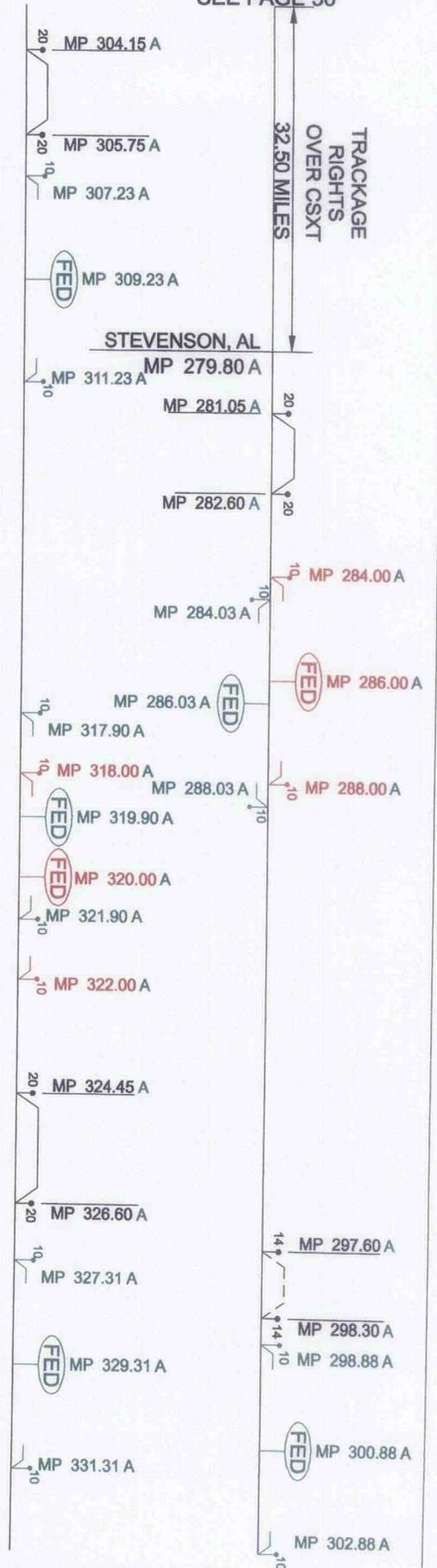
EXHIBIT:

III-B-1

CHATTANOOGA (WAUHATCHIE), TN
SEE PAGE 56

TRACKAGE
RIGHTS
OVER CSXT

32.50 MILES



RRR CHATTANOOGA (WAUHATCHIE), TN - ROUTE MILES: 83.22 (CONSTRUCTED) / 115.72 (OPERATING) /

PAGE 62

DISTRICT: MEMPHIS - EAST END

DIVISION: ALABAMA

FROM: CHATTANOOGA (WAUHATCHIE), TN

MP N/A

DATE: 11/23/12

TO: DECATUR, AL

MP 363.30 A

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	QUANT	
#10 TURNOUTS	27	
#14 TURNOUTS	8	
#20 TURNOUTS	12	
FED	9	
AEI	0	

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- 20 - TURNOUT TYPE *
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

- WS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- RED - REMOVE
- GREEN - ADD

PREPARED BY:

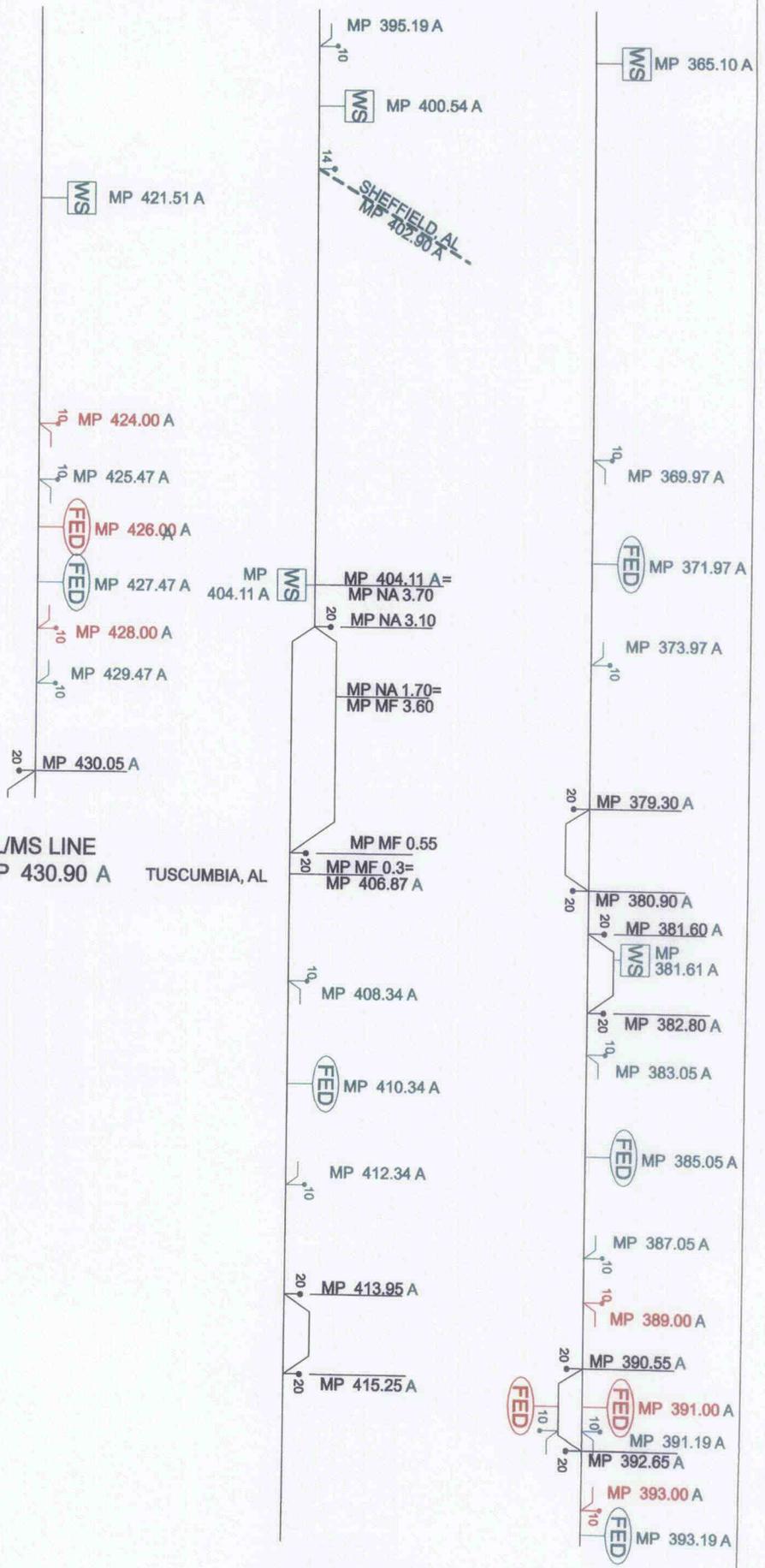


STV/RAI PH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

DECATUR, AL
MP 363.30 A



CHATTANOOGA (WAUHATCHIE), TN -
MEMPHIS, TN LINE

DRR

ROUTE MILES: 69.45

DISTRICT: MEMPHIS - EAST END / MEMPHIS - WEST END

DIVISION: ALABAMA

FROM: DECATUR, AL

TO: AL/MS LINE

MP 363.30 A
MP 430.90 A

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	COUNT
#10 TURNOUTS	21
#14 TURNOUTS	1
#20 TURNOUTS	11
FED	5
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR

20 = TURNOUT TYPE*

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED = REMOVE
GREEN = ADD

PREPARED BY:



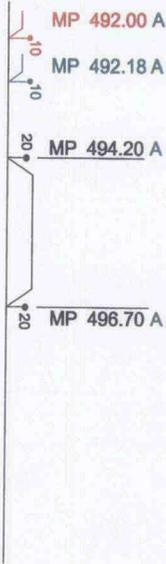
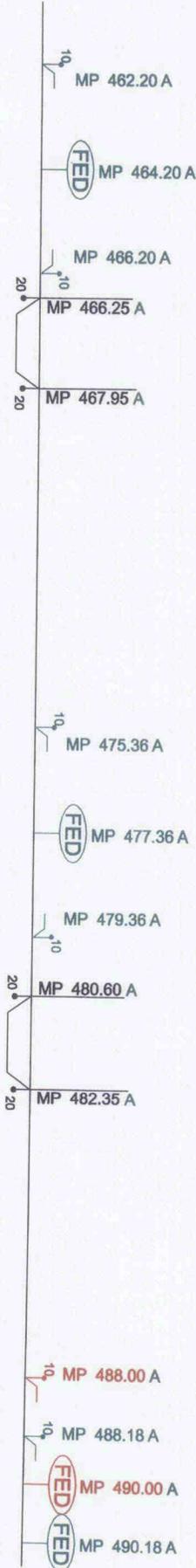
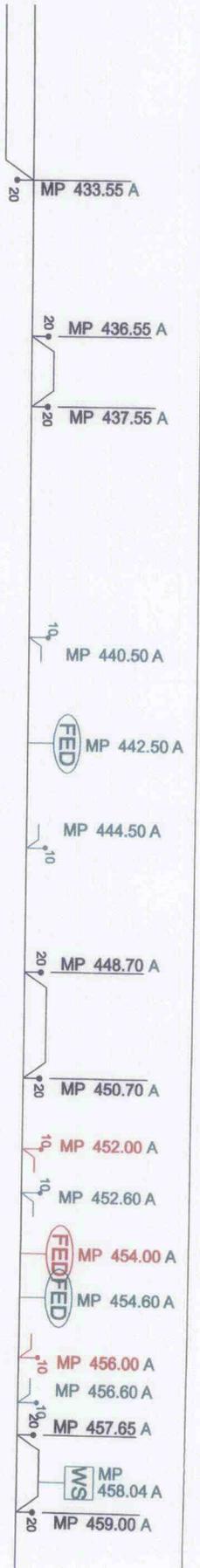
STV/RAIL PH WHITEHEAD ASSOCIATES

PAGE 63

EXHIBIT:

III-B-1

AL/MS LINE
MP 430.90 A



GRAND JCT., TN
MP 500.00 A

CHATTANOOGA (WAUHATCHIE), TN -
MEMPHIS, TN LINE

DRR

ROUTE MILES: 67.58

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	12
#14 TURNOUTS	0
#20 TURNOUTS	13
FED	5
AEI	0

PAGE 64

DISTRICT: MEMPHIS - WEST END

DIVISION: ALABAMA

FROM: AL/MS LINE

MP 430.90 A

TO: GRAND JCT., TN

MP 500.00 A

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

WS WORKING SIDING BEGINNING MP

RED - REMOVE
GREEN - ADD

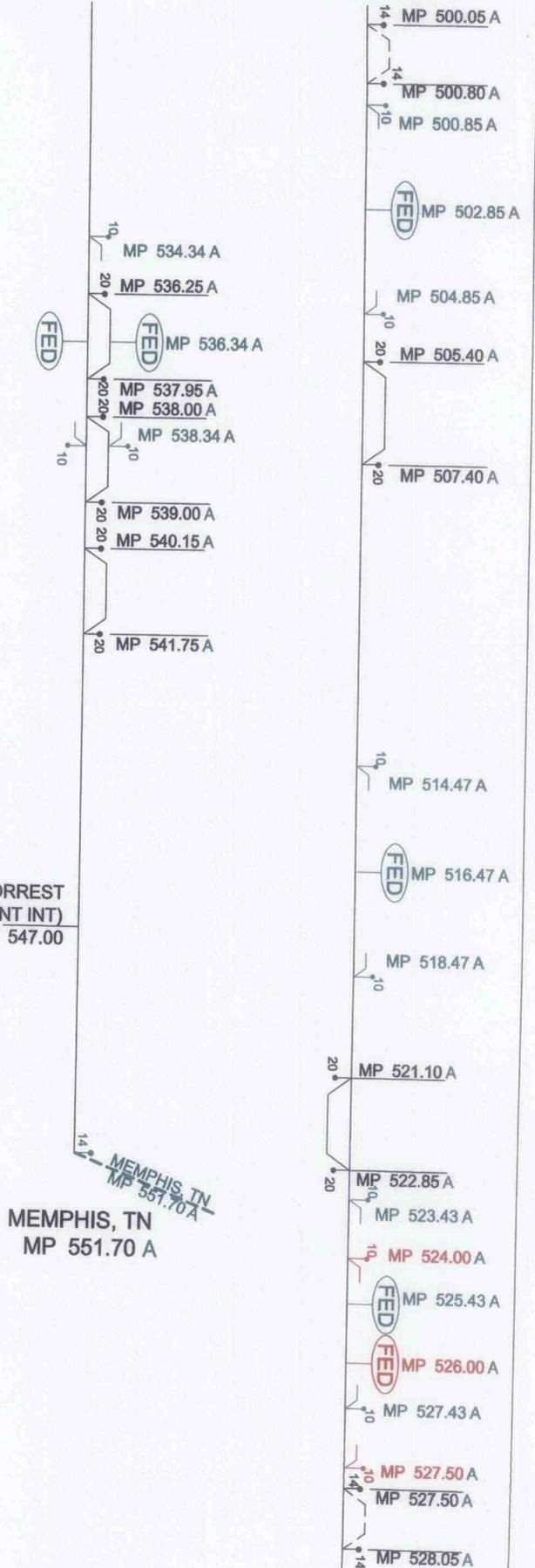
PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT: III-B-1

GRAND JCT., TN
MP 500.00 A



CHATTANOOGA (WAUHATCHIE), TN -
MEMPHIS, TN LINE

DRR

ROUTE MILES: 50.75

DISTRICT: MEMPHIS - WEST END

DIVISION: ALABAMA

FROM: GRAND JCT., TN

MP 500.00 A

TO: MEMPHIS TOWER 17, TN

MP 551.70 A

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	9
#14 TURNOUTS	5
#20 TURNOUTS	11
FED	5
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FED 1 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- AEI 1 HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AEI 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED = REMOVE
GREEN = ADD

PAGE 65

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

BURSTALL, AL
MP R 35.00 (PG 57)

BURSTALL, AL -
MOBILE, AL LINE

DRR

DISTRICT: 3-B NORTH

DIVISION: ALABAMA

FROM: BURSTALL, AL

MP R 35.00

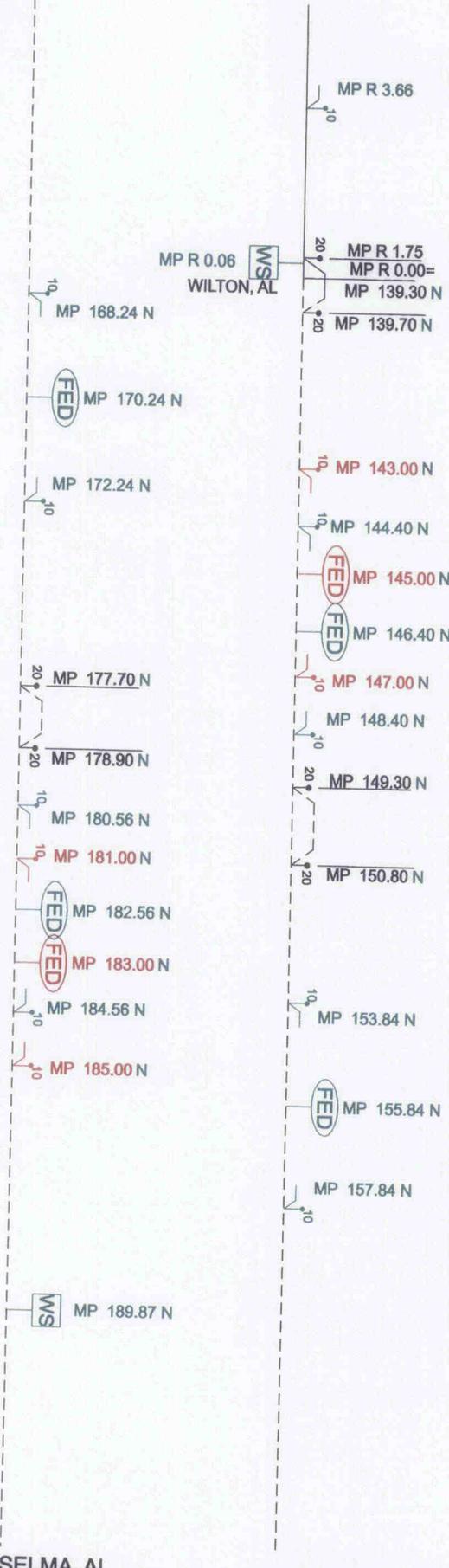
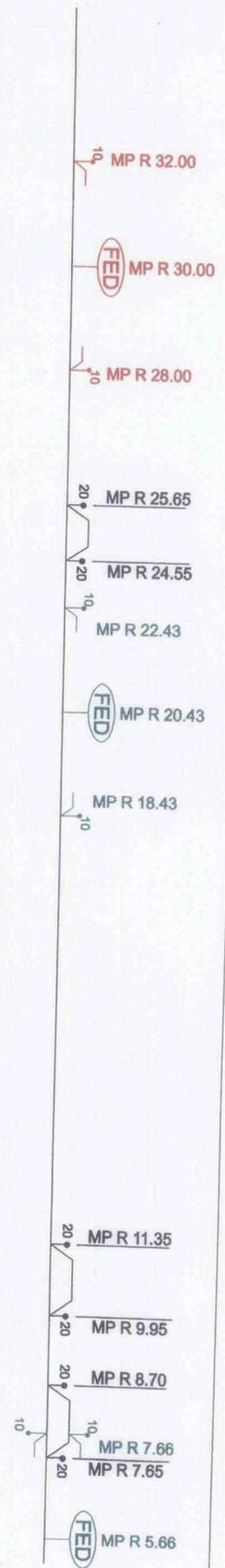
TO: SOUTH SELMA, AL

MP 194.00 N

ROUTE MILES: 89.15

DATE: 11/23/12

NOT TO SCALE



LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (MWS) WORKING SIDING BEGINNING MP
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

DESCRIPTION	COUNT
#10 TURNOUTS	17
#14 TURNOUTS	0
#20 TURNOUTS	12
FED	8
AEI	0

PAGE 66

- 20 - TURNOUT TYPE *
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

PREPARED BY:



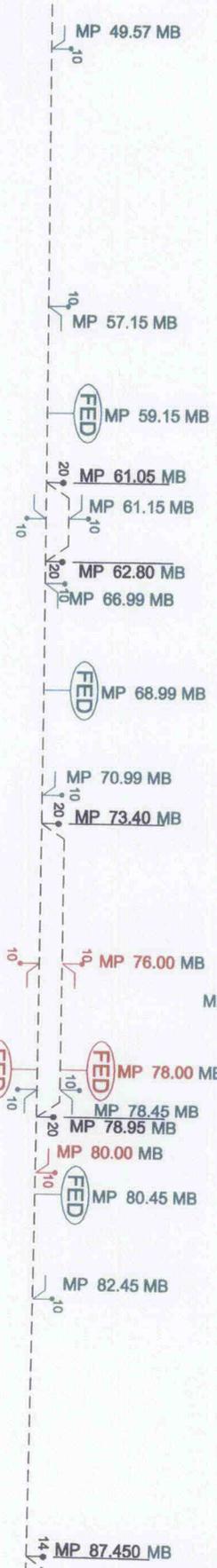
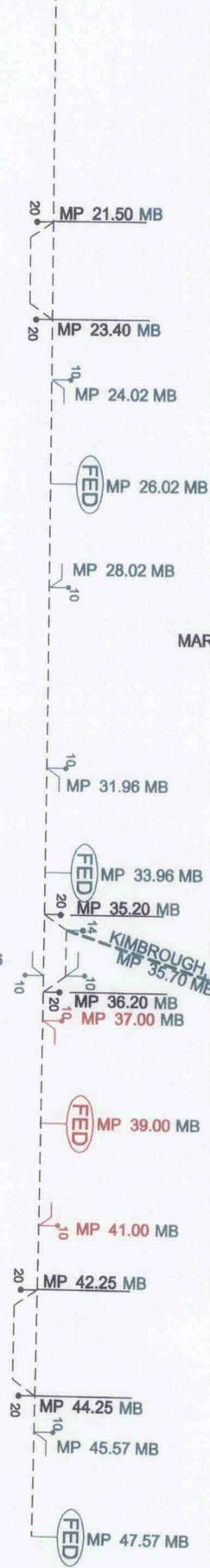
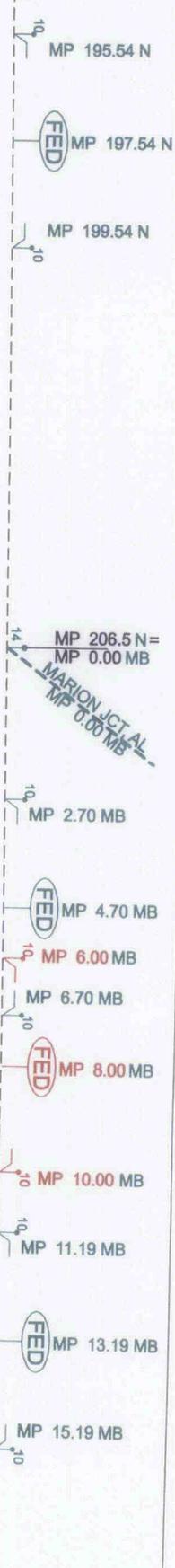
STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

SOUTH SELMA, AL
MP 194.00 N

SOUTH SELMA, AL
MP 194.00 N



BURSTALL, AL -
MOBILE, AL LINE

DRR

ROUTE MILES: 100.73

DISTRICT: 3-B SOUTH

DIVISION: ALABAMA

FROM: SOUTH SELMA, AL

MP 194.00 N

TO: JACKSON, AL

MP 87.70 MB

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	21
#14 TURNOUTS	3
#20 TURNOUTS	10
FED	9
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(HB) HOT BEARING DETECTOR

(DE OR DED) DRAGGING EQUIPMENT DETECTOR

(HW) HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:



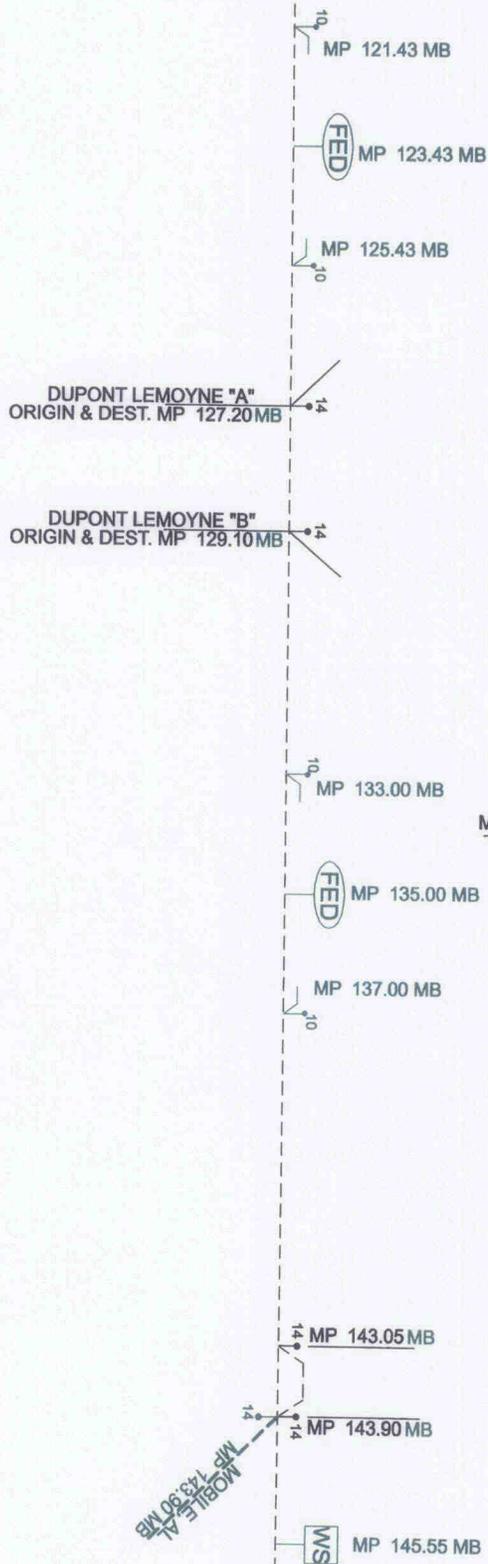
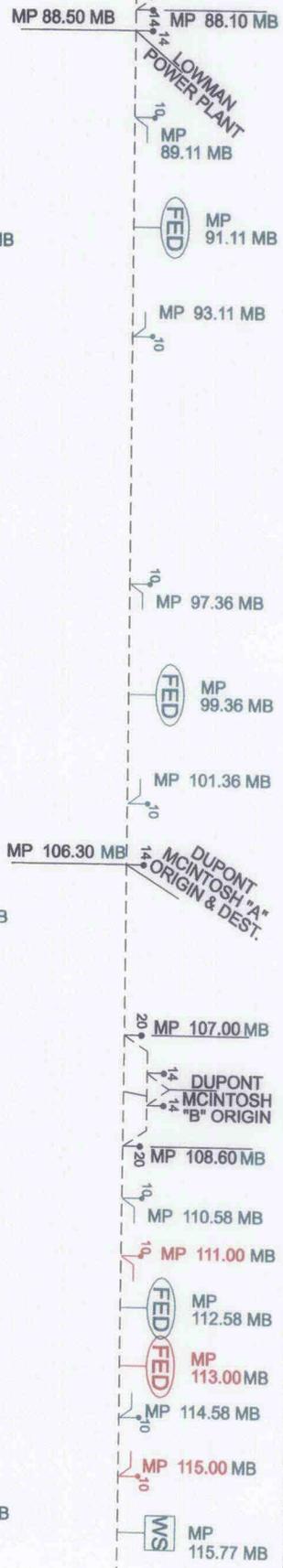
STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

JACKSON, AL
MP 87.70 MB

JACKSON, AL
MP 87.70 MB



MOBILE AL
MP 143.90 MB
MP 148.00 MB

MOBILE / SOUTH YARD, AL
(DUPONT INT.) MP 148.00 MB

BURSTALL, AL -
MOBILE, AL LINE

DRR

ROUTE MILES: 60.44

DISTRICT: 3-B SOUTH

DIVISION: ALABAMA

FROM: JACKSON, AL

TO: MOBILE/SOUTH YARD, AL

MP 87.70 MB
MP 148.00 MB
DATE: 11/23/12
NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	14
#14 TURNOUTS	10
#20 TURNOUTS	4
FED	5
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- WSD WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

LYNCHBURG, VA
(DUPONT INT.)
MP OM 171.00

LYNCHBURG, VA
MP OM 171.00

MP OM 175.02 =
MP 173.34

WS MP 174.70

MP 178.78

FED MP 180.78

MP 182.78

MP 187.78

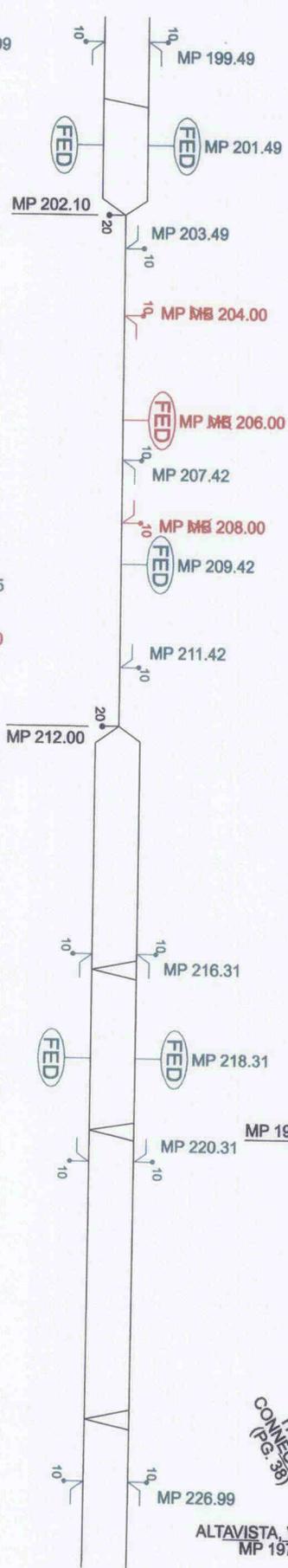
FED MP 189.78

MP 191.78

MP 195.30

ALTAVISTA, VA
MP 197.30

HURT
CONNECTION
(PG. 38)



LYNCHBURG, VA -
ATLANTA, GA LINE

ROUTE MILES: 72.42

DRR

DANVILLE, VA
MP 233.30

WS MP 233.76 x2

DUPONT DEST.
14

MP 237.95

MP 238.00

MP 239.95

MP 240.00

STOKESLAND, VA
MP 241.06

DAN RIVER
BRANCH (PG. 108)

VA / NC LINE
MP 241.85

DISTRICT: WASHINGTON/DANVILLE

DIVISION: PIEDMONT

FROM: LYNCHBURG, VA

MP OM 171.00

TO: VA / NC LINE

MP 241.85

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB = HOT BEARING DETECTOR

DE OR DED = DRAGGING EQUIPMENT DETECTOR

HW = HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	28
#14 TURNOUTS	2
#20 TURNOUTS	32
FED	11
AEI	0

PAGE 69

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

LYNCHBURG, VA - ATLANTA, GA LINE

DRR

DISTRICT: DANVILLE/CHARLOTTE

DIVISION: **PIEDMONT**

FROM: VA / NC LINE

MP 241.85
YADKIN JCT., NC
MP 334.60

ROUTE MILES: 92.73

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 = TURNOUT TYPE*

*TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



EXHIBIT:

III-B-1

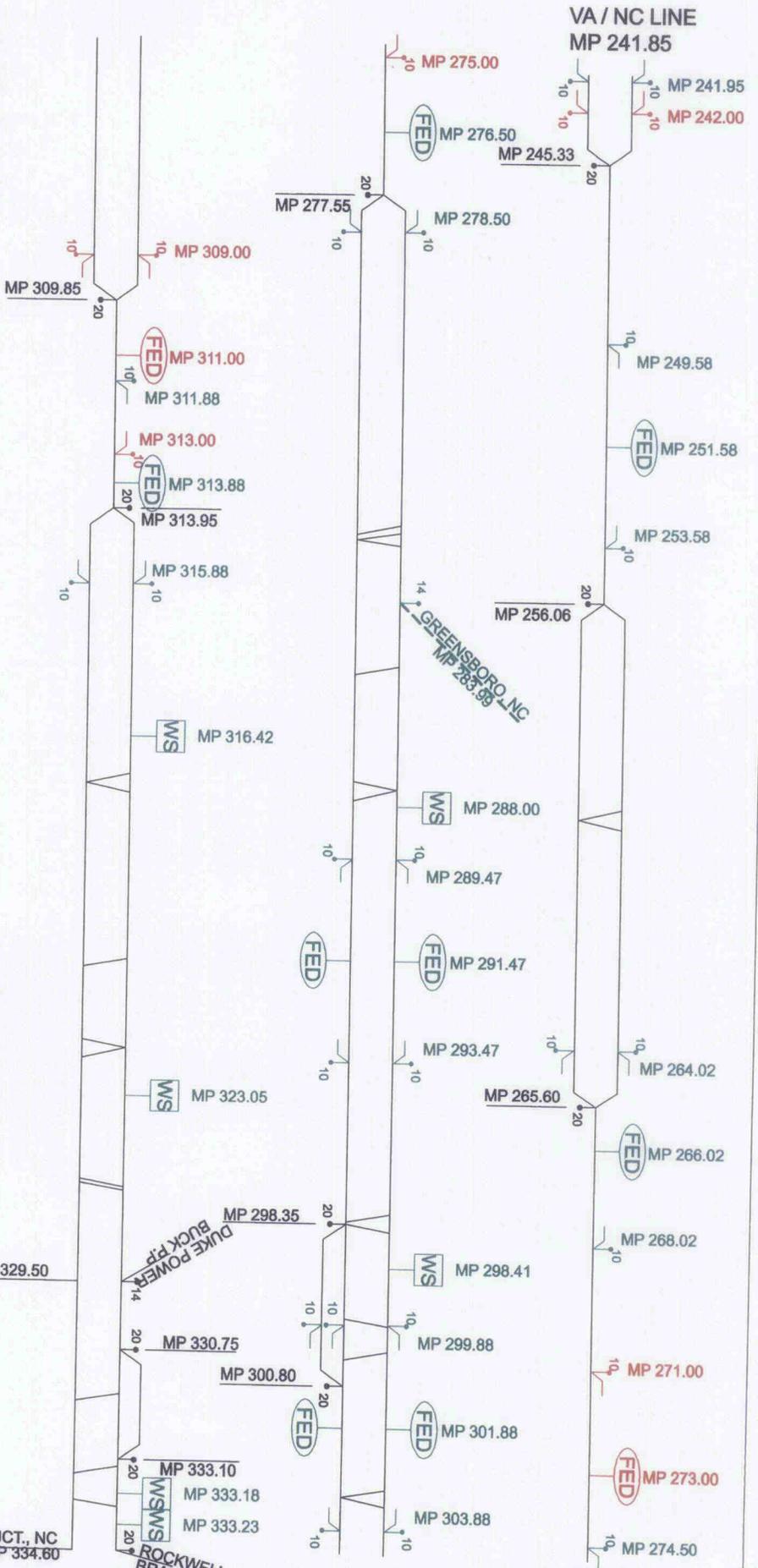
TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	34
#14 TURNOUTS	2
#20 TURNOUTS	89
FED	8
AEI	0

PAGE 70

YADKIN JCT., NC
MP 334.60

YADKIN JCT., NC
MP 334.60

ROCKWELL BRANCH (PG. 109)



YADKIN JCT., NC
MP 334.60

LYNCHBURG, VA -
ATLANTA, GA LINE

DRR

ROUTE MILES: 88.98

DISTRICT: CHARLOTTE

DIVISION: PIEDMONT

FROM: YADKIN JCT., NC

MP 334.60

TO: BLACKSBURG, SC

MP 423.38

DATE: 11/23/12

NOT TO SCALE

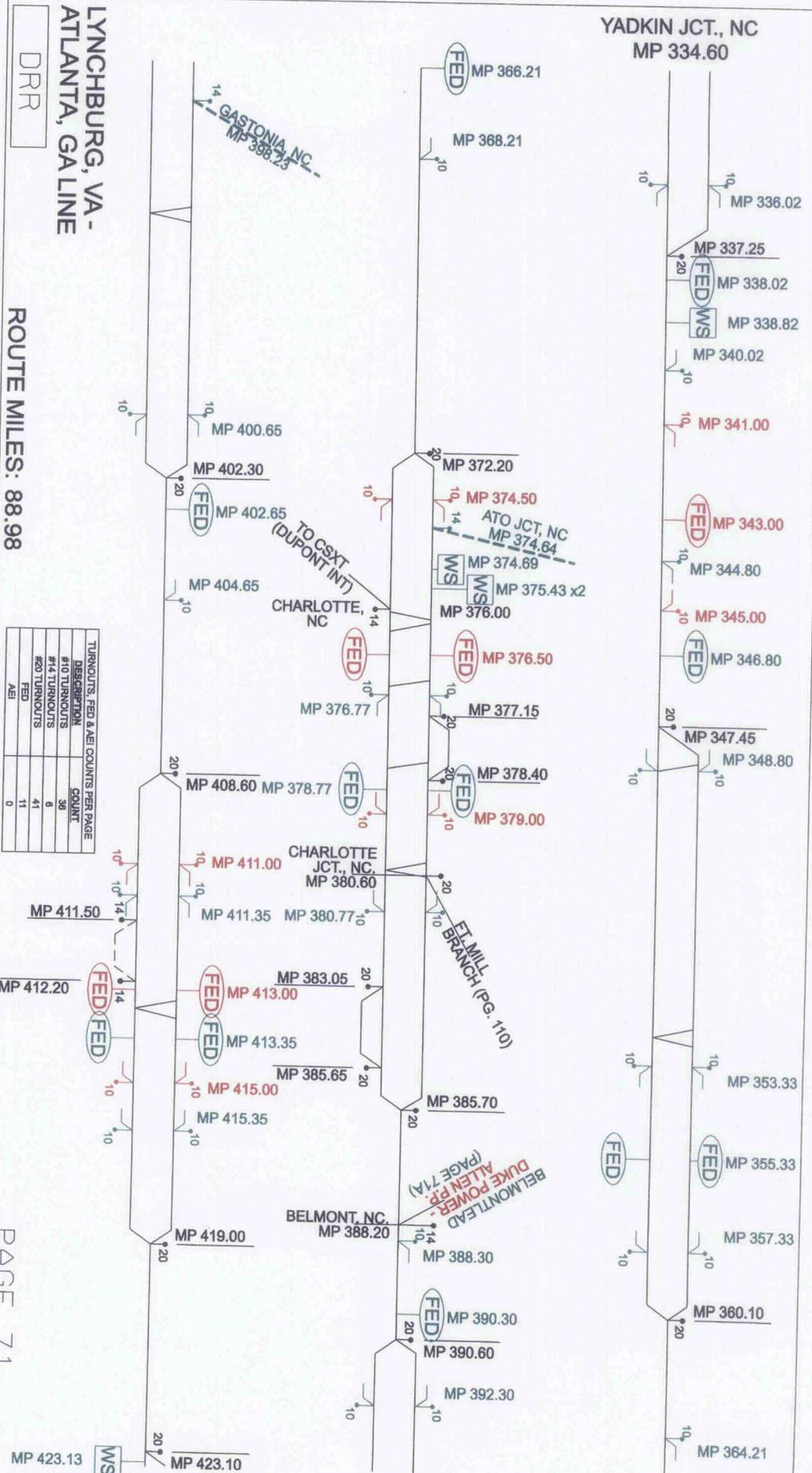
TURNOUTS, FED & AEI COUNTS PER PAGE			
DESCRIPTION	#10 TURNOUTS	#14 TURNOUTS	#20 TURNOUTS
FED	41	6	11
AEI	0	0	0

LEGEND:

- 136+ PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PAGE 71

BLACKSBURG, SC
MP 423.38



PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1

BELMONT, NC
MP 0.00
(PAGE 71)

ALLEN POWER PLANT
MP 3.00

BELMONT LEAD

DRR

ROUTE MILES: 3.00

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

DISTRICT: CHARLOTTE

DIVISION: **PIEDMONT**

FROM: BELMONT, NC

MP 0.00

TO: ALLEN POWER PLANT

MP 3.00

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- MS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB = HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- 20 - TURNOUT TYPE *
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PAGE 71A

PREPARED BY:

STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

BLACKSBURG, SC
MP 423.38

LYNCHBURG, VA -
ATLANTA, GA LINE

DRR

DISTRICT: CHARLOTTE/GREENVILLE

DIVISION: PIEDMONT

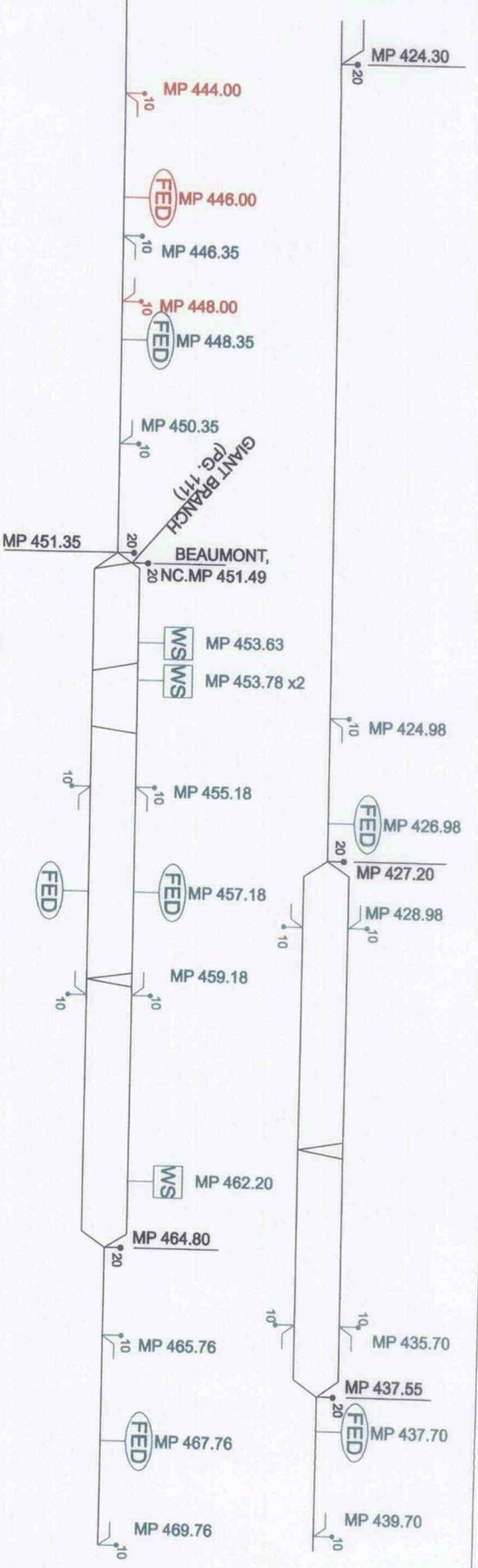
FROM: BLACKSBURG, SC

MP 423.38
TO: BEVERLY, SC
MP 500.55

ROUTE MILES: 77.21

DATE: 11/23/12

NOT TO SCALE



TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	31
#14 TURNOUTS	3
#20 TURNOUTS	39
FED	9
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE *
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PAGE 72

PREPARED BY:

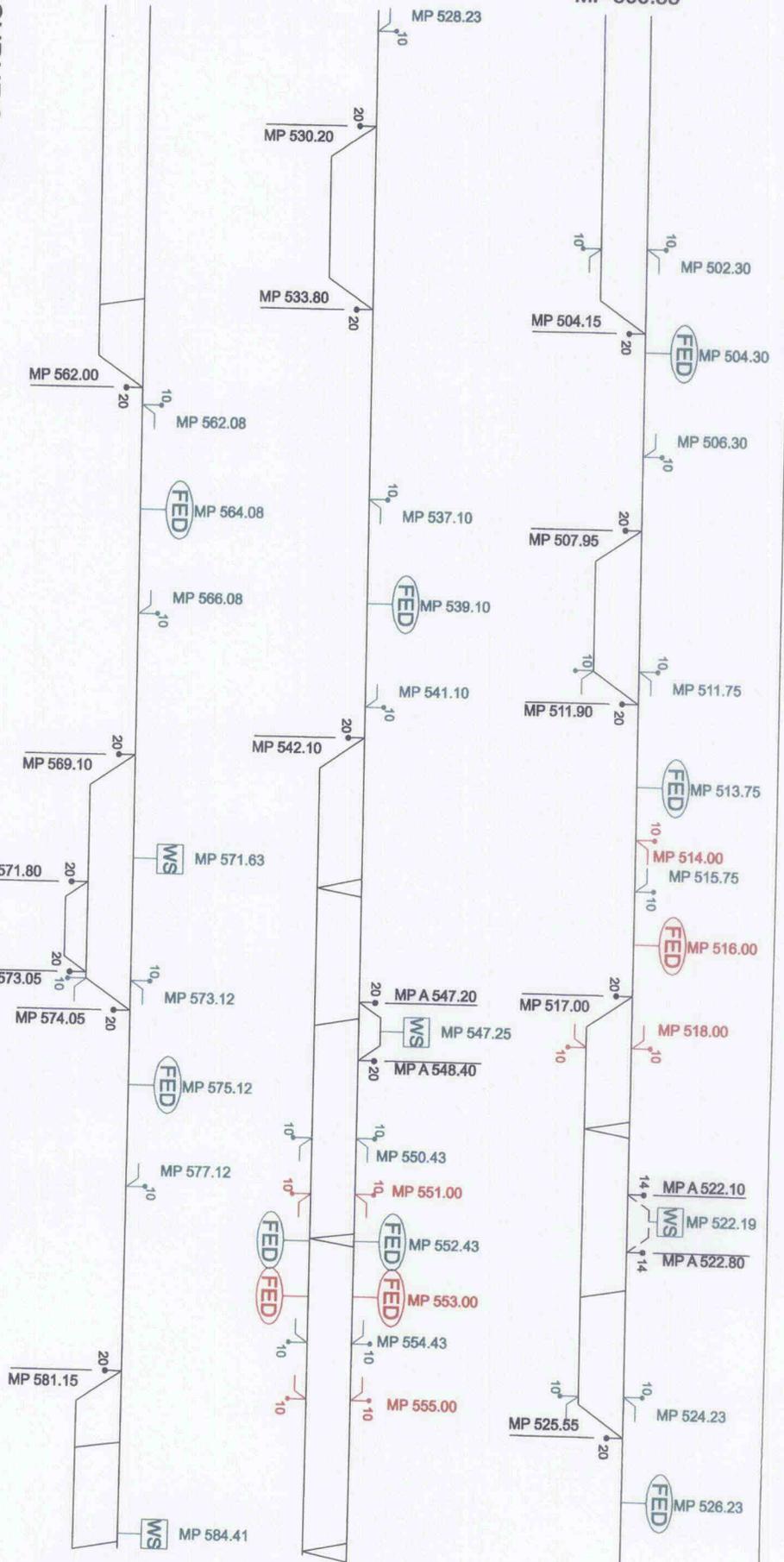


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT: III-B-1

BEVERLY, SC
MP 500.55

BEVERLY, SC
MP 500.55



LYNCHBURG, VA -
ATLANTA, GA LINE

DRR

ROUTE MILES: 84.05

DISTRICT: GREENVILLE

DIVISION: PIEDMONT

FROM: BEVERLY, SC

MP 500.55

TO: GAINESVILLE, GA

MP 584.60

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE) OR (DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	28
#14 TURNOUTS	2
#20 TURNOUTS	42
FED	8
AEI	0

20 - TURNOUT TYPE*

*TURNOUT TYPES

20 - *20 ELECTRIC

14 - *14 ELECTRIC

10 - *10 HAND-THROWN

RED - REMOVE

GREEN = ADD

PREPARED BY:



STV/RALPH WHITEHEAD
ASSOCIATES

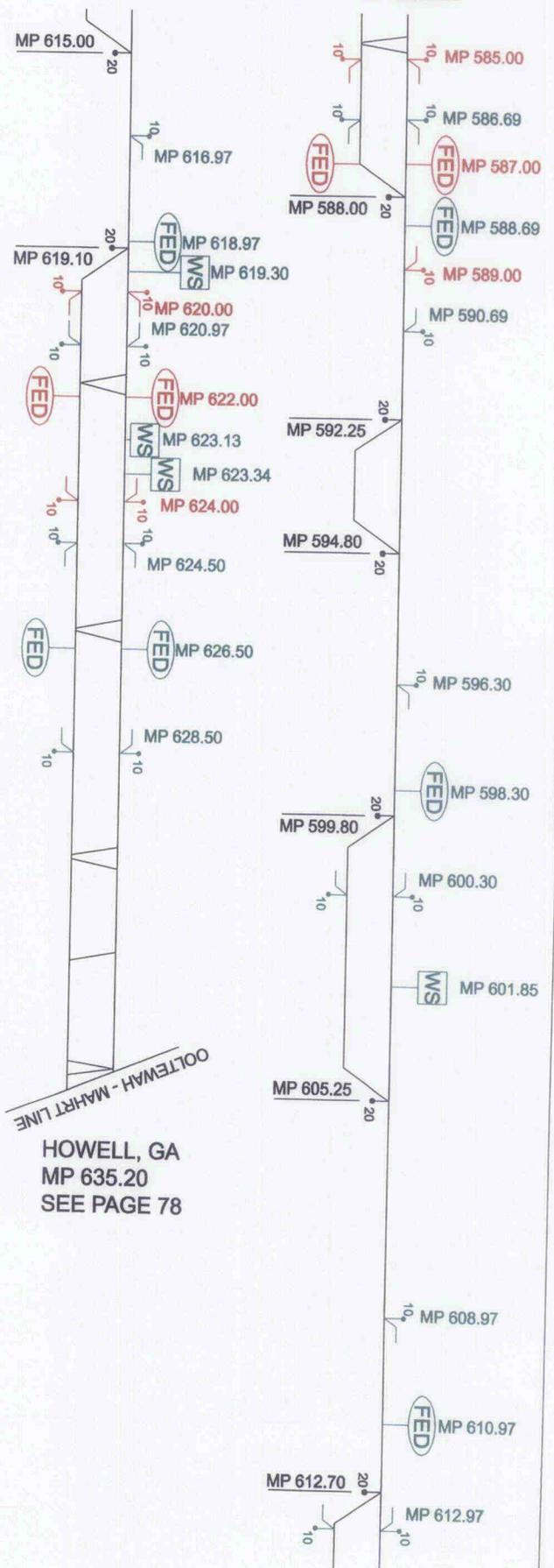
EXHIBIT:

III-B-1

GAINESVILLE, GA
MP 584.60

PAGE 73

GAINESVILLE, GA
MP 584.60



HOWELL, GA
MP 635.20
SEE PAGE 78

LYNCHBURG, VA -
ATLANTA, GA LINE

DRR

ROUTE MILES: 51.61

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#14 TURNOUTS	COUNT
#14 TURNOUTS	24	0
#20 TURNOUTS	0	32
FED	0	0
AEI	0	0

PAGE 74

DISTRICT: GREENVILLE/NORCROSS

DIVISION: PIEDMONT / GEORGIA

FROM: GAINESVILLE, GA

MP 584.60
TO: HOWELL, GA
MP 635.20

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE*
- RED - REMOVE
- GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

AUSTELL, GA
MP 650.00
SEE PAGE 78

AUSTELL, GA -
BIRMINGHAM (IRONDALE JCT.), AL LINE

DRR

DISTRICT: EAST END

DIVISION: ALABAMA

FROM: AUSTELL, GA

TO: COLDWATER BRANCH, AL

MP 650.00
MP 741.60

DATE: 11/23/12
NOT TO SCALE

ROUTE MILES: 91.17

LEGEND:

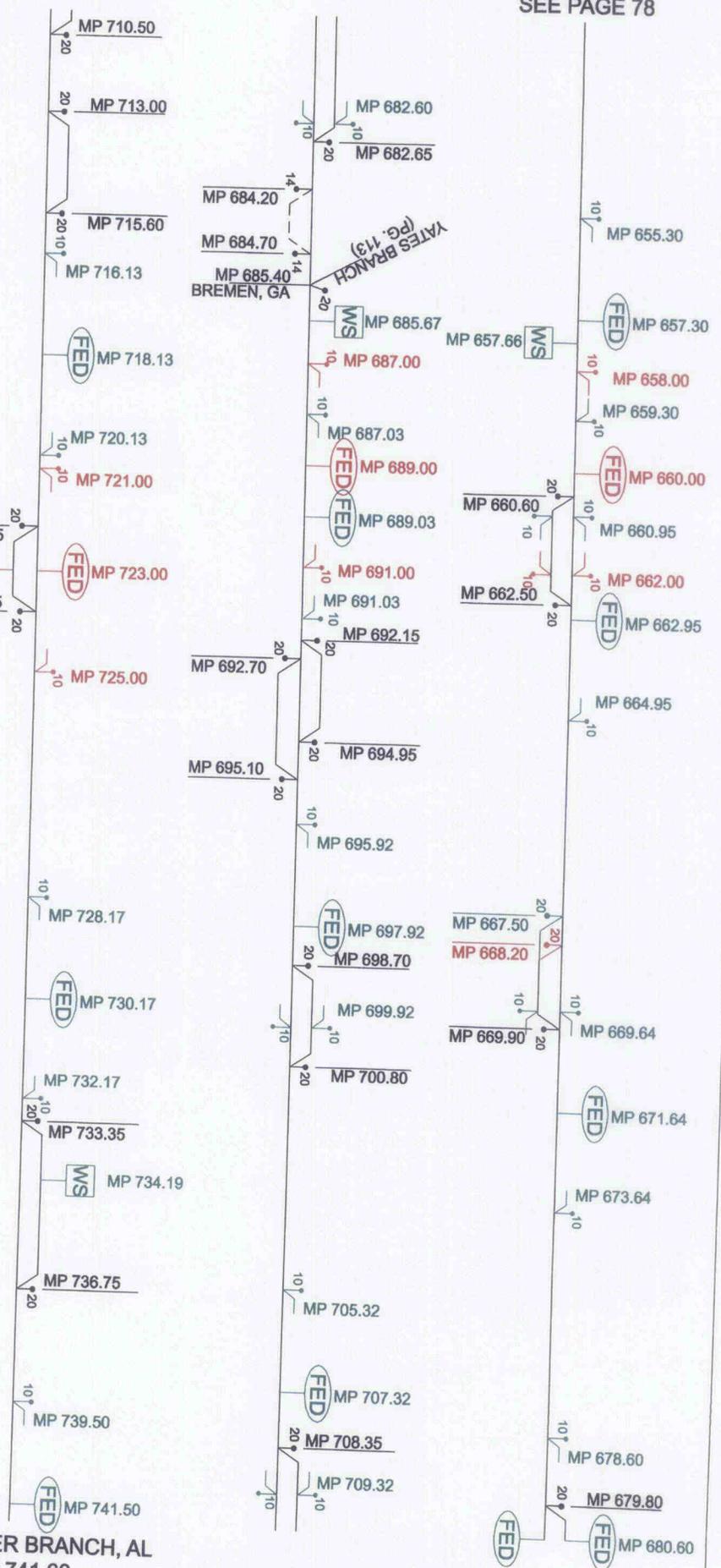
- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#14 TURNOUTS	2	30
#20 TURNOUTS	21	21
FED	11	11
AEI	0	0

PAGE 75

COLDWATER BRANCH, AL
MP 741.60



(AEI) 1
 (FED) 1
 (WS) 1
 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
 HB - HOT BEARING DETECTOR
 DE OR DED - DRAGGING EQUIPMENT DETECTOR
 HW = HOT WHEEL DETECTOR
 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:

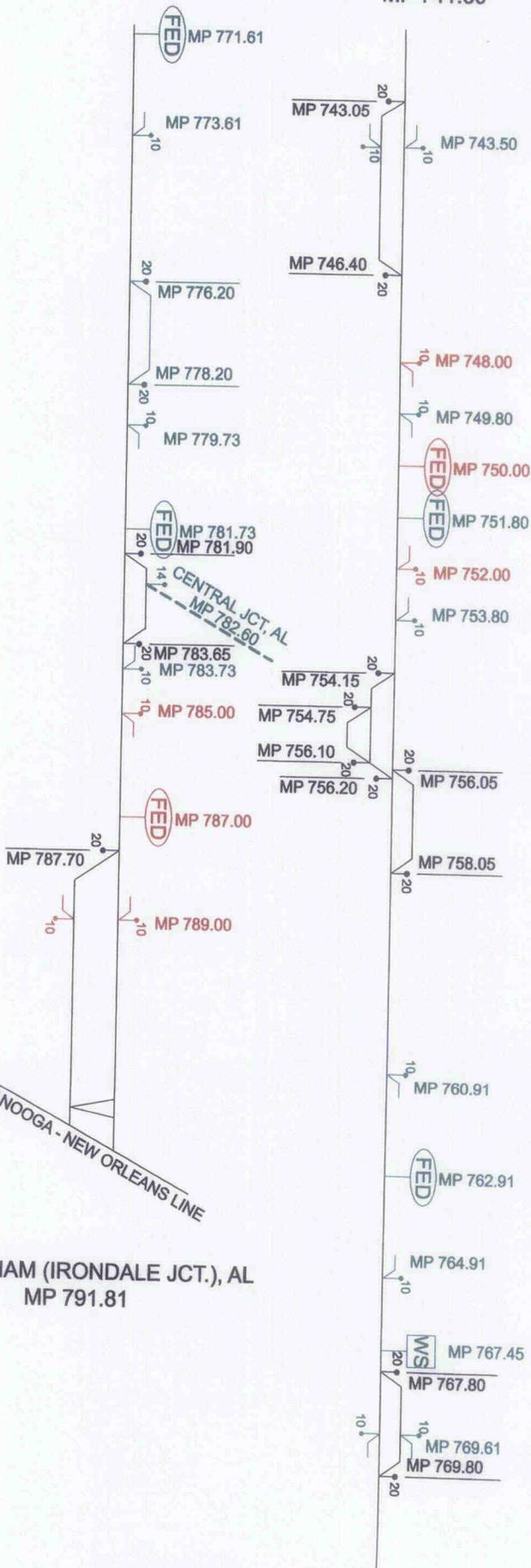


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

COLDWATER BRANCH, AL
MP 741.60



BIRMINGHAM (IRONDALE JCT.), AL
MP 791.81

AUSTELL, GA -
BIRMINGHAM (IRONDALE JCT.), AL LINE

DRR

ROUTE MILES: 50.14

DISTRICT: EAST END

DIVISION: ALABAMA

FROM: COLDWATER BRANCH, AL

MP 741.60
TO: BIRMINGHAM (IRONDALE JCT.), AL
MP 791.81
DATE: 11/23/12
NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

TURNOUTS, FED & AEI COUNTS PER PAGE	COUNT
#10 TURNOUTS	13
#14 TURNOUTS	1
#20 TURNOUTS	21
FED	4
AEI	0

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (MS) WORKING SIDING BEGINNING MP

PREPARED BY:



STV/RAI PH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

OOLTEWAH, TN
MP 15.12 H
SEE PAGE 44

OOLTEWAH, TN -
MAHRT, AL LINE

DRR

DISTRICT: ATLANTA NORTH

DIVISION: GEORGIA

FROM: OOLTEWAH, TN

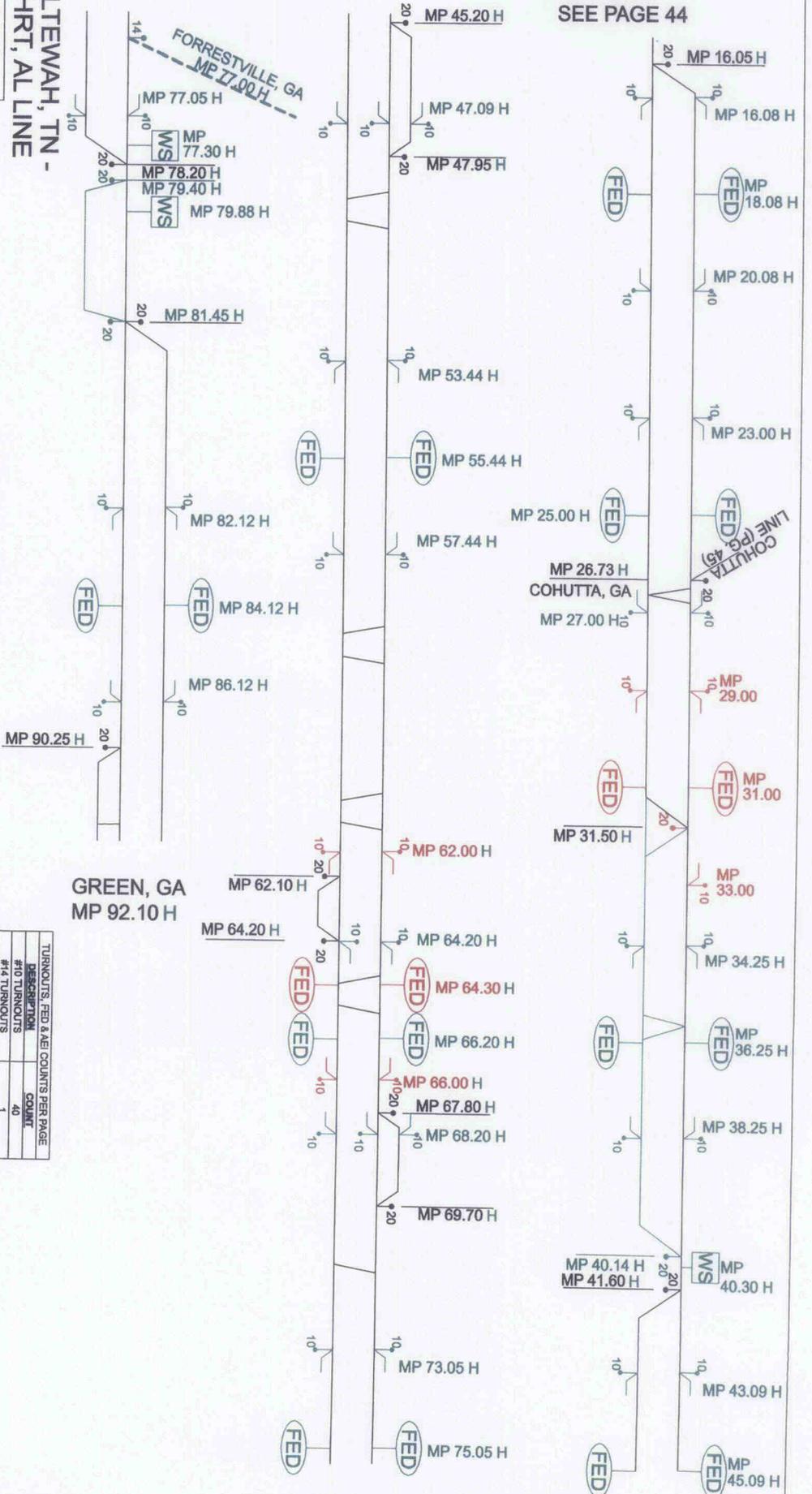
MP 15.12 H

TO: GREEN, GA

MP 92.10 H

ROUTE MILES: 76.76

NOT TO SCALE



TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	40
#14 TURNOUTS	1
#20 TURNOUTS	47
FED	16
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR **DED** - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

*TURNOUT TYPES

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:

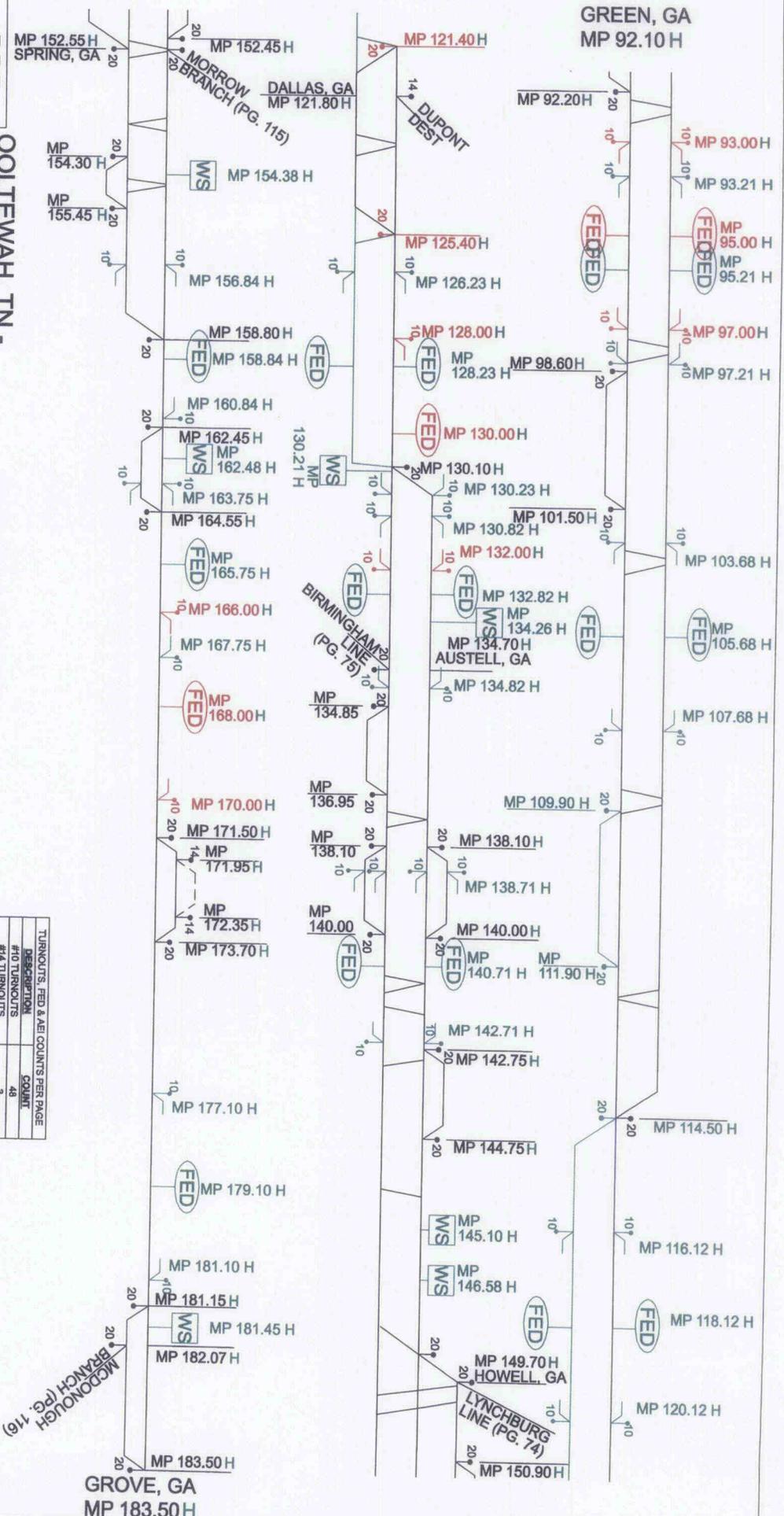


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

GREEN, GA
MP 92.10 H



DRR
OOLETEWAH, TN -
MAHRT, AL LINE

ROUTE MILES: 89.49

DISTRICT: ATLANTA NORTH/ATLANTA SOUTH

DIVISION: GEORGIA

FROM: GREEN, GA

TO: GROVE, GA

MP 92.10 H
MP 183.50 H

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
FED	3	102
AEI	15	15
		0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PAGE 78

PREPARED BY:

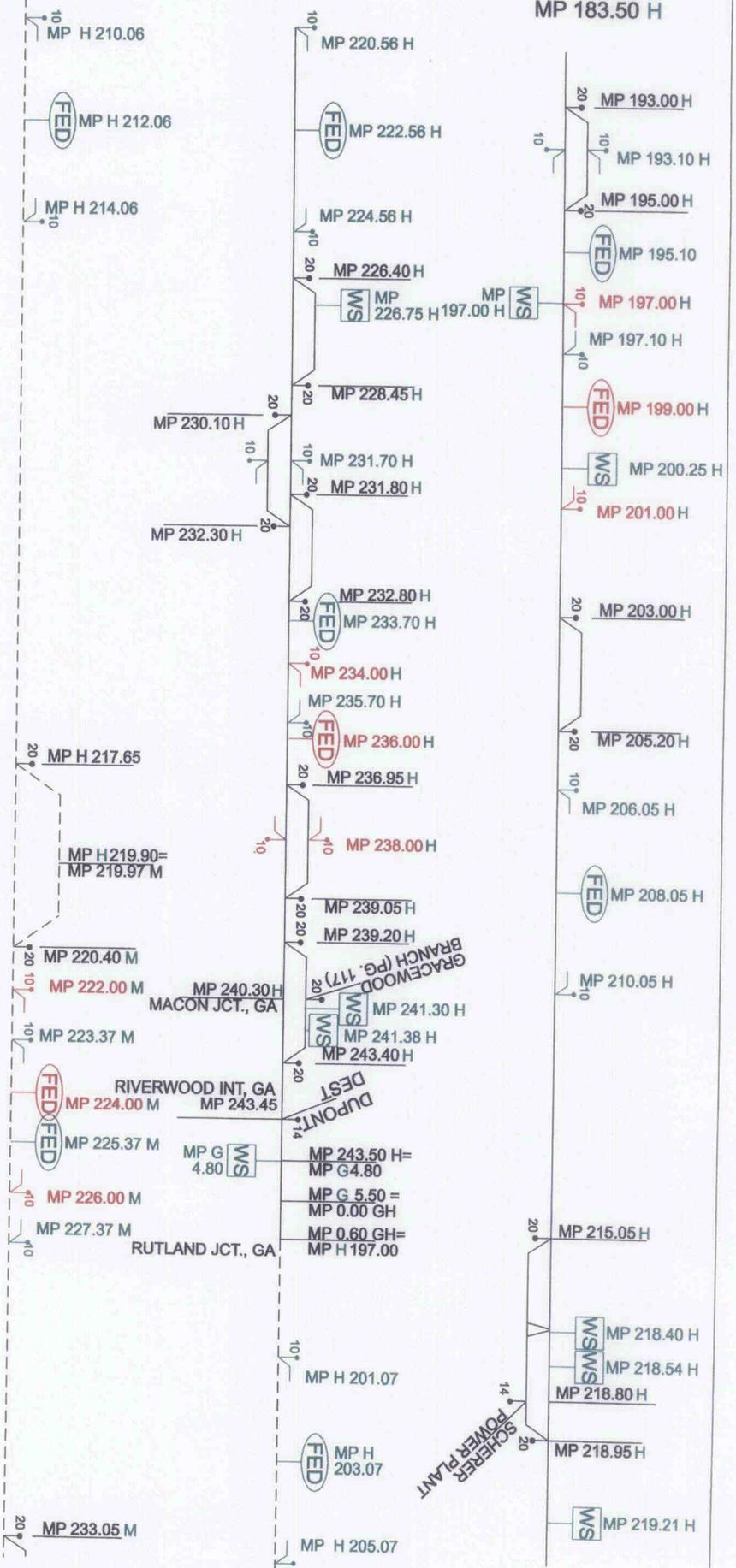


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT: **III-B-1**

GROVE, GA
MP 183.50 H

GROVE, GA
MP 183.50 H



COLETTEWAH, TN -
MAHART, AL LINE

ROUTE MILES: 96.52

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	34
#14 TURNOUTS	24
#20 TURNOUTS	7
FED	0
AEI	0

PAGE 79

DISTRICT: ATLANTA SOUTH/MACON/ALBANY/COLUMBUS

DIVISION: GEORGIA

FROM: GROVE, GA

MP H 183.50
REYNOLDS, GA
MP H 233.20

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

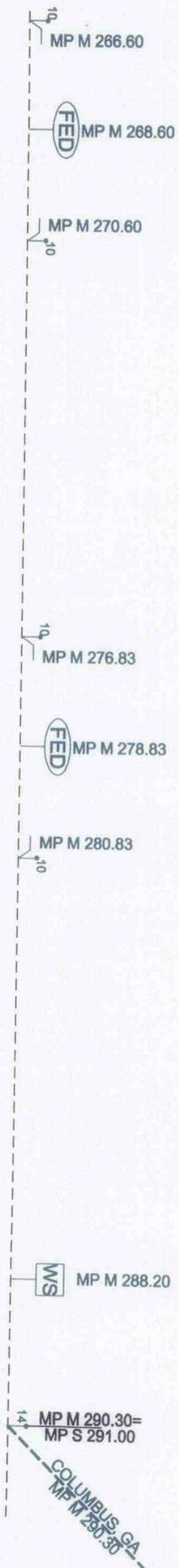
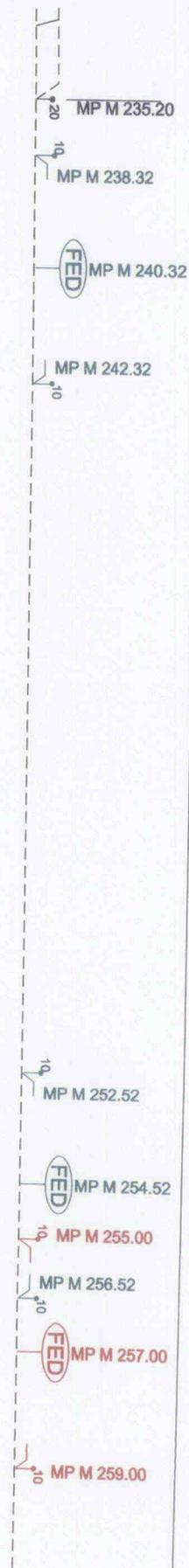
PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT: III-B-1

REYNOLDS, GA
MP M 233.20



COLTEWAH, TN -
MAHRT, AL LINE

DRR

ROUTE MILES: 84.26

NUCKOLS, GA

MAHRT, AL
(DUPONT DEST)
MP NU 14.39

DISTRICT: COLUMBUS/C OF GM & GMAHRT

DIVISION: GEORGIA

FROM: REYNOLDS, GA

TO: MAHRT, AL

MP M 233.20
MP NU 14.39

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#0 TURNOUTS	12
#4 TURNOUTS	1
#20 TURNOUTS	3
FED	4
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- WS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- * TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE X
- RED - REMOVE
- GREEN - ADD

PAGE 80

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1



CHICAGO CONNECTOR 1

RRR ROUTE MILES: 2.20

DISTRICT: KENTON LINE SUBDIVISION

DIVISION: BRC

FROM: PULLMAN JCT., IL

TO: ROCK ISLAND JCT., IL

MP 19.30

MP 21.50

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	4
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- MS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE*
- RED - REMOVE
- GREEN - ADD

PAGE 81

STV/RALPH WHITEHEAD ASSOCIATES

 PREPARED BY:

EXHIBIT: **III-B-1**

CHICAGO (BURNHAM), IL
SEE PAGE 1

TRACKAGE RIGHTS
OVER CSXT

6.40 MILES

PINE JCT., IN

CHICAGO CONNECTOR 2

DRR

ROUTE MILES: 0.0 (CONSTRUCTED) /
6.40 (OPERATING)

DISTRICT: N/A

DIVISION: TRACKAGE RIGHTS OVER CSXT

FROM: CHICAGO (BURNHAM), IL

MP

DATE: 11/23/12

TO: PINE JCT., IN

MP

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#0 TURNOUTS	0
#4 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

- 20 - TURNOUT TYPE*
- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

- RED - REMOVE
- GREEN - ADD

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR DED - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:



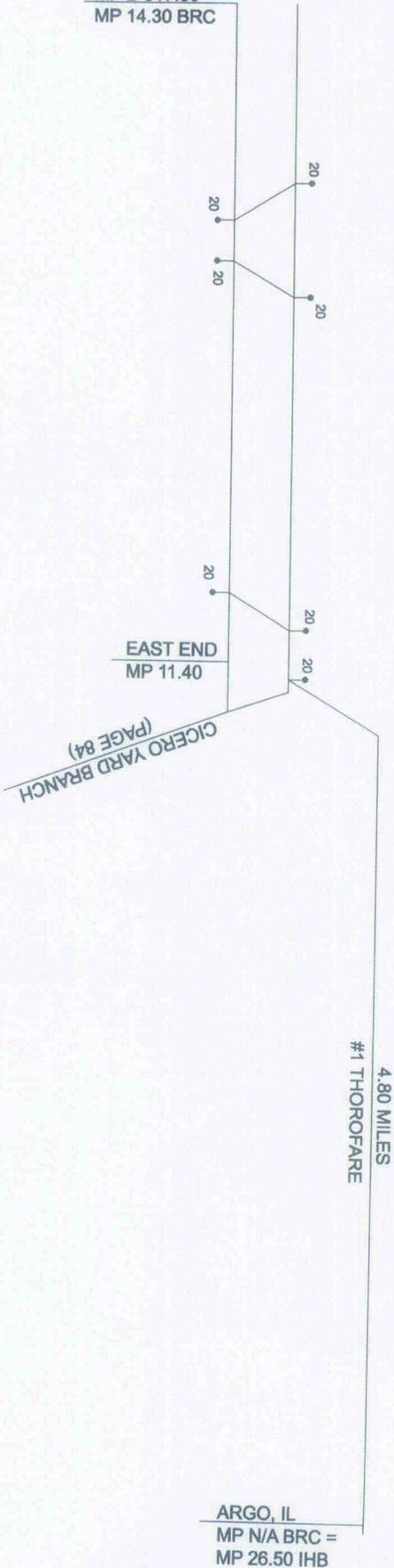
STV/RAIL BI WHITTEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

BELT JCT., IL
SEE PAGE 1

BELT JCT., IL
MP B 517.60 =
MP 14.30 BRC



**CLEARING YARD /
PROVISO YARD BRANCH**

DRR

ROUTE MILES: 7.70

DISTRICT: **MAINLINE**

DIVISION: **BRC**

FROM: BELT JCT., IL

MP 14.30

TO: ARGO, IL

MP N/A

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#14 TURNOUTS	7	0
#20 TURNOUTS	0	7
FED	0	0
AEI	0	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

MS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR **DED** - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*
*TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

PAGE 83

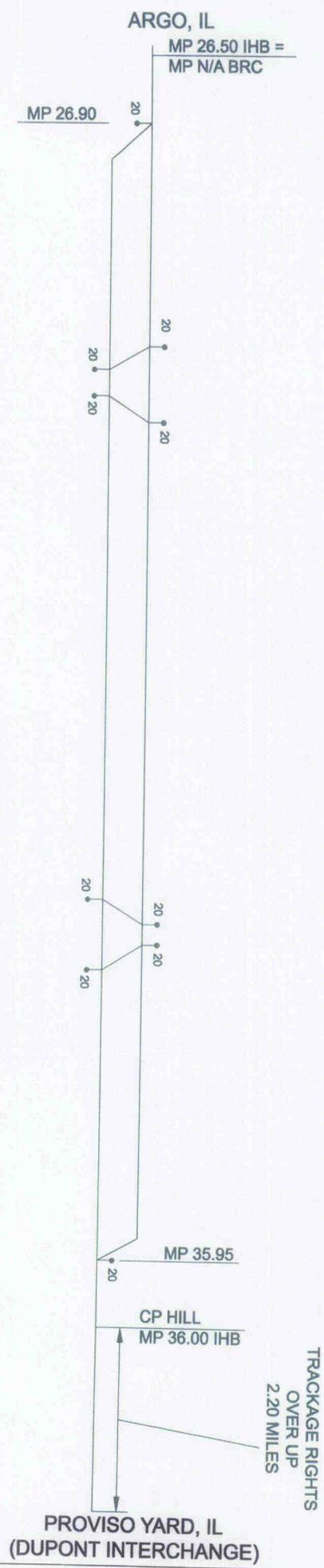
PREPARED BY:



STV/RA/PH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1



**CLEARING YARD /
PROVISO YARD BRANCH**

RRR ROUTE MILES: 9.50 (CONSTRUCTED) / 11.70 (OPERATING)

DISTRICT: MAINLINE

DIVISION: IHB/TRACKAGE RIGHTS OVER UP

FROM: ARGO, IL

MP 26.50 DATE: 11/23/12
 TO: PROVISO YARD, IL (DUPONT INTERCHANGE)
 MP NOT TO SCALE

TURNOUTS, FED & AEL COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#10 TURNOUTS	0	0
#20 TURNOUTS	10	0
FED	0	0
AEL	0	0

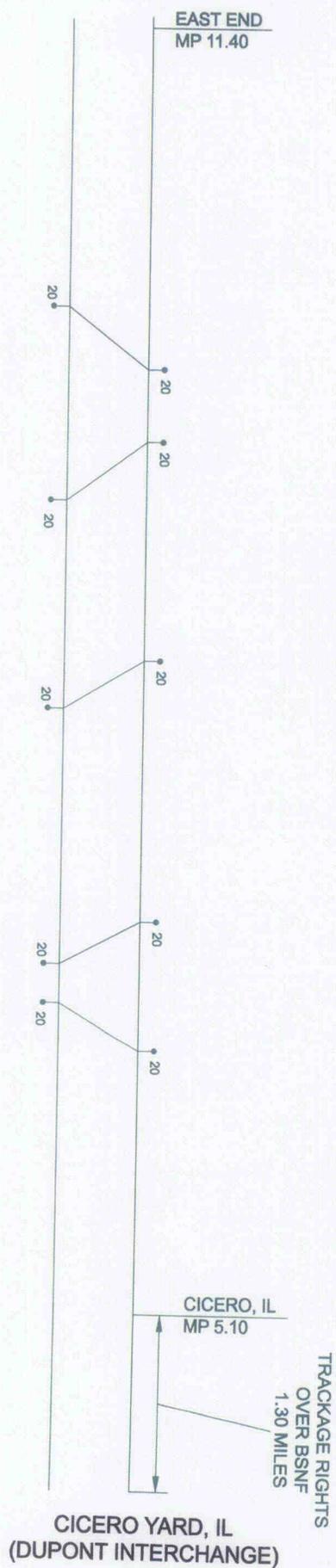
LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- MS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- * TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE *
- RED - REMOVE
- GREEN - ADD

PREPARED BY: STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT: III-B-1

EAST END, IL
SEE PAGE 83



CICERO YARD BRANCH

RRR ROUTE MILES: 6.30 (CONSTRUCTED) / 7.60 (OPERATING)

DISTRICT: MAINLINE

DIVISION: BRC

FROM: EAST END, IL

TO: CICERO YARD, IL (DUPONT INTERCHANGE)

MP 11.40

DATE: 11/23/12

MP N/A NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#20 TURNOUTS	10
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- MS WORKING SIDING BEGINNING MP

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE*

RED - REMOVE
GREEN - ADD

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB = HOT BEARING DETECTOR
- DE OR DED = DRAGGING EQUIPMENT DETECTOR
- HW = HOT WHEEL DETECTOR

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

RIVERDALE, IL
SEE PAGE 121

MP 10.75

MP 12.45

BLUE ISLAND YARD, IL
(DUPONT INTERCHANGE)

BLUE ISLAND YARD BRANCH

DRR

ROUTE MILES: 1.70

DISTRICT: MAINLINE

DIVISION: IHB

FROM: RIVERDALE, IL

MP

TO: BLUE ISLAND, IL (DUPONT INTERCHANGE)

MP

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- MS** WORKING SIDING BEGINNING MP
- FED** FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- AEI** AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- DE** - HOT BEARING DETECTOR
- DE OR DED** - DRAGGING EQUIPMENT DETECTOR
- HW** - HOT WHEEL DETECTOR

● 20 - TURNOUT TYPE*

*TURNOUT TYPES

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1



STREATOR BRANCH
 DRR **ROUTE MILES: 51.52**

DISTRICT: KANKAKEE
DIVISION: DEARBORN
FROM: KANKAKEE, IL
 MP KS 101.00
TO: STREATOR, IL
 MP KS 152.40
 DATE: 11/23/12
 NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	COUNT	
#0 TURNOUTS	12	
#4 TURNOUTS	1	
#20 TURNOUTS	0	
FED	9	
AEI	0	

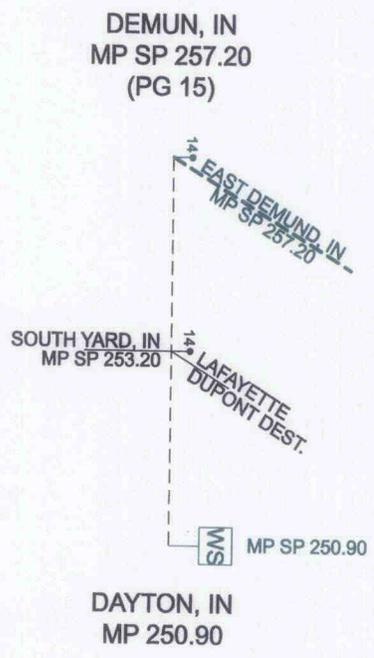
LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE *
- RED - REMOVE
- GREEN - ADD

PREPARED BY:

 STV/RALPH WHITEHEAD ASSOCIATES



LAFAYETTE BRANCH

DRR

ROUTE MILES: 6.31

DISTRICT: FRANKFORT BRANCH

DIVISION: ILLINOIS

FROM: DEMUN, IN

TO: DAYTON, IN

MP SP 257.20
MP SP 250.90

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE OR DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	2
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

● 20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED = REMOVE
GREEN = ADD

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:
III-B-1

WABASH, IN
MP MP 58.50 (PG 16)

WABASH, IN
DUPONT DEST.
MP MP 59.35

WABASH BRANCH

DRR

ROUTE MILES: 0.85

DISTRICT: MARION

DIVISION: LAKE

FROM: WABASH, IN

MP 58.50

TO: WABASH, IN

MP 59.35

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

MS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

AEI 1
 HB - HOT BEARING DETECTOR
 DE OR DED DRAGGING EQUIPMENT DETECTOR
 HW - HOT WHEEL DETECTOR
 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
 GREEN = ADD

PAGE 88

PREPARED BY:



STATE/RAILROAD POLICE ASSOCIATION

EXHIBIT:

III-B-1

MAUMEE, OH
MP DY 1.20
SEE PAGE 6

CP OAK, OH

STANLEY YARD, OH
(DUPONT INT.)
MP DY 4.00

STANLEY YARD BRANCH

DRR

ROUTE MILES: 2.80

DISTRICT: MIAMI CUT BR / OAKDALE CONN.

DIVISION: DEARBORN

FROM: MAUMEE, OH

MP DY 1.20

TO: STANLEY YARD, OH

MP DY 4.00

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

WS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB = HOT BEARING DETECTOR
DE OR DED = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

PAGE 89

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

BELLEVUE/CENTER ST., OH
MP S 96.44 (PG 3)

MP SP 106.15

NORTH SANDUSKY YARD, OH
CHICAGO-CLEVELAND
LINE CONNECTION
MP SP 0.43=
MP SP 1.09=
MP SP 109.15
MP CO 241.80

SANDUSKY COAL DOCK
(PIER NO. 3), OH
MP S 109.70

SANDUSKY BRANCH

DRR

ROUTE MILES: 13.92

DISTRICT: SANDUSKY

DIVISION: LAKE

FROM: BELLEVUE, OH

MP S 96.44

TO: SANDUSKY COAL DOCK, OH

MP S 109.70

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

MS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR DED = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE

GREEN = ADD

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	2
#14 TURNOUTS	1
#20 TURNOUTS	0
FED	0
AEI	0

PAGE 90

PREPARED BY:

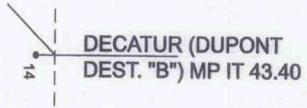


STV/RAIL, PH. WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

DECATUR, IL
MP IT 44.40 (PG 14)



DECATUR, IL
MP IT 42.90

DECATUR BRANCH

DRR

ROUTE MILES: 1.50

DISTRICT: DECATUR TERMINAL

DIVISION: ILLINOIS

FROM: DECATUR BRANCH CONN., IL

MP IT 44.40

TO: DECATUR, IL

MP IT 42.90

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	1
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136** STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

MS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR DED - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

***TURNOUT TYPES**

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

BINGHAMPTON, NY
MP 614.10 (PG 30)

TRACKAGE RIGHTS & HAULAGE RIGHTS OVER CPRS

303.40 MILES

HOFFMANS, NY
MP 480.36

MECHANICVILLE
BRANCH

ROUSES POINT, NY
(DUPONT INT.) MP 191.00

ROUSES POINT BRANCH

DRR

ROUTE MILES: 0.0 (CONSTRUCTED) /
303.04 (OPERATING)

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	1
FED	0
AEI	0

PAGE 92

DISTRICT: N/A

DIVISION: TRACKAGE RIGHTS & HAULAGE RIGHTS OVER
CPRS

FROM: BINGHAMPTON, NY

MP 614.10

DATE: 11/23/12

TO: ROUSES POINT, NY

MP 191.00

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (HB) HOT BEARING DETECTOR
- (DE) HOT WHEEL DETECTOR
- (DED) DRAGGING EQUIPMENT DETECTOR
- (HW) HOT WHEEL DETECTOR

20 - TURNOUT TYPE*

- * TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



STATE/RAILROAD
WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

HOFFMANS, NY
MP 480.36 (PG 92)

TRACKAGE RIGHTS OVER CPRS

12.96 MILES

MECHANICVILLE, NY
(DUPONT INT.) MP 467.40

MECHANICVILLE BRANCH

ROUTE MILES: 0.0 (CONSTRUCTED) /
12.96 (OPERATING)

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

PAGE 93

DISTRICT : N/A

DIVISION : TRACKAGE RIGHTS OVER CPRS

FROM : HOFFMANS, NY

MP 480.36

DATE: 11/23/12

TO : MECHANICVILLE, NY

MP 467.40

NOT TO SCALE

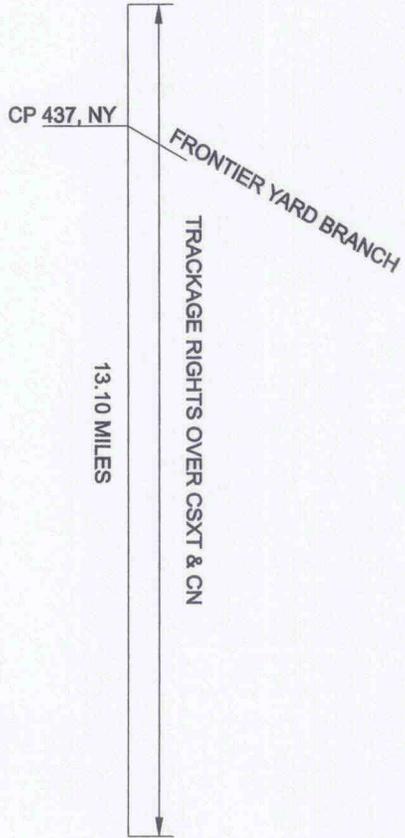
LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN
- RED - REMOVE
GREEN - ADD
- PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

BUFFALO (CP DRAW), NY
(PG 28)



FORT ERIE YARD, ON
(DUPONT INT.)

FORT ERIE YARD BRANCH

RRR

ROUTE MILES: 0.0 (CONSTRUCTED) /
13.10 (OPERATING)

DISTRICT: N/A

DIVISION: TRACKAGE RIGHTS OVER CSXT & CN

FROM: BUFFALO (CP DRAW), NY

MP

DATE: 11/23/12

TO: FORT ERIE YARD, ON

MP

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	1
FED	0
AEI	0

PAGE 94

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PREPARED BY:

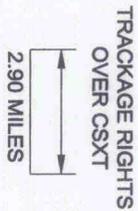


STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

CP 437, NY
(PG 94)



FRONTIER YARD, NY
(DUPONT INT.)

TURNOUTS, FED & AEI COUNTS PER PAGE

DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

FRONTIER YARD BRANCH
 DRR **ROUTE MILES: 0.0 (CONSTRUCTED) / 2.90 (OPERATING)**

PAGE 95

DISTRICT: N/A

DIVISION: TRACKAGE RIGHTS OVER CSXT

FROM: CP 437, NY

MP

DATE: 11/23/12

TO: FRONTIER YARD, NY

MP

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- - - 115* CWR NEW
- - - INTERCHANGE TRACK
- MS WORKING SIDING - BEGINNING MP

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

ALBURTIS, PA
MP FJ 14.10 (PG 31)

CHAPMAN, PA
(DUPONT DEST.)
MP FJ 10.20

CHAPMAN BRANCH

DRR

ROUTE MILES: 3.90

DISTRICT: C & F SECONDARY

DIVISION: HARRISBURG

FROM: ALBURTIS, PA

MP FJ 14.10

TO: CHAPMAN, PA

MP FJ 10.20

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

— 136* PREMIUM CWR NEW

— 136* STANDARD CWR NEW

- - - 115* CWR NEW

- - - INTERCHANGE TRACK

MS WORKING SIDING - BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR

DE OR DED - DRAGGING EQUIPMENT DETECTOR

HW - HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

*TURNOUT TYPES

20 - *20 ELECTRIC

14 - *14 ELECTRIC

10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

PHILLIPSBURG, NJ
MP WD 80.30 (PG 32)

WASHINGTON, NJ
(DUPONT DEST.)
MP WD 66.25

WASHINGTON, NJ
MP WD 65.50

WASHINGTON BRANCH

DRR

ROUTE MILES: 14.50

DISTRICT: WASHINGTON SECONDARY

DIVISION: HARRISBURG

FROM: PHILLIPSBURG, NJ

MP WD 80.30
TO: WASHINGTON, NJ

MP WD 65.50

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	1
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

MS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR DED = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

*TURNOUT TYPES

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

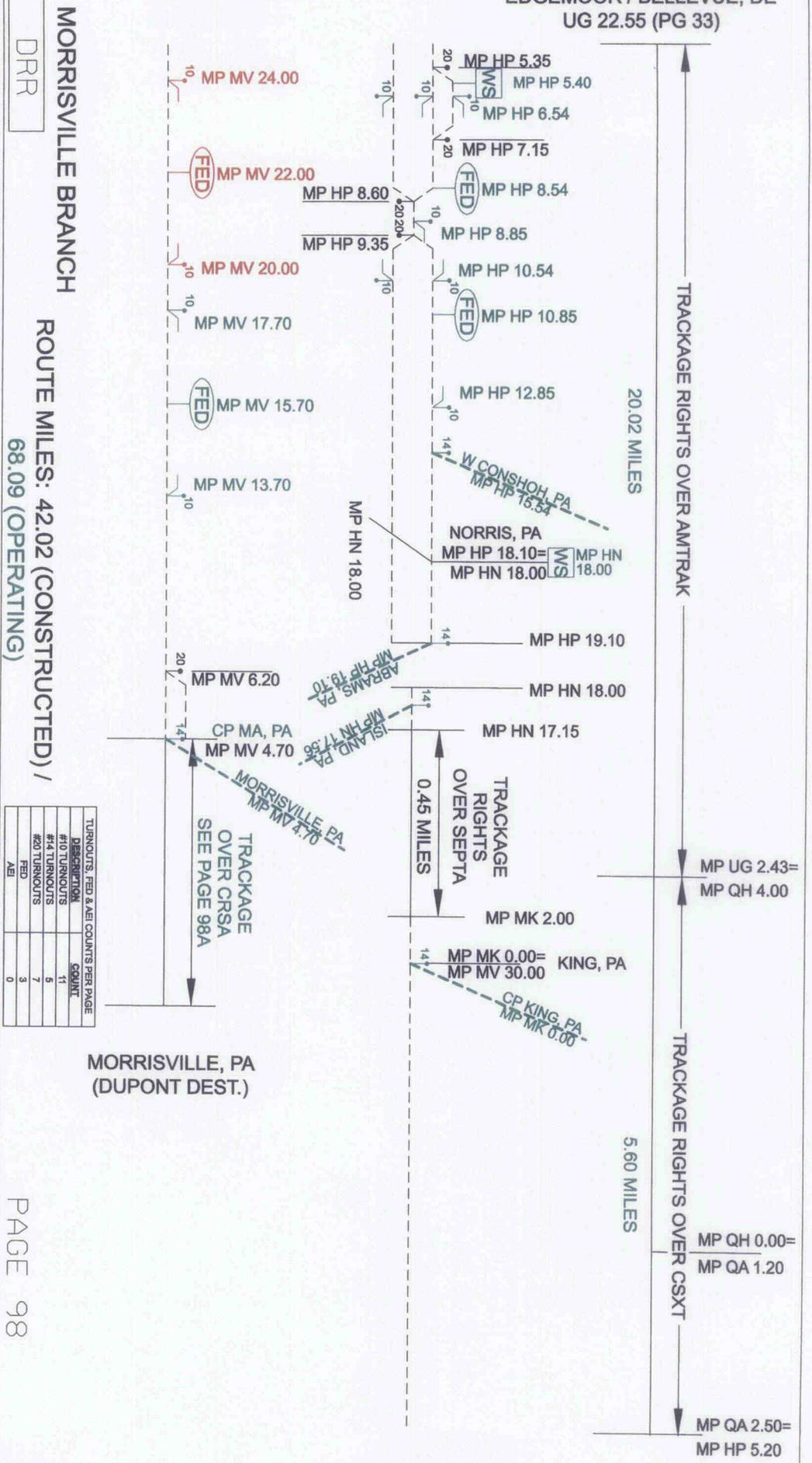
PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1



MORRISVILLE BRANCH
ROUTE MILES: 42.02 (CONSTRUCTED) / 68.09 (OPERATING)

TURNOUTS, FED & AEI COUNTS PER PAGE	DESCRIPTION	COUNT
#10 TURNOUTS		11
#14 TURNOUTS		5
#20 TURNOUTS		7
FED		3
AEI		0

DRR
 DISTRICT: HARRISBURG/NORRISTOWN
 DIVISION: TRACKAGE RIGHTS / HARRISBURG
 FROM: EDGEMOOR/BELLEVUE, DE
 TO: MORRISVILLE, PA
 DATE: 11/23/12
 NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 20 - *20 ELECTRIC
 14 - *14 ELECTRIC
 10 - *10 HAND-THROWN
- RED - REMOVE
 GREEN - ADD

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
MS WORKING SIDING BEGINNING MP
AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
HB HOT BEARING DETECTOR
DE OR DED DRAGGING EQUIPMENT DETECTOR
HW HOT WHEEL DETECTOR
AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:

 STV/RALPH WHITEHEAD ASSOCIATES

CP MA, PA
MP MV 4.70

MP MV 1.30 =
MP N/A

MP N/A
MORRISVILLE, PA
(DUPONT DEST.)

FAIRLESS BRANCH
2.00 MILES

MORRISVILLE BRANCH

DRR

ROUTE MILES: 5.40

DISTRICT: MORRISVILLE LINE

DIVISION: CRSA

FROM: CP MA, PA

MP MV 4.70

TO: MORRISVILLE, PA

MP N/A

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#4 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

MS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR **DED** = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

*TURNOUT TYPES

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:



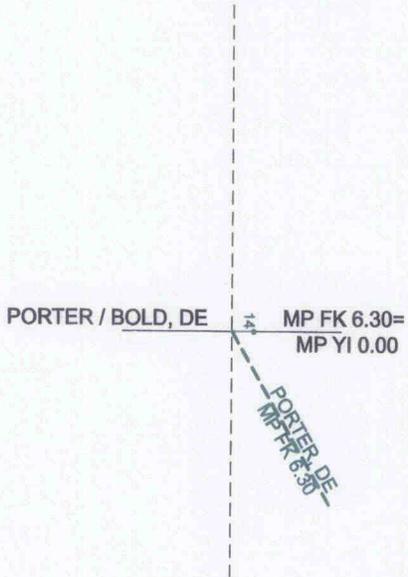
STV/RALPH WHITEHEAD ASSOCIATES

PAGE 98A

EXHIBIT:

III-B-1

NEWARK/DAVIS, DE
MP FK 0.40 (PG 33)



REYBOLD, DE
(DUPONT ORIGIN)
MP YI 3.00

REYBOLD BRANCH

DRR

ROUTE MILES: 8.91

DISTRICT: DELMARVA SECONDARY/REYBOLD I.T.

DIVISION: HARRISBURG

FROM: NEWARK/DAVIS, DE

MP FK 0.40
TO: REYBOLD, DE
MP YI 3.00

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	1
#20 TURNOUTS	0
FED	0
AEI	0

PAGE 99

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

(FED)

FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR DED = DRAGGING EQUIPMENT DETECTOR
HW = HOT WHEEL DETECTOR

(AEI)

AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:

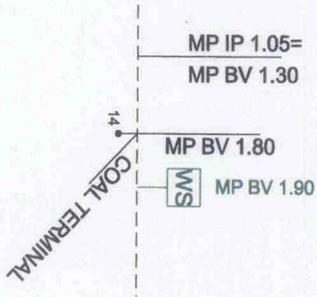


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

PERRYVILLE, MD
MP UG 59.52 (PG 33)



DUNDALK MARINE
TERMINAL
MP BV 5.40

TRACKAGE RIGHTS OVER AMTRAK

32.49 MILES

MP UG 92.00=
MP IP 0.00

BALTIMORE BRANCH

DRR

ROUTE MILES: 5.11 (CONSTRUCTED) /
37.60 (OPERATING)

DISTRICT: BALTIMORE/BEAR CREEK R.T.

DIVISION: TRACKAGE RIGHTS / HARRISBURG

FROM: PERRYVILLE, MD

MP UG 59.52

TO: DUNDALK MARINE TERMINAL

MP BV 5.40

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	2
#14 TURNOUTS	1
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

W/S WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR **DED** - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE *

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PAGE 100

PREPARED BY:

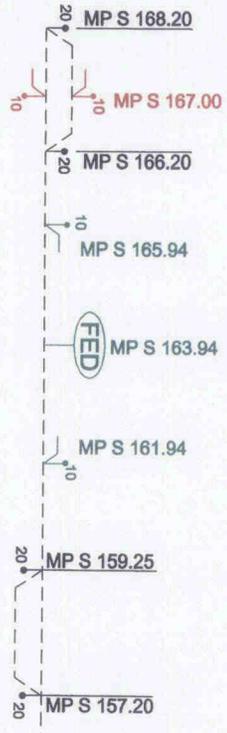
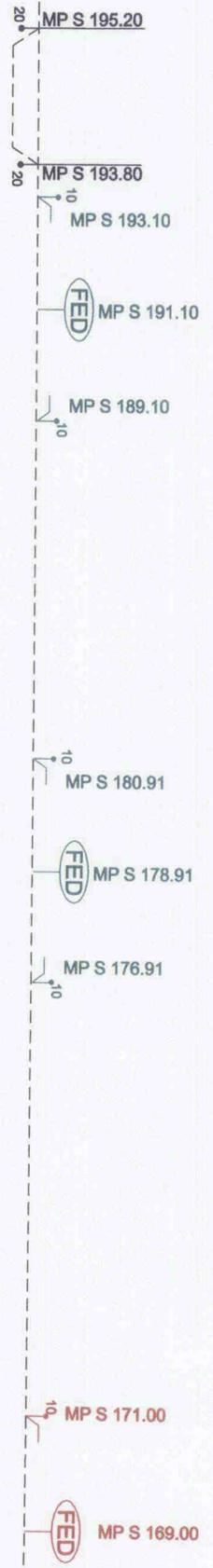


STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

NEW LINE, TN
MP S 227.90
SEE PAGE 42



TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION		COUNT
#10 TURNOUTS	22	2
#14 TURNOUTS	2	2
#20 TURNOUTS	19	7
FED	7	0
AEI	0	0

PAGE 101

WAYNESVILLE BRANCH (PG 102)
MURPHY JCT., NC
ASHEVILLE NC
ASHEVILLE EAST, NC MP S 138.20
BILTMORE, NC MP S 139.10

ASHEVILLE BRANCH

DRR

ROUTE MILES: 88.95

DISTRICT: KNOXVILLE - RIVER/ASHEVILLE

DIVISION: CENTRAL/PIEDMONT

FROM: NEW LINE, TN

MP S 227.90

TO: ASHEVILLE EAST, NC

MP S 138.20

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING - BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE X

*TURNOUT TYPES
20 - *20 ELECTRIC
14 - *14 ELECTRIC
10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

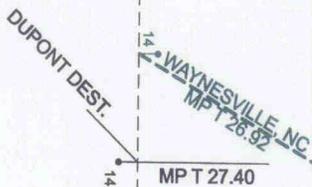


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

MURPHY JCT., NC
MP T 0.00



WAYNESVILLE, NC
MP T 27.65

WAYNESVILLE BRANCH

DRR

ROUTE MILES: 27.68

DISTRICT: ASHEVILLE

DIVISION: PIEDMONT

FROM: MURPHY JCT, NC

MP T 0.00

TO: WAYNESVILLE, NC

MP T 27.68

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	COUNT
#14 TURNOUTS	2	2
#20 TURNOUTS	1	1
FED	0	0
AEI	0	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (WS) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (FED) HOT BEARING DETECTOR
- (FED) DRAGGING EQUIPMENT DETECTOR
- (FED) HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- 20 - TURNOUT TYPE*
- RED - REMOVE
- GREEN = ADD

PAGE 102

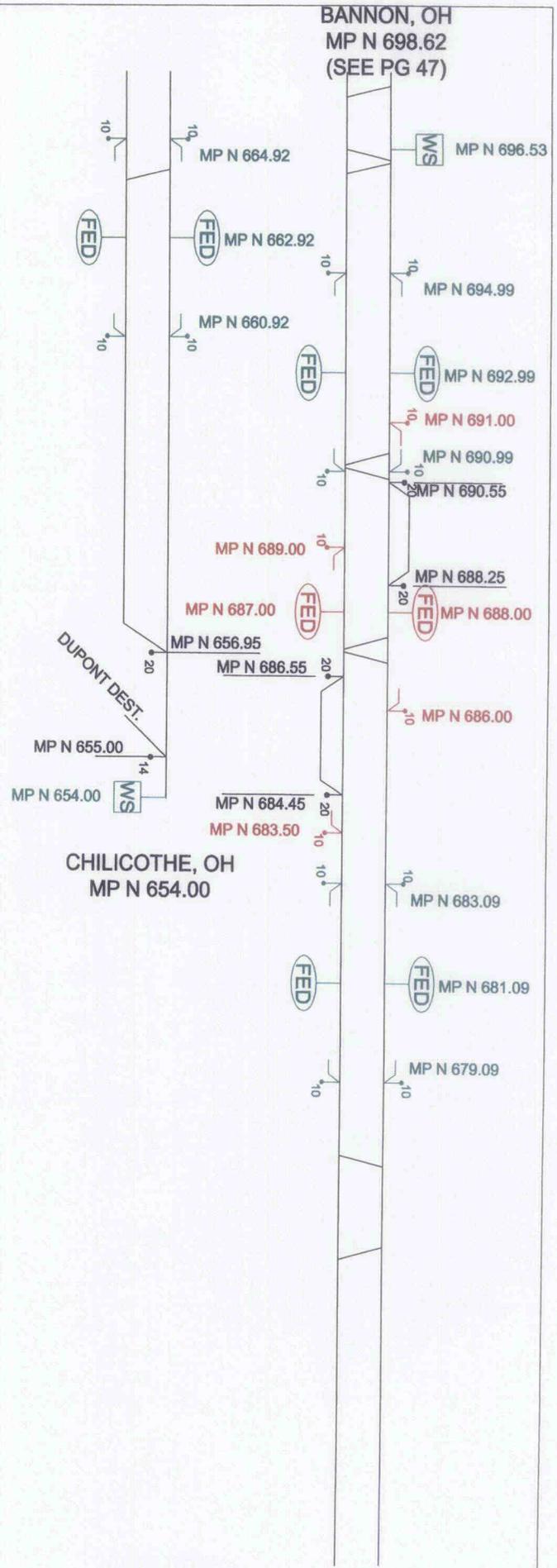
PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1



CHILICOTHE BRANCH

DRR

ROUTE MILES: 44.34

DISTRICT: COLUMBUS

DIVISION: LAKE

FROM: BANNON, OH

TO: CHILICOTHE, OH

MP N 698.62
MP N 654.00

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	16
#14 TURNOUTS	1
#20 TURNOUTS	25
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HOT BEARING DETECTOR
- DRAGGING EQUIPMENT DETECTOR
- HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

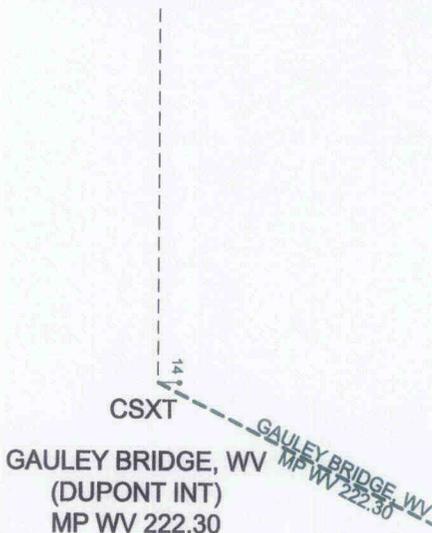


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

ALLOY, WV
MP WV 216.67
SEE PAGE 49



GAULEY BRIDGE, WV
(DUPONT INT)
MP WV 222.30

GAULEY BRIDGE BRANCH

DRR

ROUTE MILES: 6.03

DISTRICT: WEST VIRGINIA SECONDARY

DIVISION: POCAHONTAS

FROM: ALLOY, WV

MP WV 216.27

DATE: 11/23/12

TO: GAULEY BRIDGE, WV

MP WV 222.30

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	1
#20 TURNOUTS	0
FED	0
AEI	0

PAGE 104

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) HOT BEARING DETECTOR
- (AEI) DE OR DED - DRAGGING EQUIPMENT DETECTOR
- (AEI) HW - HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

NARROWS, VA
MP V 316.86
(SEE PG 50)

CELCO, VA
MP V 314.50

CELCO BRANCH

DRR

ROUTE MILES: 2.36

DISTRICT: WHITETHORNE

DIVISION: VIRGINIA

FROM: NARROWS, VA

MP V 316.86

TO: CELCO, VA

MP V 314.50

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (AEI) 1

20 - TURNOUT TYPE *

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

PREPARED BY:

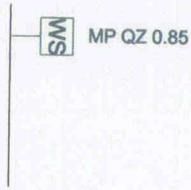


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

CP 144, OH
 MP QZ 0.00
 (SEE PG 51)



CP BUCKEYE, OH
 MP QZ 3.30

BUCKEYE YARD BRANCH

DRR

ROUTE MILES: 3.30

DISTRICT: DAYTON - BUCKEYE YARD BRANCH

DIVISION: LAKE

FROM: CP 144, OH

MP QZ 0.00

TO: CP BUCKEYE, OH

MP QZ 3.30

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

MS WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR
DE OR **DED** - DRAGGING EQUIPMENT DETECTOR
HW - HOT WHEEL DETECTOR

AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	2
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

PAGE 106

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:



STATE RAILROAD POLICE ASSOCIATION

EXHIBIT:

III-B-1

NEW ORLEANS
(OLIVER YARD), LA
MP NT 8.10
SEE PG 61

ROSIN JCT., LA MP NT 13.90=
MP LS 3.10

BRAITHWAITE, LA
(DUPONT DEST.)
MP LS 13.70

BRAITHWAITE BRANCH

DRR

ROUTE MILES: 16.16

DISTRICT: N.O. TERM - CHALMETTE BR

DIVISION: ALABAMA

FROM: NEW ORLEANS (OLIVER YARD), LA

MP NT 8.10

DATE: 11/23/12

TO: BRAITHWAITE, LA

MP LS 13.70

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB HOT BEARING DETECTOR

DE OR DED DRAGGING EQUIPMENT DETECTOR

HW HOT WHEEL DETECTOR

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

● 20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

PAGE 107

EXHIBIT:

III-B-1

YADKIN JCT, NC
MP N 0.77
(SEE PG 70)

WS MP N 0.77

DUPONT DEST.
MP N 8.95

ROCKWELL, NC
MP N 9.50

ROCKWELL BRANCH

DRR

ROUTE MILES: 8.81

DISTRICT: CHARLOTTE

DIVISION: **PIEDMONT**

FROM: YADKIN VALLEY JCT., NC

MP N 0.77

DATE: 11/23/12

TO: ROCKWELL, NC

MP N 9.50

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- - - 115* CWR NEW
- - - INTERCHANGE TRACK
- - - WORKING SIDING BEGINNING MP
- WS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE	
OPERATION	COUNT
#10 TURNOUTS	2
#14 TURNOUTS	1
#20 TURNOUTS	0
FED	0
AEI	0

● 20 - TURNOUT TYPE*

***TURNOUT TYPES**

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

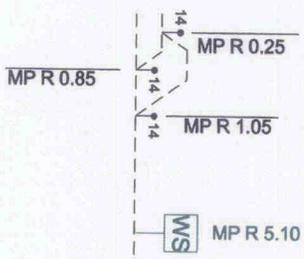


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

CHARLOTTE JCT, NC
MP R 0.00
(SEE PG 71)



FORT MILL, SC
(DUPONT DEST.)
MP R 19.90

FORT MILL BRANCH

RRR

ROUTE MILES: 20.70

DISTRICT: COLUMBIA

DIVISION: PIEDMONT

FROM: CHARLOTTE JCT., NC

MP R 0.00
TO: FORT MILL, SC
MP R 19.90

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE

DESCRIPTION	COUNT
#10 TURNOUTS	8
#14 TURNOUTS	4
#20 TURNOUTS	1
FED	1
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- WS** WORKING SIDING BEGINNING MP
- FED** FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB** HOT BEARING DETECTOR
- DE OR DED** DRAGGING EQUIPMENT DETECTOR
- HW** HOT WHEEL DETECTOR
- AEI** AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PREPARED BY:

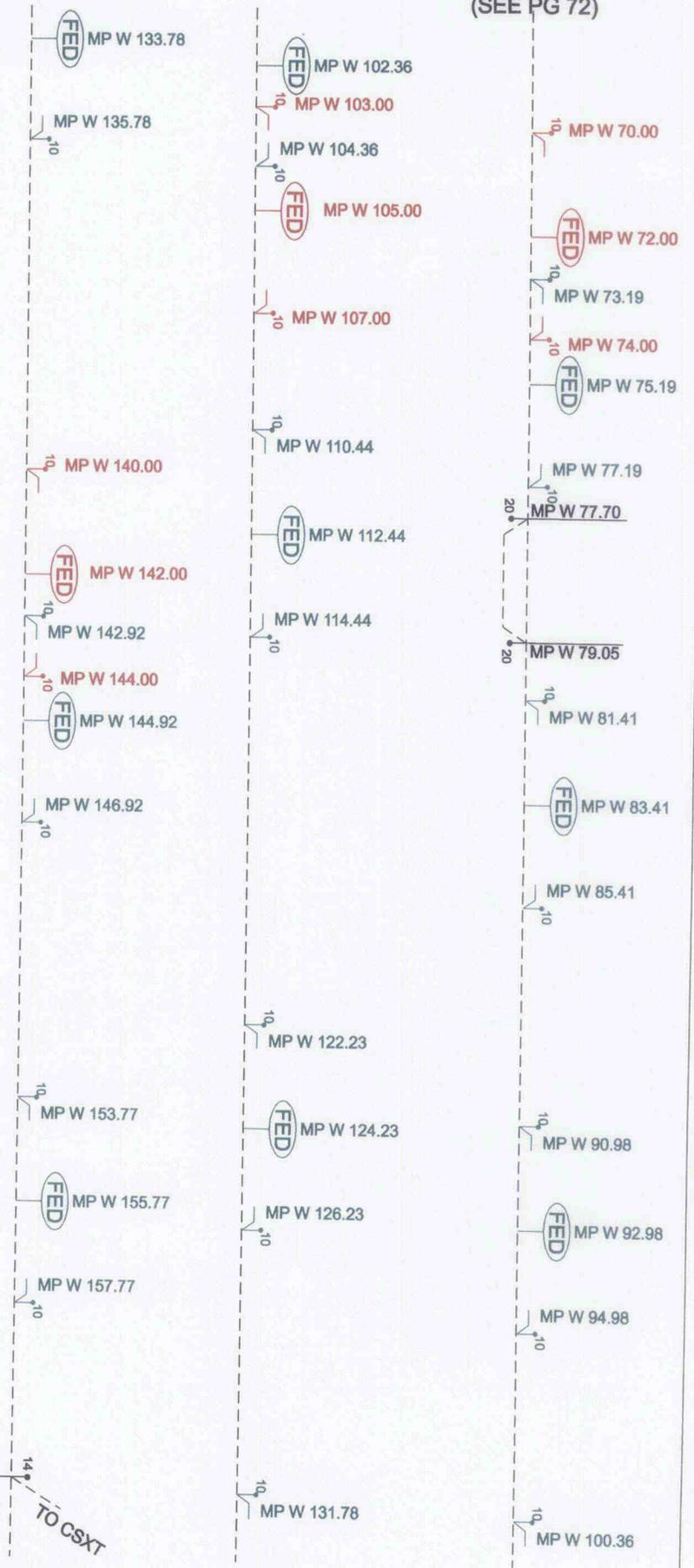


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

BEAUMONT, SC
MP W 67.70
(SEE PG 72)



GIANT BRANCH

DRR

ROUTE MILES: 94.59

DISTRICT: COLUMBIA

DIVISION: PIEDMONT

FROM: BEAUMONT, SC

MP W 67.70
COLUMBIA, SC
MP W 161.40

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	18
#14 TURNOUTS	1
#20 TURNOUTS	2
FED	9
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- * TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

(FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

(HB) HOT BEARING DETECTOR
(DE OR DED) DRAGGING EQUIPMENT DETECTOR
(HW) HOT WHEEL DETECTOR

PREPARED BY:

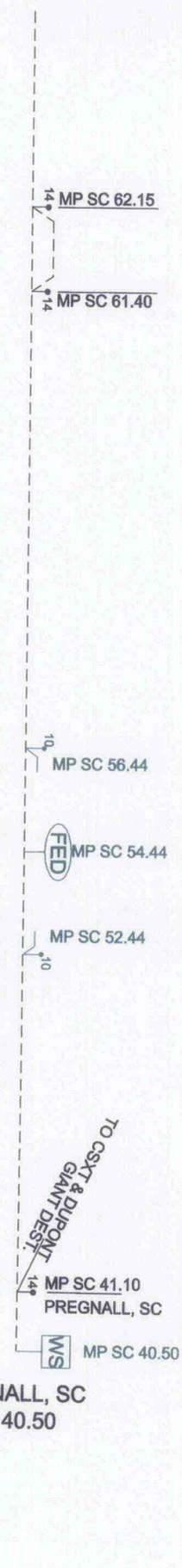
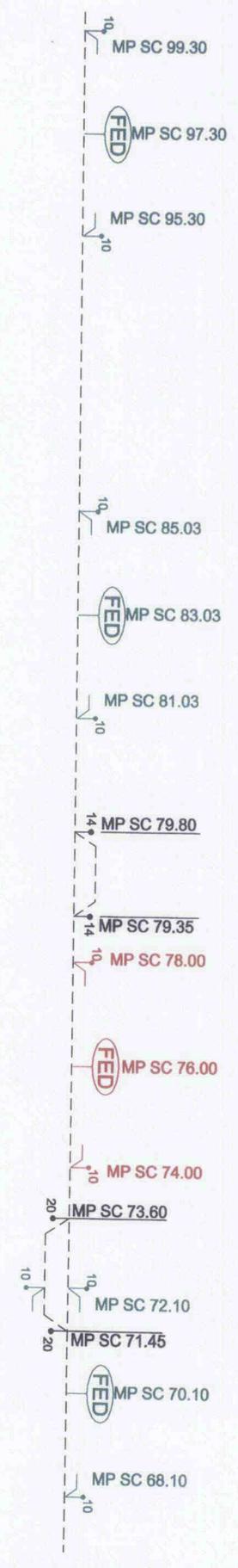
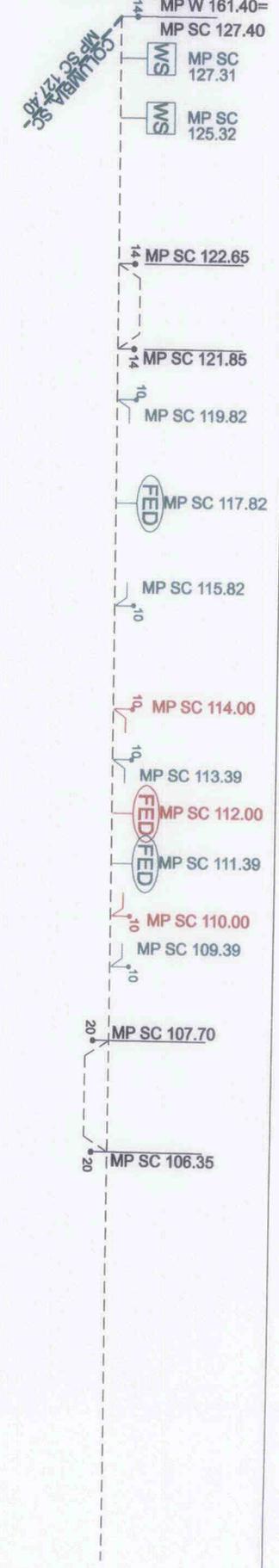


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

COLUMBIA, SC
MP SC 127.40



GIANT BRANCH

DRR

ROUTE MILES: 86.92

DISTRICT: CHARLESTON

DIVISION: PIEDMONT

FROM: COLUMBIA, SC

TO: PREGNALL, SC

MP SC 127.40

MP SC 40.50

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	19
#14 TURNOUTS	8
#20 TURNOUTS	4
FED	8
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PAGE 112

PREGNALL, SC
MP SC 40.50



PREPARED BY:

EXHIBIT: III-B-1

BREMEN, GA
MP C 324.20
(SEE PG 75)

MP C 318.00
MP C 316.02
FED MP C 316.00
FED MP C 314.02
MP C 314.00
MP C 312.02

MP C 308.26
FED MP C 306.26
MP C 304.26

MP C 302.10
WANSLEY JCT, GA

WANSLEY BRANCH
(SEE PG 114)

YATES, GA
MP C 294.60

YATES BRANCH

DRR

DISTRICT: CEDARTOWN

DIVISION: ALABAMA

FROM: BREMEN, GA

TO: YATES, GA

MP C 324.20
MP C 294.60

ROUTE MILES: 30.18

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#10 TURNOUTS	GOUNT
#14 TURNOUTS	4	1
#20 TURNOUTS	0	0
FED	2	2
AEI	0	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- WS** WORKING SIDING BEGINNING MP
- FED** FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB** HOT BEARING DETECTOR
- DE OR DED** DRAGGING EQUIPMENT DETECTOR
- HW** HOT WHEEL DETECTOR
- AEI** AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

WANSLEY JCT, GA
 MP WA 0.00
 (SEE PG 113)

WANSLEY, GA
 MP WA 7.00

WANSLEY BRANCH

DRR

ROUTE MILES: 7.00

DISTRICT: CEDARTOWN

DIVISION: ALABAMA

FROM: WANSLEY JCT, GA

MP WA 0.00

TO: WANSLEY, GA

MP WA 7.00

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

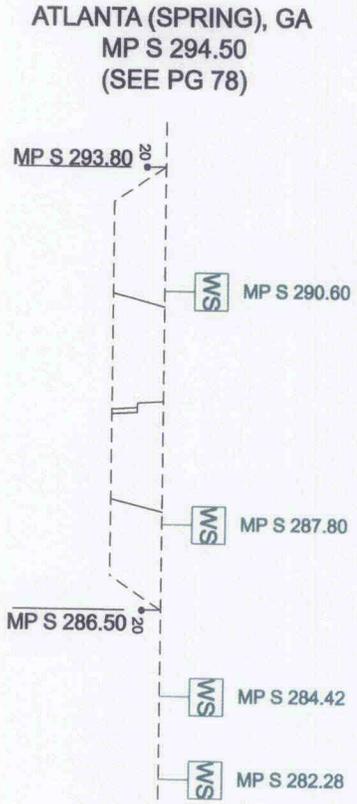
- RED - REMOVE
- GREEN - ADD

- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:

 STV/RALPH WHITEHEAD
 ASSOCIATES

EXHIBIT:
III-B-1



MORROW, GA
(DUPONT DEST.)
MP S 276.80

MORROW BRANCH

ROUTE MILES: 17.61

DISTRICT: **GRIFFIN**

DIVISION: **GEORGIA**

FROM: ATLANTA (SPRING), GA

MP S 294.50

TO: MORROW, GA

MP S 276.80

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESIGNATION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	10
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- WS** WORKING SIDING BEGINNING MP
- FED** FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- AEI** AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- HB** - HOT BEARING DETECTOR
- DE** OR **DED** - DRAGGING EQUIPMENT DETECTOR
- HW** - HOT WHEEL DETECTOR

● 20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

PAGE 115

PREPARED BY:

 STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:
III-B-1

MCDONOUGH, GA
MP M 1.07
(SEE PG 78)

GREENWOOD, GA
(DUPONT MCDONOUGH DEST.)
MP M 3.00

MCDONOUGH BRANCH

DRR

ROUTE MILES: 1.91

DISTRICT: ATLANTA SOUTH - GREENWOOD BRANCH

DIVISION: GEORGIA

FROM: MCDONOUGH, GA

TO: GREENWOOD, GA

MP M 1.07
MP M 3.00

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	0
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- WIS** WORKING SIDING BEGINNING MP
- FED** 1 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB** - HOT BEARING DETECTOR
- DE OR DED** - DRAGGING EQUIPMENT DETECTOR
- HW** - HOT WHEEL DETECTOR
- AEI** 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

● 20 - TURNOUT TYPE*

*TURNOUT TYPES

- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE

GREEN - ADD

PREPARED BY:

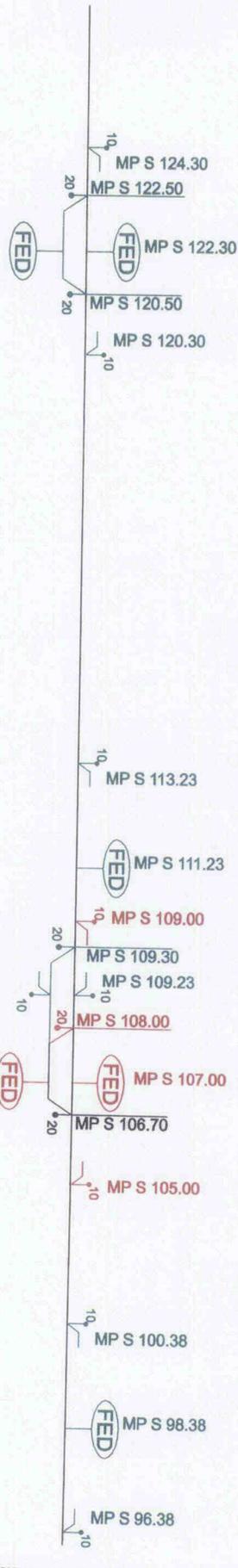
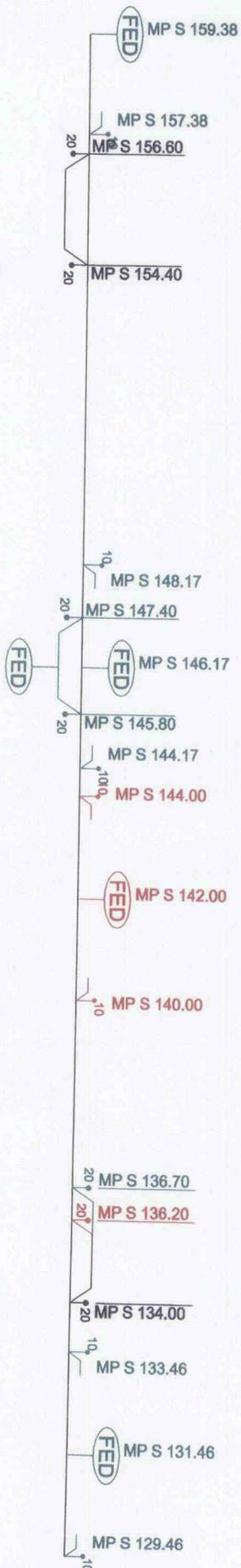
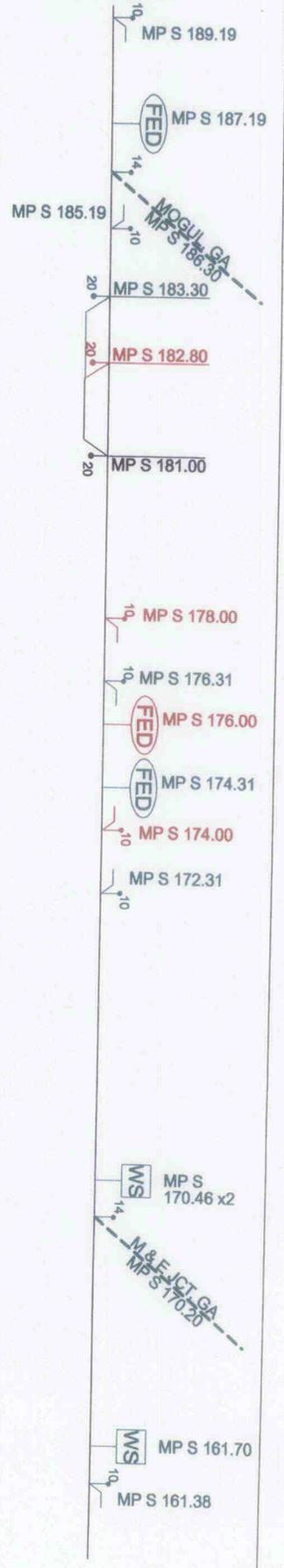


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

MACON JCT, GA
MP S 190.40
(SEE PG 79)



MIDVILLE, GA
MP S 96.25

GRACEWOOD BRANCH

DRR

ROUTE MILES: 94.71

DISTRICT: SAVANNAH

DIVISION: GEORGIA

FROM: MACON JCT, GA

TO: MIDVILLE, GA

MP S 190.40
MP S 96.25

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED
- (WS) WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	QUANTITY	COUNT
#10 TURNOUTS	23	23
#14 TURNOUTS	2	2
#20 TURNOUTS	12	12
FED	10	10
AEI	0	0

*TURNOUT TYPES
 20 - *20 ELECTRIC
 14 - *14 ELECTRIC
 10 - *10 HAND-THROWN

RED - REMOVE
 GREEN - ADD

PREPARED BY:

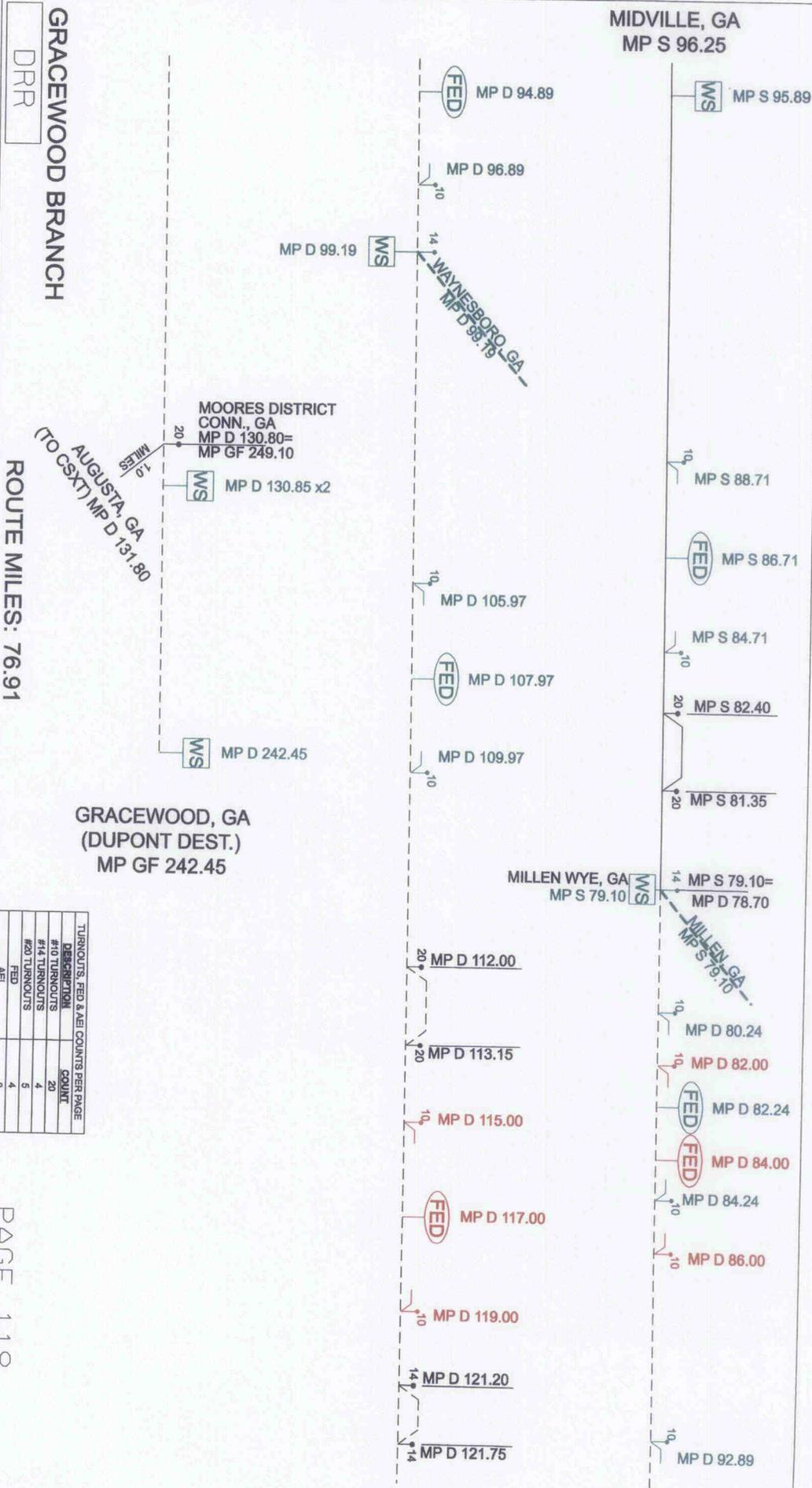


STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

MIDVILLE, GA
MP S 96.25



MOORES DISTRICT
CONN., GA
MP D 130.80=
MP GF 249.10

GRACEWOOD, GA
(DUPONT DEST.)
MP GF 242.45

GRACEWOOD BRANCH
RRR

ROUTE MILES: 76.91

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	20
#14 TURNOUTS	4
#20 TURNOUTS	5
FED	4
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

- WS WORKING SIDING BEGINNING MP
- FED FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AEI AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- RED - REMOVE
- GREEN = ADD

PREPARED BY:



STV/RAIL, PH, WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

DISTRICT: SAVANNAH/AUGUSTA/MOORES

DIVISION: GEORGIA

FROM: MIDVILLE, GA
MP S 96.25

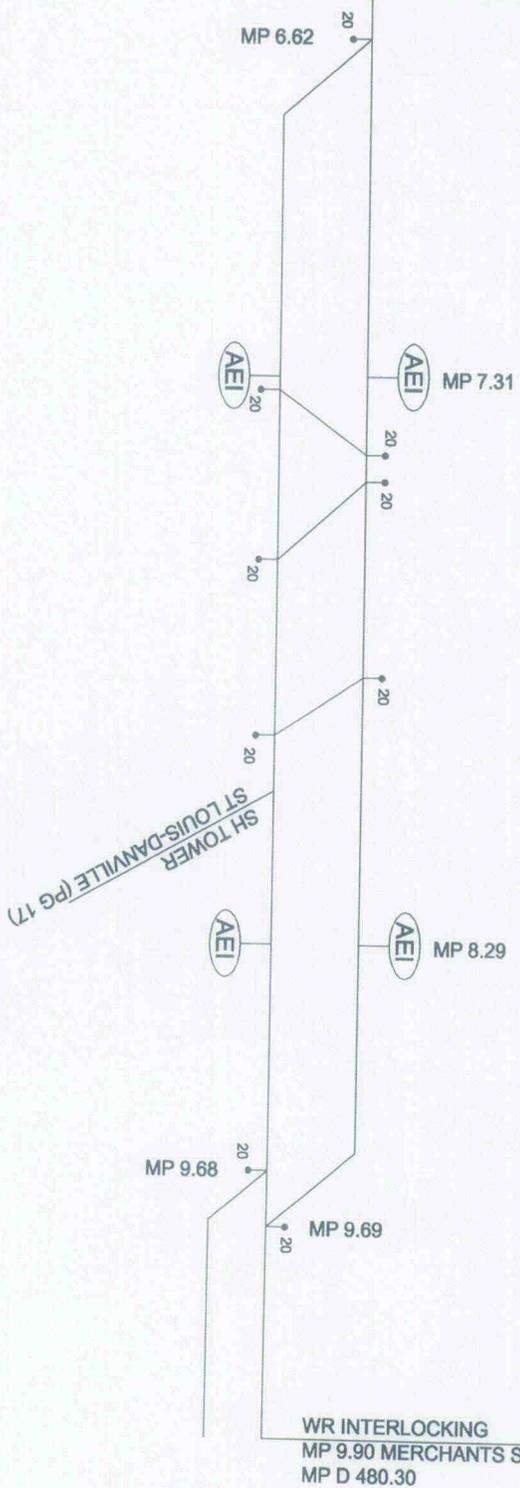
TO: GRACEWOOD, GA
MP GF 242.45

DATE: 11/23/12

NOT TO SCALE

MAY STREET
 MP S 5.20 =
 MP 0.48 WEST BELT SUB

MP 0.00 WEST BELT SUB =
 MP 6.60 MERCHANTS SUB



ST. LOUIS (LUTHER YARD),
 FT. WAYNE, IN LINE

RRR

ROUTE MILES: 3.78

DISTRICT: WEST BELT SUB/MERCHANTS SUB

DIVISION: TRRA

FROM: MAY STREET

TO: WR INTERLOCKING

MP 0.48
 MP 9.90

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION	#	QUANT
#10 TURNOUTS	0	
#14 TURNOUTS	9	
#20 TURNOUTS	0	
FED	0	
AEI	4	

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN - ADD

PAGE 119

PREPARED BY:



STV/RALPH WHITEHEAD
 ASSOCIATES

EXHIBIT:

III-B-1

E. ST. LOUIS, IL - DANVILLE, KY LINE

DRR

ROUTE MILES: 6.00

DISTRICT: ILLINOIS TRANSFER SUB

DIVISION: TRRA

FROM: SH TOWER, IL

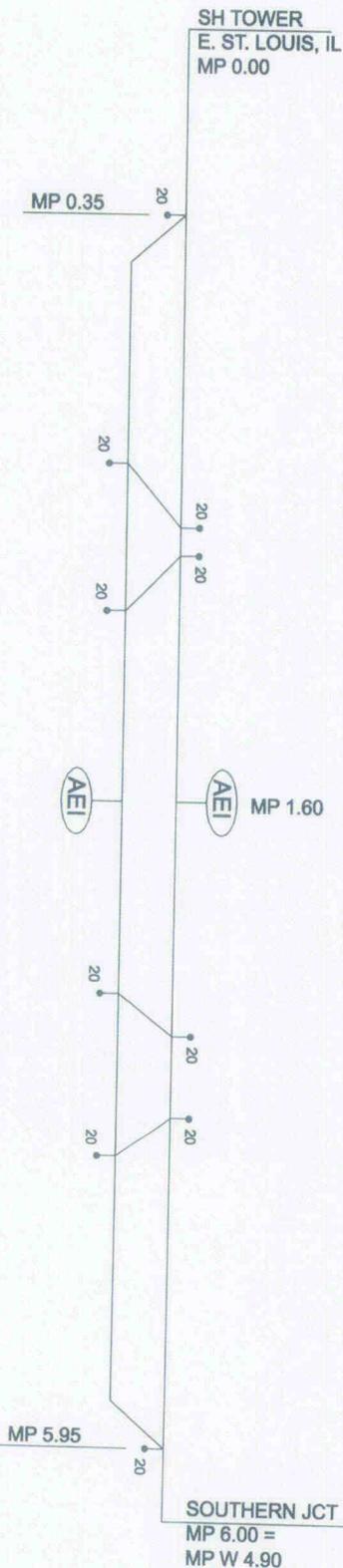
MP 0.00

TO: SOUTHERN JCT, IL

MP 6.00

DATE: 11/23/12

NOT TO SCALE



TURNOUTS, FED & AEI COUNTS PER PAGE		
DESCRIPTION		COUNT
#10 TURNOUTS		0
#14 TURNOUTS		0
#20 TURNOUTS		10
FED		0
AEI		2

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- - - 115* CWR NEW
- - - INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- (FED) FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
- (AEI) 1
- HB - HOT BEARING DETECTOR
- DE OR DED - DRAGGING EQUIPMENT DETECTOR
- HW - HOT WHEEL DETECTOR
- AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN - ADD

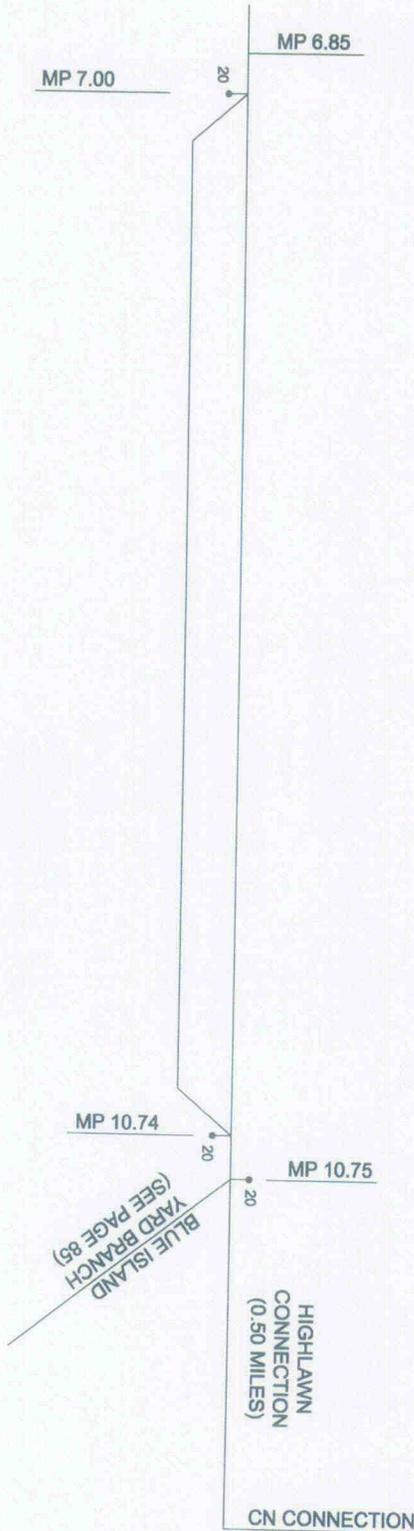
PAGE 120

PREPARED BY:
STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

CALUMET CITY, IL



CALUMET CITY, IL -
BEMENT LINE

DRR

ROUTE MILES: 4.40

DISTRICT: MAINLINE

DIVISION: IHB

FROM: CALUMET CITY, IL

MP 6.85
TO: RIVERDALE, IL
MP N/A

DATE: 11/23/12

NOT TO SCALE

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	0
#20 TURNOUTS	3
FED	0
AEI	0

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP
- 20 - TURNOUT TYPE*
- *TURNOUT TYPES
 - 20 - *20 ELECTRIC
 - 14 - *14 ELECTRIC
 - 10 - *10 HAND-THROWN
- RED - REMOVE
- GREEN = ADD

(FED)

1 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB - HOT BEARING DETECTOR

DE OR DED - DRAGGING EQUIPMENT DETECTOR

HW - HOT WHEEL DETECTOR

(AEI) 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

PREPARED BY:



STV/RALPH WHITEHEAD ASSOCIATES

EXHIBIT:

III-B-1

GIBRALTOR, MI

GIBRALTOR, MI
MP DR 20.00

MP DR 17.80
TRENTON
POWER PLANT

MP DR 16.90

MP DR 6.60
RIVER ROUGE
POWER PLANT

MP DR 2.90 =
MP MH 2.90

MP MH 2.40 =
MP NU 2.40

MP NU 10.00

NORTH TOWER, MI
MP NU 10.00

BELLEVUE, OH -
DETROIT, MI LINE

DRR

ROUTE MILES: 28.60

DISTRICT: DETROIT LINE/MICHIGAN LINE/NORTH YARD BR

DIVISION: CRSA

FROM: GIBRALTOR, MI

TO: DETROIT, MI

MP DR 20.00

DATE: 11/23/12

NOT TO SCALE

LEGEND:

- 136* PREMIUM CWR NEW
- 136* STANDARD CWR NEW
- 115* CWR NEW
- INTERCHANGE TRACK
- WORKING SIDING BEGINNING MP

FED 1 FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

AEI 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

MS WORKING SIDING BEGINNING MP

20 - TURNOUT TYPE*

- *TURNOUT TYPES
- 20 - *20 ELECTRIC
- 14 - *14 ELECTRIC
- 10 - *10 HAND-THROWN

RED - REMOVE
GREEN = ADD

TURNOUTS, FED & AEI COUNTS PER PAGE	
DESCRIPTION	COUNT
#10 TURNOUTS	0
#14 TURNOUTS	8
#20 TURNOUTS	0
FED	0
AEI	0

PAGE 122

PREPARED BY:



STV/RALPH WHITEHEAD
ASSOCIATES

EXHIBIT:

III-B-1

DuPont Stand-Alone Railroad ("DRR") System

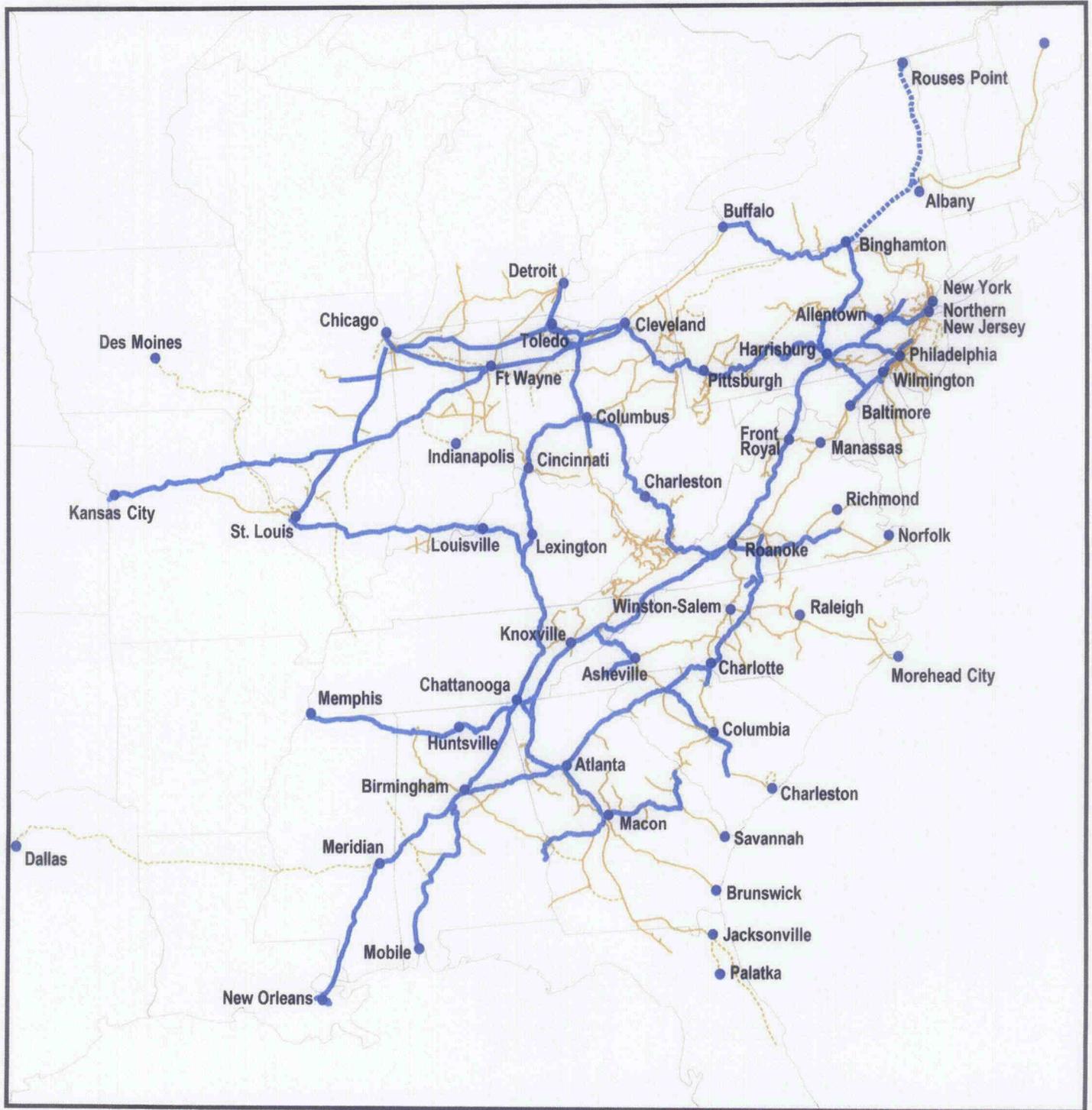


Exhibit III-B-2
Map 1

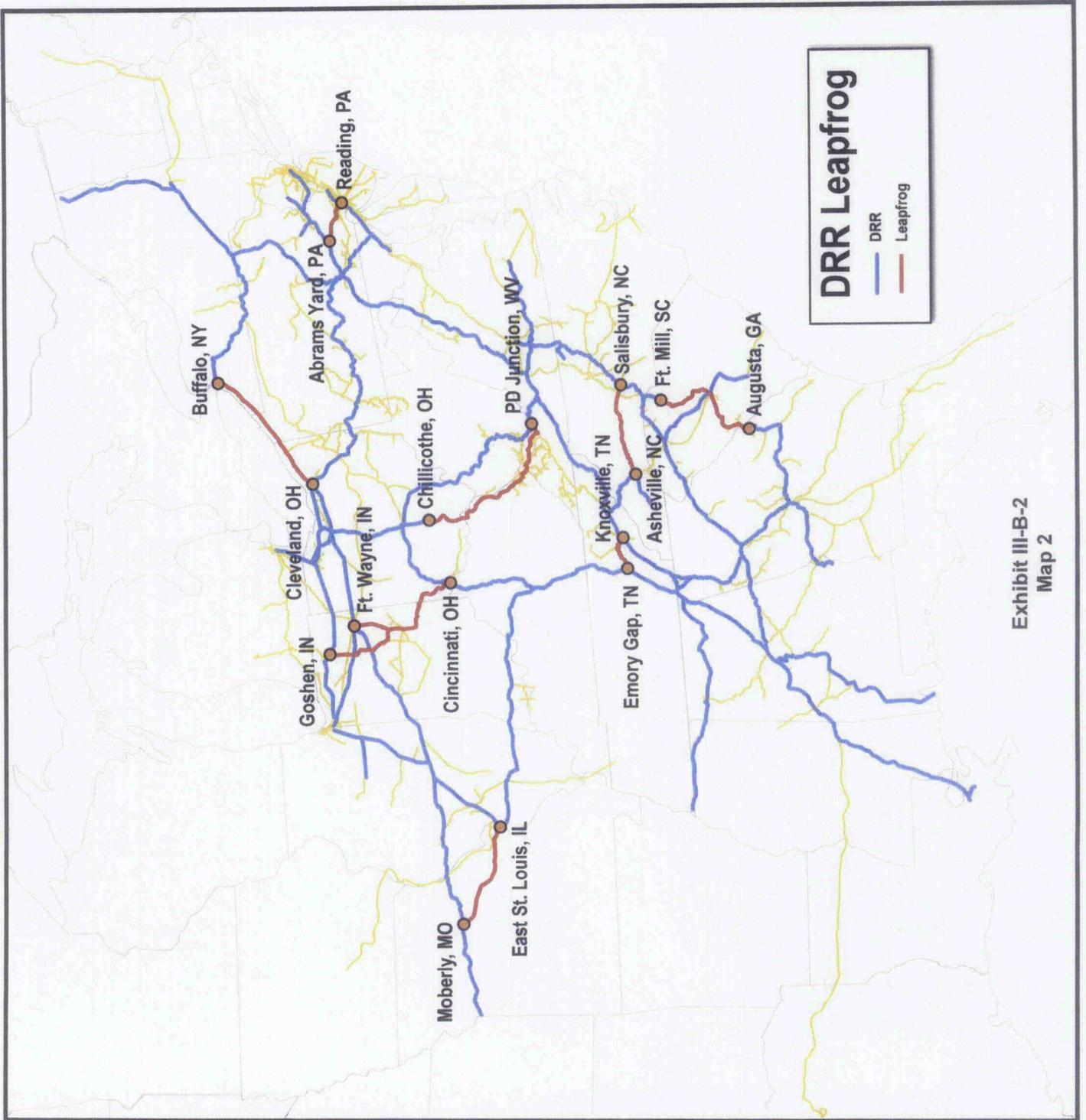


Exhibit III-B-2
Map 2

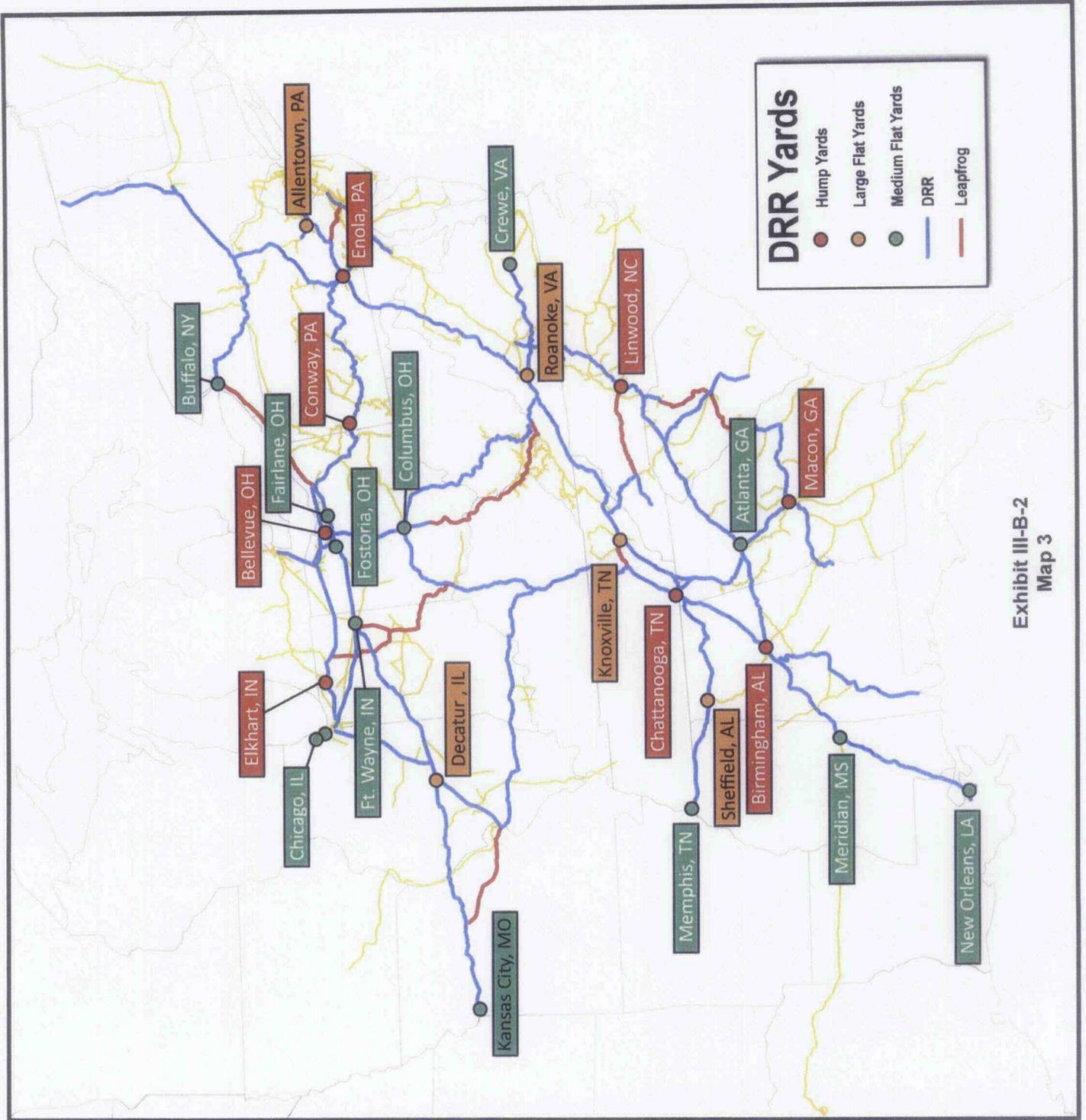
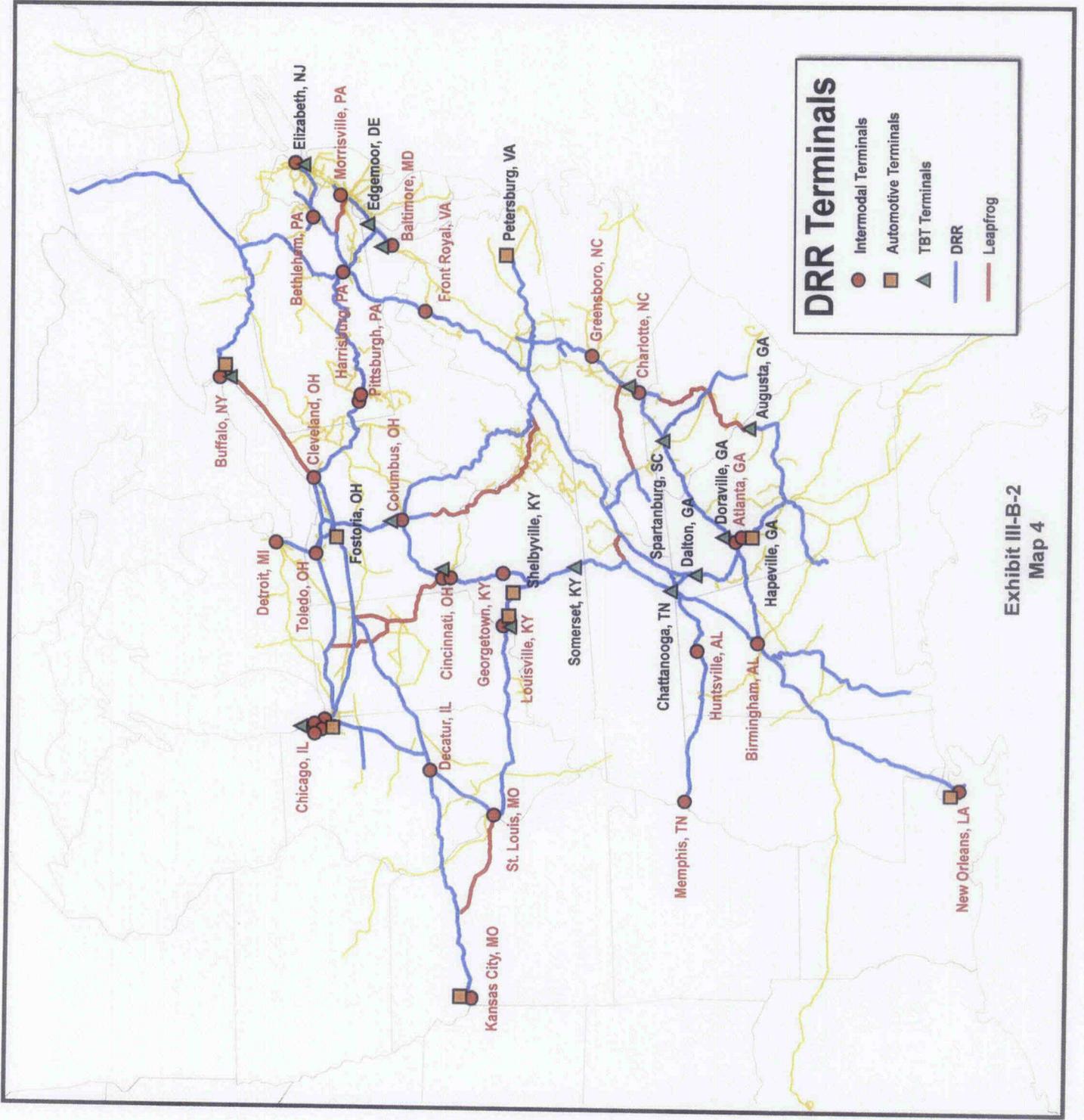


Exhibit III-B-2
Map 3



DRR Terminals

- Intermodal Terminals
- Automotive Terminals
- ▲ TBT Terminals
- DRR
- Leapfrog

Exhibit III-B-2
Map 4

DRR Interchange Tracks

Stick Page Where Interchange is Added	Station	State	Pfx	Final Milepost of Connection	Sfx	Length Per Interchange - 2/ Tracks	Number of Interchange Tracks	Total Track Feet	Total Track Miles	Interchange Railroads
1	Van Loon	IN	B	497.60		7,000	1	7,000	1.33	CN, GRW, NS
1	Osborn	IN	B	500.50		7,000	1	7,000	1.33	NS, CP
1	Chicago	IL	B	512.25		10,000	1	10,000	1.89	BNSF, CN, CPRS, NS, UP
2	Ft Wayne Yard (@ East Wayne)	IN	B	365.30		10,000	2	20,000	3.79	CFE, NS
2	HILL	IN	B	376.00		2,640	1	2,640	0.50	NS
2	Claypool	IN	B	410.54		10,000	1	10,000	1.89	NS
3	Bellevue	OH	B	248.40		7,000	1	7,000	1.33	WE
3	ARCADIA	OH	B	285.81		2,640	1	2,640	0.50	NS
4	CP437	IN	CD	437.46		2,640	1	2,640	0.50	NS
4	Pine	IN	CD	498.10		10,000	1	10,000	1.89	CN, GRW, NS
4	Indiana Harbor	IN	CD	502.95		7,000	1	7,000	1.33	NS
5	Butler	IN	CD	358.50		10,000	1	10,000	1.89	NS
5	Goshen	IN	CD	412.40		10,000	3	30,000	5.68	GDLK, NS
6	FASSETT	OH	CD	286.75		2,640	1	2,640	0.50	NS
7	Cleveland Rockport	OH	CD	191.60		10,000	3	30,000	5.68	NS
8	Gibson City	IL	C	113.00		10,000	1	10,000	1.89	NS
9	Kansas City	MO	S	274.83		10,000	1	10,000	1.89	BNSF, CPRS, KCS, NS, UP
10	Moberly	MO	H	69.85		10,000	2	20,000	3.79	NS
11	DH-JCT	IL	DH	466.43		2,640	1	2,640	0.50	NS
13	St Louis	MO	S	8.30		10,000	2	20,000	3.79	NS
13	Browning	IL	D	439.10		7,000	1	7,000	1.33	NS
13	Mitchell	IL	D	474.70		7,000	1	7,000	1.33	NS
13	HOYTJCT	IL	D	478.49		2,640	3	7,920	1.50	NS
14	Sidney	IL	D	328.00		10,000	1	10,000	1.89	NS
15	Logansport	IN	D	218.50		10,000	1	10,000	1.89	TPW
16	Hugo	IN	D	149.20		10,000	2	20,000	3.79	NS
16	Wabash	IN	D	188.00		10,000	1	10,000	1.89	NS
16	Peru	IN	D	202.50		10,000	1	10,000	1.89	NS
17	East St. Louis	IL		4.90	W	10,000	1	10,000	1.89	BNSF, NS, UP
18	CB Junction (Gibson City)	IL		150.00	W	7,000	1	7,000	1.33	NS
18	Oakland City	IN		176.60	W	7,000	1	7,000	1.33	NS
18	Ayrshire	IN		181.50	W	7,000	1	7,000	1.33	NS
18	Huntingburg	IN		199.10	W	10,000	1	10,000	1.89	NS
19	Louisville	KY		272.80	W	10,000	1	10,000	1.89	CSXT, INRD, LIRC, NS, PAL
21	Detroit	MI	DR	20.00		10,000	1	10,000	1.89	CN, NS
21	Oak Harbor (Toledo)	OH	T	24.60		10,000	1	10,000	1.89	AA, CN, CPRS, CSXT, NS
22	CEMETAST	OH	B	247.50		2,640	1	2,640	0.50	NS
23	Rochester	PA	PC	25.85		7,000	1	7,000	1.33	NS
23	Homewood Jct	PA	PC	34.80		7,000	1	7,000	1.33	NS
23	Alliance	OH	PC	83.00		10,000	1	10,000	1.89	NS
23	RD/OJ	OH	RD	89.10		2,640	1	2,640	0.50	NS
24	CPPENN PA (PC/LC)	PA	PC	0.83		2,640	1	2,640	0.50	NS
24	Bell	PA	PC	4.80		7,000	1	7,000	1.33	NS
24	PC/OT	PA	PC	17.25		2,640	1	2,640	0.50	NS
24	Conway	PA	PC	22.60		10,000	1	10,000	1.89	NS
24	Bessemer	PA	PT	342.20		7,000	2	14,000	2.65	NS
25	Altoona	PA	PT	236.70		10,000	1	10,000	1.89	NS
25	Cresson	PA	PT	251.00		7,000	1	7,000	1.33	NS
25	Portage	PA	PT	258.50		7,000	1	7,000	1.33	NS
25	South Fork	PA	PT	265.80		7,000	1	7,000	1.33	NS
25	Conpit	PA	PT	290.60		7,000	1	7,000	1.33	NS
26	Tyrone	PA	PT	222.10		7,000	1	7,000	1.33	NS
28	Buffalo	NY	B	3.30		10,000	1	10,000	1.89	CN, CPRS, CSXT, NS
28	Buffalo Bison	NY	SR	423.15		10,000	1	10,000	1.89	NS
29	Waverly	NY	SR	254.95		7,000	1	7,000	1.33	NS
29	CP-GIBSO	NY	SR	290.00		2,640	1	2,640	0.50	NS
30	Binghamton	NY	SR	213.00		7,000	1	7,000	1.33	NS
30	Sunbury	PA	BR	258.60		7,000	1	7,000	1.33	NS
30	Selinsgrove Jct	PA	BR	263.25		7,000	1	7,000	1.33	NS
31	Reading	PA	FR	58.85		10,000	2	20,000	3.79	NS
31	CPWALNUT	PA	HP	58.95		2,640	1	2,640	0.50	NS
32	Pt Reading Jct (Plainfield)	NJ	LE	35.80		10,000	3	30,000	5.68	NS
32	CP EASTO	PA	LE	76.28		2,640	1	2,640	0.50	NS
32	Allentown	PA	LE	88.90		10,000	1	10,000	1.89	CPRs, NS
33	Edgemoor	DE	HE	1.47		10,000	1	10,000	1.89	NS
33	CP-COLA	PA	EP	38.53		2,640	1	2,640	0.50	NS
33	Wago Jct	PA	EP	51.60		7,000	1	7,000	1.33	NS
34	CAMHILL	PA	LG	2.90		2,640	1	2,640	0.50	NS
34	Lurgan	PA	LG	42.40		7,000	1	7,000	1.33	NS
34	Hagerstown	MD	HW	73.70		10,000	1	10,000	1.89	CSXT
36	ELKTONCH	VA	H	112.60		2,640	1	2,640	0.50	NS
37	Roanoke	VA	H	239.28		10,000	1	10,000	1.89	NS
38	Brookneal (Vabrook)	VA	V	168.70		7,000	1	7,000	1.33	NS
39	Secoast (Petersburg)	VA	P	4.50		10,000	3	30,000	5.68	CSXT, NS
39	JACK	VA	N	88.46		2,640	2	5,280	1.00	NS
39	BURKEVIL	VA	N	132.12		2,640	1	2,640	0.50	NS

DRR Interchange Tracks

Stick Page Where Interchange is Added	Station	State	Pfx	Final Milepost of Connection	Sfx	Length Per Interchange - 2/	Number of Interchange Tracks	Total Track Feet	Total Track Miles	Interchange Railroads
40	VN	VA	N	267.09		2,640	1	2,640	0.50	NS
42	Bulls Gap	TN		75.75	A	10,000	1	10,000	1.89	NS
43	Knoxville	TN		125.00	A	10,000	1	10,000	1.89	CSXT, NS
44	Chattanooga	TN		235.07	A	10,000	1	10,000	1.89	CSXT, NS
46	Colsan	OH	S	62.90		10,000	1	10,000	1.89	NS
47	Columbus (Scioto)	OH	CJ	134.40		10,000	1	10,000	1.89	CSXT
47	CP138	OH	CJ	137.56		2,640	1	2,640	0.50	NS
49	Elmore	WV	V	376.40		7,000	1	7,000	1.33	NS
50	POTTSVAL	VA	N	324.10		2,640	1	2,640	0.50	NS
50	Kellysville (PD Jct.)	WV	N	344.10		10,000	3	30,000	5.68	NS
51	CP223OH	OH	CJ	220.70		2,640	1	2,640	0.50	NS
52	Cincinnati	OH		2.45		10,000	3	30,000	5.68	CIND, CSXT, NS
52	STBERNAR	OH	CJ	255.10		2,640	1	2,640	0.50	NS
53	Lexington	KY		81.70		7,000	1	7,000	1.33	NS
54	Burnside	KY		167.80		10,000	1	10,000	1.89	NS
55	Harriman	TN		260.50		10,000	1	10,000	1.89	NS
57	Birmingham	AL		135.60		10,000	1	10,000	1.89	BNSF, CN, CSXT, MNBR, NS
57	WOODLNIC	AL		137.00		2,640	1	2,640	0.50	NS
57	WOODSTOC	AL		172.15		2,640	1	2,640	0.50	NS
58	Boligee	AL		242.70		10,000	1	10,000	1.89	AGR, NS
59	Meridian	MS		295.44		10,000	1	10,000	1.89	CN, KCS, MNBR, NS
61	New Orleans	LA				10,000	1	10,000	1.89	BNSF, CN, CSXT, KCS, UP
63	Sheffield (Decatur)	AL		402.90	A	10,000	1	10,000	1.89	CSXT, NS
65	Memphis	TN		551.70	A	7,000	2	14,000	2.65	BNSF, CN, CSXT, GRYR, UP, NS
67	Marion Jct.	AL			MB	10,000	1	10,000	1.89	NS
67	Kimbrough	AL		35.70	MB	10,000	1	10,000	1.89	AGR, NS
68	Mobile	AL		143.90	MB	10,000	1	10,000	1.89	AGR, CGR, CN, CSXT, MSE, NS
69	Lynchburg	VA	OM	171.00		10,000	1	10,000	1.89	CSXT, NS
70	Greensboro	NC		283.99		10,000	1	10,000	1.89	NS
70	Salisbury (Linwood)	NC		224.60		10,000	1	10,000	1.89	NS
71	ATO JCT	NC		374.64		2,640	1	2,640	0.50	NS
71	Charlotte	NC		376.00		10,000	1	10,000	1.89	CSXT
71	GASTONIA	NC		398.23		2,640	1	2,640	0.50	NS
76	Central Jct	AL		782.60		7,000	1	7,000	1.33	NS
77	Forrestville	GA		77.00	H	7,000	1	7,000	1.33	NS
79	CGA Junction	GA		5.50	G	10,000	1	10,000	1.89	NS
79	Macon	GA		240.30	H	10,000	2	20,000	3.79	NS
80	Columbus	GA	M	290.30		10,000	1	10,000	1.89	NS
86	Streator	IL	KS	152.40		10,000	1	10,000	1.89	BNSF, NS
87	East Demund	IN	SP	257.20		10,000	1	10,000	1.89	NS
92	Rouses Piont	NY		191.00		10,000	1	10,000	1.89	CN
93	Mechanicsville	NY		467.40		10,000	1	10,000	1.89	NS, PAS, PW
94	Fort Erie	ON				10,000	1	10,000	1.89	CN
97	Phillipsburg	NJ	WD	80.30		7,000	1	7,000	1.33	NS
98	CP-KING	PA	MK			2,640	1	2,640	0.50	NS
98	Morrisville	PA	MV	4.70		10,000	1	10,000	1.89	NS
98	WCONSHOH	PA	HP	15.54		2,640	1	2,640	0.50	NS
98	ISLAND	PA	HN	17.56		2,640	1	2,640	0.50	NS
98	Abrams (Philadelphia)	PA	HP	19.10		10,000	2	20,000	3.79	CSXT, NS
99	Porter	DE	FK	6.30		10,000	1	10,000	1.89	NS
100	Baltimore	MD		90.60		10,000	1	10,000	1.89	CSXT, NS
101	Biltmore	NC	S	139.10		7,000	1	7,000	1.33	NS
101	Asheville	NC	S	141.00		10,000	1	10,000	1.89	NS
102	WAYNESVI	NC	T	26.92		2,640	1	2,640	0.50	NS
103	Chillicothe	OH	N	655.00		10,000	3	30,000	5.68	NS
104	Gauley Bridge	WV	WV	222.30		7,000	1	7,000	1.33	CSXT, NS
110	Ft Mill	SC	R	19.90		10,000	1	10,000	1.89	NS
112	Pregnall	SC	SC	41.10		10,000	1	10,000	1.89	CSXT, NS
112	Columbia	SC	SC	127.40		10,000	1	10,000	1.89	CSXT, NS
113	BREMENDT	GA	C	323.70		2,640	1	2,640	0.50	NS
115	Atlanta	GA	S	294.50		10,000	1	10,000	1.89	CSXT, NS
117	M&EJUNCT	GA	S	170.20		2,640	1	2,640	0.50	NS
117	MOGUL	GA	S	186.30		2,640	1	2,640	0.50	NS
118	Millen	GA	S	79.10		10,000	2	20,000	3.79	NS
118	WAYNESBO	GA	D	99.19		2,640	1	2,640	0.50	NS
118	Augusta	GA	D	131.80		10,000	1	10,000	1.89	CSXT, NS
32A	Oak Island	NJ	LE	26.50		10,000	1	10,000	1.89	NS

Exhibit III-C-1

[Insert CD Sleeve]

Confidential Exhibit

Redacted

Yard Classification Assignment Comparison (DuPont and NS Common Yards)

Yard Name	Location	DuPont Size	NS Size	DuPont # of Class Tracts	NS # of Class Tracts	DuPont Total Class Tract Footage (Feet)	NS Total Class Tract Footage	DuPont Yard Assignments (Crews per Shifts 1st/2nd/3rd)	NS Yard Crews (Headcount)	DuPont Crews (Headcount)	NS Yard Crews (Headcount)	DuPont Locomotives	NS Locomotives
Elkhart	Elkhart, IN	Major Yard	Hump Yard	10	55	24000	147760	4/4/4	49	33	49	4	10
Conway	Conway, PA	Major Yard	Hump Yard	10	37	24000	102260	4/4/4	33	33	33	4	8
Debutts	Chattanooga, TN	Major Yard	Hump Yard	12	51	28800	133580	4/4/4	33	33	33	4	8
Bellevue	Bellevue, OH	Major Yard	Hump Yard	4	46	5600	124120	4/4/4	41	33	41	4	9
Enola	Enola, PA	Other Yard	Hump Yard	0	29	0	77500	3/3/3	25	0	25	0	6
Norris Birmingham	Birmingham (Irondale), AL	Other Yards (2)	Hump Yard	10	43	24000	110760	3/3/3	33	25	33	3	8
Spencer	Linwood, NC	Other Yard	Hump Yard	10	39	24000	102140	1/1/1	25	9	25	1	6
Brosnan	Macon/CGA Jet, GA	Other Yard	Hump Yard	8	40	16000	107360	2/2/2	17	17	25	2	15
Roonoke	Roanoke, VA	Major Yard	Large Flat	10	23	24000	40180	3/3/3	33	25	33	3	4
Decatur	Decatur, IL	Other Yard	Large Flat	6	30	10800	77380	1 crew, 1 shift (312 days/year)	38	3	38	1	5
Allentown	Allentown, PA	Other Yard	Large Flat Yard	6	23	10800	62020	1 crew, 1 shift (312 days/year)	33	3	33	1	4
Allentown 2	Allentown, PA	Other Yard	Large Flat Yard	0	23	10800	62020	1 crew, 1 shift (312 days/year)	33	3	33	1	4
Sevier	Knoxville, TN	Other Yard	Large Flat Yard	8	19	16000	42660	2/2/2	33	17	33	2	4
Sheffield	Sheffield, AL	Other Yard	Large Flat Yard	6	21	10800	44460	1 crew, 1 shift (312 days/year)	33	3	33	1	4
Inman	Atlanta, GA	Major Yard	Medium Flat	12	40	28800	143869	4/4/4	25	33	25	4	3
Calumet	Chicago, IL	Other Yard	Medium Flat	4	17	7200	41100	2/2/2	25	17	25	2	3
Fort Wayne	Fort Wayne, IN	Other Yard	Medium Flat	12	19	28800	50640	3/3/3	33	25	33	3	4
Wilson	FS Tower OH	Other Yards (2)	Medium Flat	0	20	0	60128	0	9	0	9	0	1
Fostoria Auto	Fostoria, OH	Other Yard	Medium Flat	4	16	7200	51081	1/1/1	17	9	17	1	2
Ashland Ave.	Chicago, IL	Other Yard	Medium Flat	0	7	0	20002	0	9	0	9	0	1
Fairlane	Fairlane, OH	Other Yard	Medium Flat	0	7	0	20002	0	9	0	9	0	1
Avondale	Kansas City (Block 222), MO	Other Yard	Medium Flat	6	16	10800	34000	3/3/3	11	25	11	3	2
Bison	Buffalo, NY	Other Yard	Medium Flat	0	10	0	21200	0	9	0	9	0	1
Crewe	Oaks, VA	Other Yard	Medium Flat	6	10	10800	22064	1 crew, 1 shift (312 days/year)	9	3	9	1	1
Meridian	Meridian, MS	Other Yard	Medium Flat	6	7	10800	14520	1 crew, 1 shift (312 days/year)	6	3	6	1	1
New Orleans Auto	New Orleans, LA	Other Yard	Medium Flat	0	8	0	20065	1/1/1	9	9	9	1	1
Forrest	Memphis, TN	Other Yard	Medium Flat	4	3	7200	9000	1/1/1	9	9	9	1	3
Watkins	Watkins, OH	Other Yard	Medium Flat	4	12	7200	22500	2/7	2	9	2	0	0
Burns Harbor	Burns Harbor, IN	Other Yard	Small Flat	0	5	0	10000	1 crew, 1 shift (312 days/year)	9	3	9	1	1
Airline	Toledo, OH	Other Yard	Small Flat	4	9	5600	18500	1 crew, 1 shift (312 days/year)	9	3	9	1	1
Luther	St. Louis, MO	Other Yard	Small Flat	0	11	0	23936	1/1/1	3	3	3	0	0

Yard Classification Assignment Comparison (DuPont and NS Common Yards)

Yard Name	Location	DuPont Size	NS Size	DuPont # of Class Tracts	NS # of Class Tracts	DuPont Total Class Tract Footage (Feet)	NS Total Class Tract Footage	DuPont Yard Assignments (Crews per Shifts 1st/2nd/3rd)	NS Yard Crews (Headcount)	DuPont Yard Crews (Headcount)	DuPont Locomotives	NS Locomotives	
Tilton	Tilton, IL	Other Yard	Small Flat	0	5	0	11755	0	0/0/1	0	0	0	1
Princeton	Princeton, IN	Other Yard	Small Flat	0	6	0	13680	0	1/1/0	0	0	0	1
Huntingburg Int.	Huntingburg, IN	Other Yard	Small Flat	0	4	0	9676						
Louisville	Louisville, KY	Other Yard	Small Flat	0	10	0	21950	0	2/2/1	0	0	0	2
Rose	Altoona, PA	Other Yard	Small Flat	0	8	0	16000	0	0/0/1	0	0	0	1
Elmira	Elmira, NY	Other Yard	Small Flat	0	7	0	14000	1 crew, 1 shift (312 days/year)	0	3	0	1	0
Sharonville	Cincinnati, OH	Other Yard	Small Flat	8	11	16000	22000	3/3/3	1/1/1	25	9	3	1
Gest Street	Cincinnati, OH	Other Yard	Small Flat	0	5	0	13824						
Georgetown	Georgetown, KY	Other Yard	Small Flat	0	15	0	30000	0	1/1/1	0	0	0	1
Emory Gap	Emory Gap, TN	Other Yard	Small Flat	0	1	0	2000						
New Decatur	Decatur, AL	Other Yard	Small Flat	0	10	0	14000	0	1/0/1	0	0	0	1
North Selma	Selma, AL	Other Yard	Small Flat	6	8	10800	23320	1 crew, 1 shift (312 days/year)	0	3	0	1	0
South	Mobile, AL	Other Yard	Small Flat	0	5	0	11445	0	1/0/0	0	0	0	1
Pomona	Greensboro, NC	Other Yard	Small Flat	0	11	0	22000						
Coach	Charlotte, NC	Other Yard	Small Flat	6	7	10800	14820	1 crew, 1 shift (312 days/year)	1/1/1	3	9	1	1
Spartanburg	Hayne Jet, NC	Other Yard	Small Flat	6	12	10800	2400	1 crew, 1 shift (312 days/year)	1/1/1	3	9	1	1
Gainesville	Gainesville/Midland, GA	Other Yard	Small Flat	0	3	0	7263	1 crew, 1 shift (312 days/year)	0	3	0	1	0
Chamblee/ Doraville	Chamblee, GA	Other Yard	Small Flat	0	10	0	20000						
Forrestville/Rome	Forrestville, GA	Other Yard	Small Flat	0	4	0	8000						
Columbus	Muscookee Jct., GA	Other Yard	Small Flat	0	8	0	16000	1/1/1	1/1/0	9	6	1	1
Asheville	Asheville, NC	Other Yard	Small Flat	0	6	0	12000						
Columbia Int.	Columbia, SC	Other Yard	Small Flat	0	7	0	14000						
Industry/ East Point	Hapeville, GA	Other Yard	Small Flat	0	13	0	27092	0	3/3/3	0	25	0	3
Gordon	West Gordon, GA	Other Yard	Small Flat	0	6	0	12000						
Millen	Millen Wye, GA	Other Yard	Small Flat	0	5	0	10000						
Nixon	Augusta, GA	Other Yard	Small Flat	0	7	0	6000	0	1/0/0	0	3	0	1

Yards Comparison

Yard and Facility Miles Comparison

Location

Reply Yards and Facilities

Page on Reply Sticks	Reply Change	Type of Yard/Facility (Blank if Not Included in Reply)	City	State	Pfx	From MP	To MIP - 2/	Sfx	Yard/Facility Name	Opening DRR - Yard and Facility Miles	Reply DRR - Yard Miles
5	Accept Yard	Hump yard	Elkhart	IN	CD	422.40	426.50		Elkhart	27.0	131.9
24	Accept Yard	Hump yard	Conway	PA	PC	15.10	20.55		Conway	47.8	81.0
36	Accept Yard	Large flat yard	Roanoke	VA	N	257.20	260.25		Roanoke	36.0	28.9
56	Accept Yard	Hump yard	Chattanooga	TN		333.25	337.3		Debutts	46.5	113.2
78	Accept Yard	Medium flat yard	Atlanta	GA		145.75	149.15	H	Inman	25.6	79.0
22	Accept Yard	Hump yard	Bellevue	OH	B	244.60	245.30		Bellevue	17.0	103.2
1	Accept Yard	Medium flat yard	Chicago	IL	B	510.05	512.15		Calumet	6.2	27.3
2	Accept Yard	Medium flat yard	Ft. Wayne	IN	B	365.40	367.40		Fort Wayne	11.7	27.6
3	Accept Yard	Medium flat yard	FS Tower	OH	B	279.85	278.10		Wilson	2.8	28.0
3	Accept Yard -- Combine W/ #13		Fostoria	OH	B	276.45	278.06		Fostoria Auto	3.5	0.0
4	Accept Yard	Medium flat yard	Chicago	IL	UW	1.60	-		Ashland Ave.	4.0	20.6
4	Accept Yard -- Combine W/ #18		CP 513	IL	0	-	-		Park Manor / 63rd Street	4.0	0.0
4	Accept Yard	Industrial Support	Colehour (CP 506)	IN	CD	507.05	-		Colehour	5.8	0.6
4	Accept Yard	Small flat yard	Burns Harbor	IN	CD	485.15	487.00		Burns Harbor	8.5	2.2
5	Accept Yard	Industrial Support	Bryan	OH	CD	342.20	-		Bryan	0.8	0.5
6	Accept Yard	Small flat yard	Toledo	OH	CD	289.55	291.90		Airline	8.0	5.2
7	Accept Yard	Medium flat yard	Fairlane	OH	CD	215.70	216.65		Fairlane	3.7	13.6
9	Accept Yard	Medium flat yard	Kansas City (Block 222)	MO	S	271.90	274.40		Avondale	7.0	19.7
10	Accept Yard	Industrial Support	Moberly	MO	S	148.40	150.10		Moberly	5.5	0.5
13	Accept Yard	Small flat yard	St. Louis	MO	S	8.30	6.15		Luther	3.8	6.2
14	Accept Yard	Large flat yard	Decatur	IL	D	372.55	374.40		Decatur	13.5	46.3
14	Accept Yard	Small flat yard	Tilton	IL	D	303.75	304.40		Tilton	3.1	2.5
18	Accept Yard	Small flat yard	Princeton	IN	D	163.30	165.00	W	Princeton	6.9	3.0
18	Accept Yard	Small flat yard	Huntingburg	IN		199.10	-	W	Huntingburg Int.	3.5	2.0
19	Accept Yard	Small flat yard	Louisville	KY		270.45	271.55	W	Louisville	6.7	4.5
22	Accept Yard	Industrial Support	Avon Lake	OH	B	205.17	205.80		Avon Lake Auto	3.5	1.2
23	Accept Yard	Industrial Support	Alliance	OH	RD	67.30	-		Alliance Int.	1.8	0.2
26	Accept Yard	Small flat yard	Altoona	PA	PT	234.05	235.55		Rose	17.4	3.8
28	Accept Yard	Medium flat yard	Buffalo	NY	SR	415.60	419.80		Bison	6.6	13.7
29	Accept Yard	Small flat yard	Elmira	NY	SR	272.85	274.30		Elmira	4.4	3.2
30	Accept Yard	Small flat yard	Binghamton	NY	SR	213.60	214.05		Binghamton	0.7	0.5
32	Accept Yard	Large flat yard	Allentown	PA	LB	84.7	88.80		Allentown	9.5	36.1
32	Accept Yard -- Combine W/ #53		Allentown	PA	LB	-	-		Allentown 2	4.1	0.0
33	Accept Yard	Hump yard	Enola	PA	EP	68.30	71.35		Enola	14.3	64.9
33	Accept Yard	Industrial Support	Edgemoor	DE	HE	1.50	1.85		Edgemoor	1.2	0.5
35	Accept Yard	Industrial Support	Shenandoah	VA	H	106.40	106.80		Shenandoah	7.4	0.5
39	Accept Yard	Medium flat yard	Oaks	VA	N	128.00	130.80		Crewe	7.2	18.3
40	Accept Yard	Industrial Support	Radford	VA	NB	298.95	302.05		Radford	3.2	0.6
42	Accept Yard	Industrial Support	Bristol	VA		0	-	A	Bristol	7.7	0.4
42	Accept Yard	Industrial Support	Bulls Gap	TN		75.75	-	A	Bulls Gap	4.3	0.4
43	Accept Yard	Large flat yard	Knoxville	TN		121.70	124.90	A	Sevier	15.3	28.5
49	Accept Yard	Industrial Support	Dickinson	WV	WV	197.75	199.00		Dickinson	3.2	0.6
52	Accept Yard	Small flat yard	Cincinnati	OH	CJ	248.50	246.85		Sharonville	7.7	5.7
22	Accept Yard	Small flat yard	Georgetown	OH		0	-		Gest Street	13.9	5.4
53	Accept Yard	Small flat yard	Danville	KY		62.8	-		Georgetown	2.0	8.7
53	Accept Yard	Industrial Support	Danville	KY		116.6	-		Danville	8.3	0.4
55	Accept Yard	Small flat yard	Emory Gap	TN		260.2	-		Emory Gap	5.3	0.4
57	Accept Yard	Hump yard	Birmingham (Irontdale)	AL		132.8	136.88		Norris	16.3	94.6
57	Accept Yard -- Combine W/ #77		Birmingham	AL		-	-		Birmingham	7.1	0.0
59	Accept Yard	Medium flat yard	Meridian	MS	NO	0.55	2.40		Meridian	7.4	12.1

Yards Comparison

Reply Yards and Facilities

Location

Yard and Facility Miles Comparison

Page on Reply Sticks	Reply Change	Type of Yard/Facility (Blank if Not Included in Reply)	City	State	Pfx	From MP	To MP - 2/ Sfx	Yard/Facility Name	Opening DRR - Yard and Facility Miles	Reply DRR - Yard Miles
61	Accept Yard	Medium flat yard	New Orleans	LA	NO	194.10	194.40	New Orleans Auto	3.5	14.7
63	Accept Yard	Large flat yard	Sheffield	AL		402.90	399.25	Sheffield	11.6	29.5
62	Accept Yard	Small flat yard	Decatur	AL		363.15	336.75	New Decatur	14.4	3.2
65	Accept Yard	Medium flat yard	Memphis	TN		546.05	548.10	Forrest	5.6	11.9
66	Accept Yard	Small flat yard	Selma	AL		189.85	191.30	North Selma	10.7	5.7
67	Accept Yard	Industrial Support	Kimbrough	AL		35.70	36.20	Kimbrough	1.0	0.5
68	Accept Yard	Small flat yard	Mobile	VA		147.15	-	South	5.0	2.5
69	Accept Yard	Industrial Support	Danville	VA		235.15	-	Dundee	2.8	0.6
70	Accept Yard	Small flat yard	Greensboro	NC		284.4	287.85	Pomona	4.5	5.7
70	Accept Yard	Industrial Support	Salisbury	NC		332	-	Salisbury	1.0	0.6
70	Accept Yard	Hump yard	Linwood	NC		322.95	327.5	Spencer	14.6	77.2
71	Accept Yard	Small flat yard	Charlotte	NC		375.3	377.15	Coach	5.8	3.1
72	Accept Yard	Small flat yard	Hayne Jct	NC	0	453.6	454.65	Spartanburg	5.2	6.4
73	Accept Yard	Industrial Support	Greenville	SC		484.4	-	Greenville	7.1	0.4
74	Accept Yard	Small flat yard	Greenville / Midland	GA		582.7	583.4	Gainesville	2.7	1.5
77	Accept Yard	Small flat yard	Chamblee	GA		622.85	623.9	Chamblee	4.3	5.1
79	Accept Yard	Hump yard	Forrestville	GA		75.10	78.20	Forrestville	2.4	1.7
80	Accept Yard	Small flat yard	Macon / CGA Jct.	GA		240.30	243.40	Brosnan	15.8	83.2
86	Accept Yard	Small flat yard	Muscookee Jct	GA	M	288.10	289.30	Columbus	3.8	3.8
90	Accept Yard	Industrial Support	Kankakee	IL	KS	102.5	104.15	Kankakee	3.9	0.6
101	Accept Yard	Industrial Support	Bayside (Sandusky)	OH	S	109.30	-	Bayside	5.4	0.2
103	Accept Yard	Small flat yard	Asheville	NC	S	141.35	-	Asheville	3.9	2.8
112	Accept Yard	Medium flat yard	Watkins	OH	N	696.75	698.62	Watkins	5.9	14.6
115	Accept Yard	Small flat yard	Columbia	SC	SC	127.4	-	Watkins	1.8	3.3
117	Accept Yard	Small flat yard	Hapeville	GA	S	288.30	289.95	Columbia Int.	3.2	7.4
118	Accept Yard	Small flat yard	West Gordon	GA	S	172.60	170.75	Industry	1.8	2.7
118	Accept Yard	Small flat yard	Millen Wye	GA	D	78.70	79.10	Gordon	4.2	2.2
13	Add Yard	Small flat yard	Augusta	GA	D	121.90	123.30	Millen	5.3	1.2
100	Add Yard	Small flat yard	GRANITE	IL	D	480.3	-	Nixon	n/a	5.1
29	Add Yard	Small flat yard	Baltimore	MD	IP	0.10	0.98	GRANITEC	n/a	3.0
22	Add Yard	Small flat yard	CORNNY	NY	SR	293.05	294.60	Bayview Yard	n/a	5.2
118	Add Yard	Industrial Support	LAFAYETT	IN	D	254.75	255.70	Corning	n/a	5.0
16	Add Yard	Small flat yard	BEDFORDO	OH	RD	105.35	106.45	Lafayette	n/a	0.5
4	Add Yard	Small flat yard	AUGUSTA	GA	D	130.60	131.60	Motor Yard	n/a	3.4
4	Add Yard	Small flat yard	Roanoke	IN	D	159.10	160.75	Augusta Yard	n/a	n/a
4	Add Yard	Small flat yard	Pine	IN	CD	497.35	499.10	Roanoke	n/a	3.7
34	Add Yard	Small flat yard	TENNILLE	GA	S	134.80	-	Pine (Gary)	n/a	1.9
51	Add Yard	Small flat yard	New Carlisle	IN	CD	449.85	-	Tennille	n/a	2.0
68	Add Yard	Small flat yard	Hagerstown	MD	HW	74.80	-	NEWCARLI	n/a	1.7
66	Add Yard	Small flat yard	MORAINO	OH	CJ	210.95	211.90	Vardo Yard	n/a	1.9
3	Add Yard	Small flat yard	MCINTOSH	AL		107.00	108.60	Moraine	n/a	3.0
69	Add Yard	Industrial Support	MAPLESVI	OH	B	160.75	-	MCINTOSH	n/a	1.4
72	Add Yard	Small flat yard	VANCE	AL		309.90	310.10	MAPLESVI	n/a	1.5
56	Add Yard	Industrial Support	LYNCHBUR	VA		176.4	176.75	LEIPSIK	n/a	1.5
64	Add Yard	Industrial Support	GREER	SC		472.95	473.35	Vance	n/a	4.2
51	Add Yard	Industrial Support	ATTALLA	AL		459.80	88	Montview Yard	n/a	4.2
60	Add Yard	Industrial Support	CORINTH	MS		228.73	-	Greenville	n/a	1.5
			MIDCR	OH	CJ	84.65	-	Attalla	n/a	0.6
			HATTIESB	MS	NO	85.35	-	Corinth	n/a	0.6
								MIDCR	n/a	0.6
								HATTIESB	n/a	0.6

Yards Comparison

Reply Yards and Facilities

Location

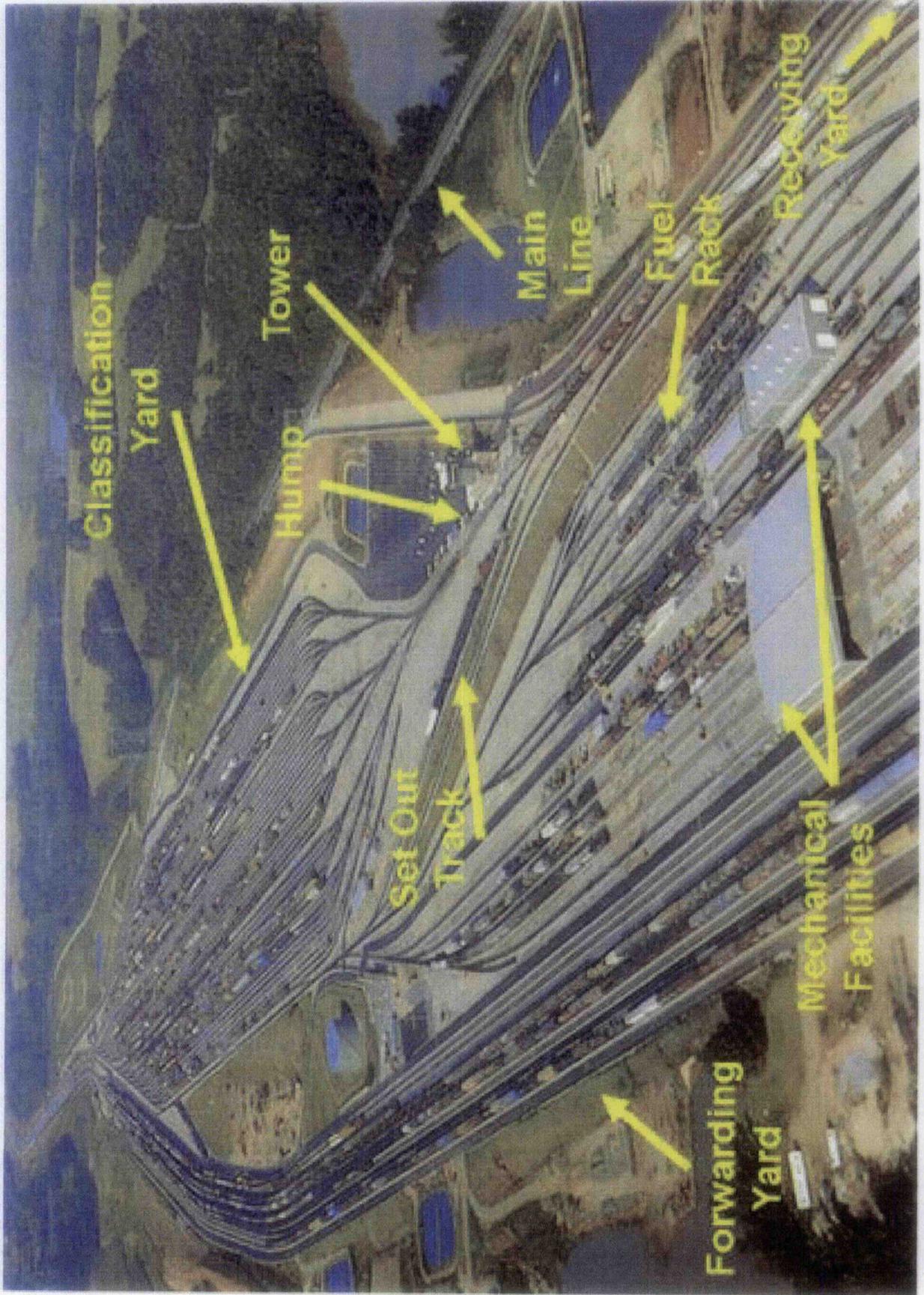
Yard and Facility Miles Comparison

Page on Reply Sticks	Reply Change	Type of Yard/Facility (Blank if Not Included in Reply)	City	State	Pfx	From MP	To MP - 2/	Sfx	Yard/Facility Name	Opening DRR - Yard and Facility Miles	Reply DRR - Yard Miles
102	Add Yard	Industrial Support	CANTON	NC	T	16.50	17.05		Canton	n/a	0.6
57	Add Yard	Industrial Support	BESSEMER	AL		153.65	-		BESSEMER	n/a	0.6
75	Add Yard	Industrial Support	ANNISTON	AL		735.75	-		ANNISTON	n/a	0.6
32A	Add Yard	Industrial Support	PTNEWELI	NJ	0	2	-	WJ	PTNEWELI	n/a	0.6
73	Add Yard	Industrial Support	TOCCOA	GA		547.4	546.8		Toccoa	n/a	0.6
43	Add Yard	Industrial Support	LOUDON	TN		158.05	158.65	A	Blair	n/a	0.6
53	Add Yard	Industrial Support	LEXINGTO	KY		80.9	-		Lexington	n/a	0.6
115	Add Yard	Industrial Support	FORESTPA	GA	S	282.25	283.60		FORESTPA	n/a	0.5
78	Add Yard	Industrial Support	MCDONOUGH	GA		181.15	182.00	H	MCDONOUGH	n/a	0.5
44	Add Yard	Industrial Support	CALHOUN	TN		200.80	201.60	A	Charleston	n/a	0.5
24	Add Yard	Industrial Support	WILTON	AL		0.10	0.35	R	Wilton	n/a	0.5
36	Add Yard	Industrial Support	LATROBE	PA	PT	312.30	-		LATROBE	n/a	0.5
6	Add Yard	Industrial Support	WAYNESBO	VA	H	142.55	142.95		Waynesboro	n/a	0.5
42	Add Yard	Industrial Support	DELTA	OH	CD	312.25	-		DELTA	n/a	0.4
58	Add Yard	Industrial Support	GREENEVI	TN		57.05	57.40	A	Greenville	n/a	0.4
7	Add Yard	Industrial Support	TUSCALOO	AL		199.15	-		TUSCALOO	n/a	0.4
78	Add Yard	Industrial Support	ELYRIA	OH	CD	206.45	-		Elyria	n/a	0.4
75	Add Yard	Industrial Support	SOUTHVAR	GA		154.20	155.45	H	South Yard	n/a	0.4
68	Add Yard	Industrial Support	BREMEN	GA		685.25	685.7		BREMEN	n/a	0.4
33	Add Yard	Industrial Support	JACKSON	AL		87.75	-	MB	JACKSON	n/a	0.4
107	Add Yard	Industrial Support	WILMINGT	DE	HE	3.20	-		Edgemoor	n/a	0.4
46	Add Yard	Industrial Support	CHALMETT	LA		12.25	12.95	NT	CHALMETT	n/a	0.4
12	Add Yard	Industrial Support	MARION	OH	S	45.50	45.90		MARION	n/a	0.4
32	Add Yard	Industrial Support	RYAN	AL	DH	7.60	8.70	R	RYAN	n/a	0.4
54	Add Yard	Industrial Support	SPRINGFI	IL	LE	414.70	415.50		Springfield	n/a	0.4
30	Add Yard	Industrial Support	MANVILLE	NJ		36.40	-		MANVILLE	n/a	0.4
102	Add Yard	Industrial Support	SOMERSET	KY	SR	163.05	-		SOMERSET	n/a	0.4
77	Add Yard	Industrial Support	OWEGO	NY		235.85	236.20		OWEGO	n/a	0.4
3	Add Yard	Industrial Support	WAYNESVI	NC	T	26.85	27.35		WAYNESVI	n/a	0.4
32	Add Yard	Industrial Support	DALTON	GA		41.75	42.25	H	Dalton	n/a	0.4
48	Add Yard	Industrial Support	OLDFORT	OH	B	263.20	263.50		Narlo	n/a	0.4
6	Add Yard	Industrial Support	ROYCE	NJ	LE	38.20	-		ROYCE	n/a	0.4
42	Add Yard	Industrial Support	INSTITUT	WV	WV	173.50	174.80		Institute	n/a	0.2
113	Add Yard	Industrial Support	ARCHBOLD	OH	CD	327.45	-		ARCHBOLD	n/a	0.2
75	Add Yard	Industrial Support	MORRISTO	TN		89.20	-	A	Morristown	n/a	0.2
63	Add Yard	Industrial Support	CARROLLT	GA	C	311.20	311.70		CARROLLT	n/a	0.2
79	Add Yard	Industrial Support	DOUGLASV	GA		657.9	-		DOUGLASV	n/a	0.2
70	Add Yard	Industrial Support	CHEROKEE	AL		420.90	-	A	CHEROKEE	n/a	0.2
58	Add Yard	Industrial Support	FTVALLEY	GA	H	219.60	219.85		FTVALLEY	n/a	0.2
17	Add Yard	Industrial Support	LEXINGTO	NC		317	-		LEXINGTO	n/a	0.2
35	Add Yard	Industrial Support	LIVINGST	AL		256.85	-		LIVINGST	n/a	0.2
48	Add Yard	Industrial Support	CENTRALI	IL		65.65	-	W	CENTRALI	n/a	0.2
7	Add Yard	Industrial Support	FRONTROY	VA	H	60.85	61.65		FRONTROY	n/a	0.2
	Add Yard	Industrial Support	NITRO	WV	WV	169.50	170.30		Nitro	n/a	0.2
	Add Yard	Small flat yard	Cleveland	OH	CD	190.50	-		Cleveland Rockport	n/a	0.2

Highly Confidential Exhibit

Redacted

Linwood Yard, Spencer, NC



Highly Confidential Exhibit

Redacted

Maintenance Windows Incorporated in NS Reply RTC Simulation

Type of Permit	Subdivision	Beginning Field MP	Ending Field MP	Track # Dir	Starting Time	Ending Time	TZ	PSG	EXP	FRT	TGO	DIM	HVY	Enable	Description
Form B	AGS North	0	0.001	1 B	11:07:45:00	11:16:45:00	ET	0	0	0	0	0	0	0	08-000.0001
Form B	AGS North	0	0.001	2 B	11:07:45:00	11:16:45:00	ET	25	25	25	25	25	25	25	08-000.0002
Form B	AGS North	0	0.001	1 B	12:07:30:00	12:17:00:00	ET	0	0	0	0	0	0	0	08-000.0001
Form B	AGS North	0	0.001	2 B	12:07:30:00	12:17:00:00	ET	25	25	25	25	25	25	25	08-000.0002
Form B	AGS North	20.6	20.87	1 B	5:10:15:00	5:12:15:00	ET	0	0	0	0	0	0	0	8_20.32-1
Form B	AGS North	20.6	20.87	1 B	5:17:45:00	5:19:45:00	ET	0	0	0	0	0	0	0	8_20.32-1
Form B	AGS North	22.9	23.04	1 B	9:09:00:00	9:12:15:00	ET	0	0	0	0	0	0	0	8_22.04-1
Form B	AGS North	22.9	23.04	1 B	9:15:15:00	9:18:30:00	ET	0	0	0	0	0	0	0	8_22.04-1
Form B	AGS North	83.3	83.54	1 B	10:09:30:00	10:12:15:00	ET	0	0	0	0	0	0	0	8_83.12-1
Form B	Memph - WE 08 A	546.3	546.301	1 B	5:08:30:00	5:12:15:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	5:08:30:00	5:12:15:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	5:14:15:00	5:18:00:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	5:14:15:00	5:18:00:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	9:08:30:00	9:12:45:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	9:08:30:00	9:12:45:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	9:15:45:00	9:20:00:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	9:15:45:00	9:20:00:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	10:09:00:00	10:12:45:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	10:09:00:00	10:12:45:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	10:16:45:00	10:20:30:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	10:16:45:00	10:20:30:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	11:09:45:00	11:12:45:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	11:09:45:00	11:12:45:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	11:18:15:00	11:21:15:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	11:18:15:00	11:21:15:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	12:08:15:00	12:12:45:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	12:08:15:00	12:12:45:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memph - WE 08 A	546.3	546.301	1 B	12:15:15:00	12:19:45:00	ET	0	0	0	0	0	0	0	8546.29-1
Form B	Memph - WE 08 A	546.3	546.301	Yard B	12:15:15:00	12:19:45:00	ET	25	25	25	25	25	25	25	8546.29-2
Form B	Memphis - East End	347	347	1 B	6:07:45:00	6:09:30:00	ET	0	0	0	0	0	0	0	08347.000-A1
Form B	Memphis - East End	347.6	347.6	1 B	6:10:30:00	6:12:15:00	ET	0	0	0	0	0	0	0	08347.500-A1
Form B	Memphis - East End	347.7	347.7	1 B	5:10:15:00	5:19:15:00	ET	0	0	0	0	0	0	0	08347.700-A1
Form B	Memphis - East End	347.7	347.7	1 B	5:18:30:00	5:19:15:00	ET	0	0	0	0	0	0	0	08347.700-A1
Form B	Memphis - East End	350	349	1 B	5:10:15:00	5:11:00:00	ET	0	0	0	0	0	0	0	08349.000-A1
Form B	Memphis - East End	350	349	1 B	5:18:30:00	5:19:15:00	ET	0	0	0	0	0	0	0	08349.000-A1
Form B	N.O & N.E.	185.6	185.601	1 B	5:07:45:00	5:11:15:00	ET	0	0	0	0	0	0	0	08NO_184.20-
Form B	N.O & N.E.	185.6	185.601	2 B	5:07:45:00	5:11:15:00	ET	25	25	25	25	25	25	25	08NO_184.20-
Form B	N.O & N.E.	185.6	185.6	1 B	5:14:15:00	5:17:45:00	ET	0	0	0	0	0	0	0	08NO_184.20-
Form B	N.O & N.E.	185.6	185.6	2 B	5:14:15:00	5:17:45:00	ET	25	25	25	25	25	25	25	08NO_184.20-
Form B	3rd Dist CNOTP	289.5	291.3	1 B	9:09:45:00	9:12:15:00	ET	0	0	0	0	0	0	0	07_287.96-1
Form B	3rd Dist CNOTP	289.5	291.3	1 B	9:16:45:00	9:19:15:00	ET	0	0	0	0	0	0	0	07_287.96-1
Form B	3rd Dist CNOTP	291.3	292.3	1 B	10:10:00:00	10:12:15:00	ET	0	0	0	0	0	0	0	07_292.30-
Form B	3rd Dist CNOTP	291.3	292.3	1 B	10:10:00:00	10:12:15:00	ET	25	25	25	25	25	25	25	07_292.30-
Form B	3rd Dist CNOTP	291.3	292.3	2 B	10:17:15:00	10:19:30:00	ET	0	0	0	0	0	0	0	07_291.18-1
Form B	3rd Dist CNOTP	291.3	292.3	1 B	10:17:15:00	10:19:30:00	ET	25	25	25	25	25	25	25	07_291.18-1
Form B	3rd Dist CNOTP	295	295.05	1 B	5:11:00:00	5:12:15:00	ET	0	0	0	0	0	0	0	07_294.85-
Form B	3rd Dist CNOTP	295	295.05	2 B	5:11:00:00	5:12:15:00	ET	25	25	25	25	25	25	25	07_294.85-1
Form B	3rd Dist CNOTP	295	295.05	1 B	5:18:45:00	5:20:00:00	ET	0	0	0	0	0	0	0	07_333.000A
Form B	3rd Dist CNOTP	295	295.05	2 B	5:18:45:00	5:20:00:00	ET	25	25	25	25	25	25	25	07_333.000A
Form B	3rd Dist CNOTP	336	336.001	1 B	9:09:45:00	9:12:15:00	ET	0	0	0	0	0	0	0	07-334.6001
Form B	3rd Dist CNOTP	336	336.001	2 B	9:09:45:00	9:12:15:00	ET	25	25	25	25	25	25	25	07-334.6001
Form B	3rd Dist CNOTP	336	336.001	Yard B	9:09:45:00	9:12:15:00	ET	0	0	0	0	0	0	0	07-334.6002
Form B	3rd Dist CNOTP	336	336.001	1 B	9:15:45:00	9:18:15:00	ET	0	0	0	0	0	0	0	07-334.6002
Form B	3rd Dist CNOTP	336	336.001	2 B	9:15:45:00	9:18:15:00	ET	25	25	25	25	25	25	25	07-334.6002
Form B	3rd Dist CNOTP	336	336.001	Yard B	9:15:45:00	9:18:15:00	ET	0	0	0	0	0	0	0	07-334.6002
Form B	3rd Dist CNOTP	336	336.001	1 B	10:08:30:00	10:12:15:00	ET	0	0	0	0	0	0	0	07-334.6001
Form B	3rd Dist CNOTP	336	336.001	2 B	10:08:30:00	10:12:15:00	ET	25	25	25	25	25	25	25	07-334.6001

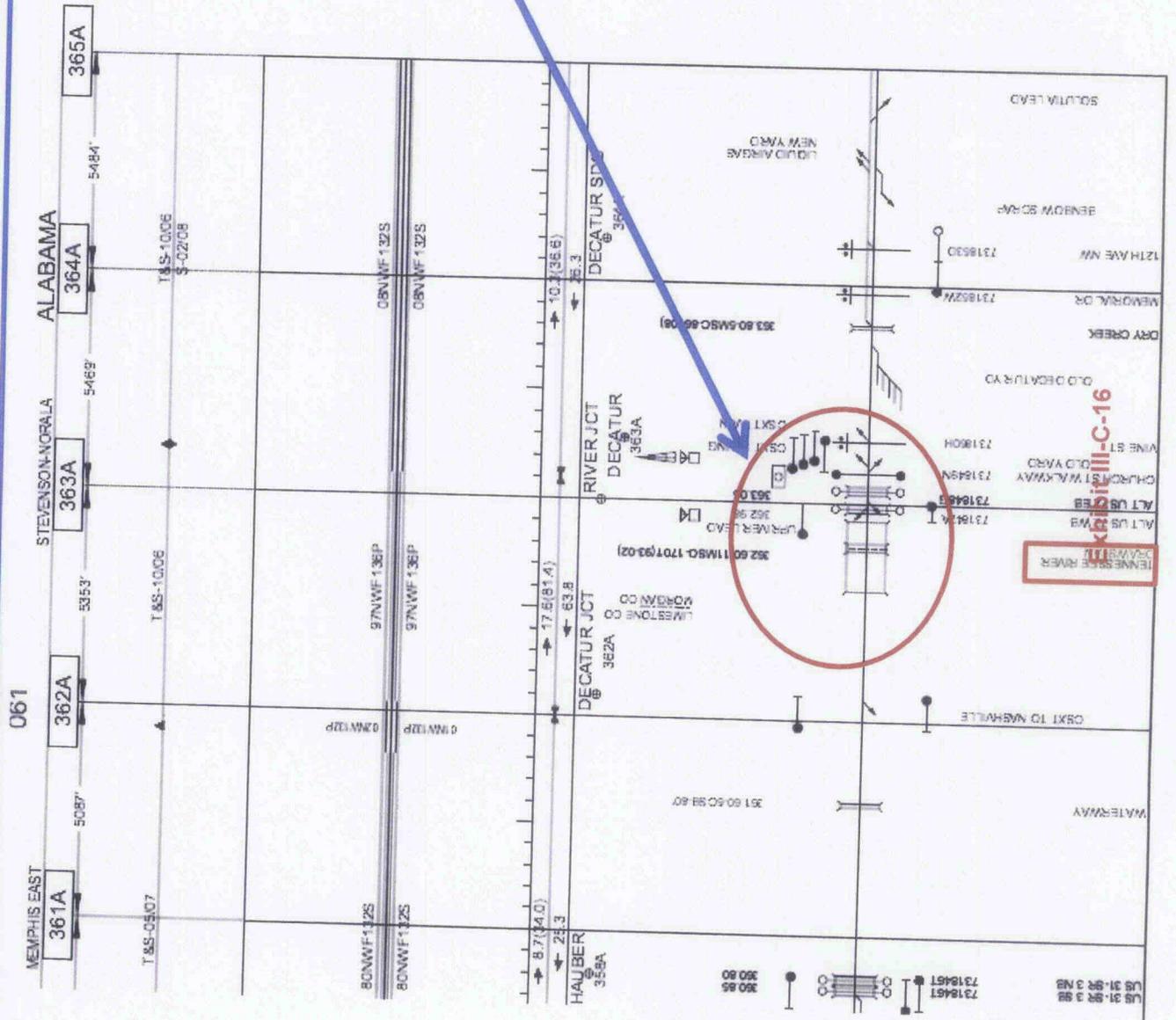
Maintenance Windows Incorporated in NS Reply RTC Simulation

Type of Permit	Subdivision	Beginning Field MP	Ending Field MP	Track # Dir	Starting Time	Ending Time	TZ	PSG	EXP	FRT	TGO	DIM	HVV	Enable	Description
Form B	Southern West	19.8	19	1 B	12:09:39:00	12:11:15:00	ET	0	0	0	0	0	0	0	MOW_#56 Lghts=1:36 94_W18.84-1
Form B	Southern West	19.8	19	1 B	12:16:15:00	12:17:51:00	ET	0	0	0	0	0	0	0	MOW_#56 Lghts=1:36 Spacing= 5:00
Form B	Southern West	23.3	19.8	1 B	11:08:27:00	11:11:51:00	ET	0	0	0	0	0	0	0	MOW_#55 Lghts= 2:48 94_W19.44-1
Form B	Southern West	23.3	19.8	1 B	11:14:15:00	11:17:03:00	ET	0	0	0	0	0	0	0	MOW_#55 Lghts= 2:48 Spacing= 3:00
Form B	Southern West	26.2	23.3	1 B	10:08:12:00	10:11:15:00	ET	0	0	0	0	0	0	0	MOW_#54 Lghts= 3:03 94_W22.80-1
Form B	Southern West	26.2	23.3	1 B	10:13:45:00	10:16:48:00	ET	0	0	0	0	0	0	0	MOW_#54 Lghts= 3:03 Spacing= 2:30
Form B	Southern West	27.7	26.2	1 B	9:09:12:00	9:11:15:00	ET	0	0	0	0	0	0	0	MOW_#53 Lghts= 2:03 94025.530-W1
Form B	Southern West	27.7	26.2	1 B	9:15:51:00	9:17:54:00	ET	0	0	0	0	0	0	0	MOW_#53 Lghts= 2:03 Spacing= 4:36
Form B	Southern West	30.8	27.7	1 B	5:08:30:00	5:11:15:00	ET	0	0	0	0	0	0	0	MOW_#52 Lghts= 2:45 94_W27.65-1
Form B	Southern West	30.8	27.7	1 B	5:14:45:00	5:17:30:00	ET	0	0	0	0	0	0	0	MOW_#52 Lghts= 2:45 Spacing= 3:30
Form B	Columbus	659.2	659.4	1 B	10:09:00:00	10:11:15:00	ET	0	0	0	0	0	0	0	MOW_#02 Lghts= 2:15 92N_658.61-1
Form B	Columbus	659.2	659.4	2 B	10:09:00:00	10:11:15:00	ET	25	25	25	25	25	25	25	MOW_#02 Lghts= 2:15 92N_658.61-2
Form B	Columbus	659.2	659.4	1 B	10:15:15:00	10:17:30:00	ET	0	0	0	0	0	0	0	MOW_#02 Lghts= 2:15 Spacing= 4:00
Form B	Columbus	659.2	659.4	2 B	10:15:15:00	10:17:30:00	ET	25	25	25	25	25	25	25	MOW_#02 Lghts= 2:15 Spacing= 4:00
Form B	Columbus	669.7	669.9	1 B	11:09:15:00	11:11:15:00	ET	0	0	0	0	0	0	0	MOW_#03 Lghts= 2:00 92N_669.68-1
Form B	Columbus	669.7	669.9	2 B	11:09:15:00	11:11:15:00	ET	25	25	25	25	25	25	25	MOW_#03 Lghts= 2:00 92N_669.68-2
Form B	Columbus	675.6	669.9	1 B	11:16:15:00	11:18:15:00	ET	0	0	0	0	0	0	0	MOW_#03 Lghts= 2:00 Spacing= 5:00
Form B	Columbus	675.6	669.9	2 B	11:16:15:00	11:18:15:00	ET	25	25	25	25	25	25	25	MOW_#03 Lghts= 2:00 Spacing= 5:00
Form B	Columbus	675.6	676	1 B	12:08:30:00	12:11:15:00	ET	0	0	0	0	0	0	0	MOW_#04 Lghts= 2:45 92N_675.49-1
Form B	Columbus	675.6	676	2 B	12:08:30:00	12:11:15:00	ET	25	25	25	25	25	25	25	MOW_#04 Lghts= 2:45 92N_675.49-2
Form B	Columbus	675.6	676	1 B	12:14:45:00	12:17:30:00	ET	0	0	0	0	0	0	0	MOW_#04 Lghts= 2:45 Spacing= 3:30
Form B	Columbus	675.6	676	2 B	12:14:45:00	12:17:30:00	ET	25	25	25	25	25	25	25	MOW_#04 Lghts= 2:45 Spacing= 3:30
Form B	Fostoria	259.6	259.2	1 B	12:11:00:00	12:12:45:00	ET	0	0	0	0	0	0	0	MOW_#32 Lghts= 1:45 Spacing= 6:00
Form B	Fostoria	259.6	259.2	2 B	12:11:00:00	12:12:45:00	ET	25	25	25	25	25	25	25	MOW_#32 Lghts= 1:45 Spacing= 6:00
Form B	Sandusky	96.7	96.9	1 B	11:19:00:00	11:21:00:00	ET	0	0	0	0	0	0	0	MOW_#31 Lghts= 1:45 92S-096.5901
Form B	Sandusky	96.7	96.9	2 B	11:19:00:00	11:21:00:00	ET	25	25	25	25	25	25	25	MOW_#31 Lghts= 1:45 Spacing= 6:30
Form B	Alavista	214.1	214.4	1 B	11:11:06:00	11:12:30:00	ET	0	0	0	0	0	0	0	MOW_#10 Lghts= 1:24 #55V_214.02-
Form B	Alavista	214.1	214.4	2 B	11:11:06:00	11:12:30:00	ET	25	25	25	25	25	25	25	MOW_#10 Lghts= 1:24 #55V_214.02-1
Form B	Alavista	214.1	214.4	1 B	11:19:00:00	11:20:24:00	ET	0	0	0	0	0	0	0	MOW_#10 Lghts= 1:24 Spacing= 6:30
Form B	Alavista	214.1	214.4	2 B	11:19:00:00	11:20:24:00	ET	25	25	25	25	25	25	25	MOW_#10 Lghts= 1:24 Spacing= 6:30
Form B	Pulaski	352.7	354	1 B	5:11:30:00	5:13:00:00	ET	0	0	0	0	0	0	0	MOW_#45 Lghts= 1:30 55N8352.0001
Form B	Pulaski	352.7	354	2 B	5:11:30:00	5:13:00:00	ET	25	25	25	25	25	25	25	MOW_#45 Lghts= 1:30 Spacing= 5:30
Form B	Pulaski	354	354.5	1 B	9:10:45:00	9:13:00:00	ET	0	0	0	0	0	0	0	MOW_#46 Lghts= 2:15 55N8353.9001
Form B	Pulaski	354	354.5	2 B	9:10:45:00	9:13:00:00	ET	25	25	25	25	25	25	25	MOW_#46 Lghts= 2:15 Spacing= 4:00
Form B	Pulaski	354.5	355.3	1 B	10:09:45:00	10:13:00:00	ET	0	0	0	0	0	0	0	MOW_#47 Lghts= 3:15 55N8354.3901
Form B	Pulaski	354.5	355.3	2 B	10:09:45:00	10:13:00:00	ET	25	25	25	25	25	25	25	MOW_#47 Lghts= 3:15 Spacing= 2:00
Form B	Pulaski	355.3	356.3	1 B	11:10:00:00	11:13:00:00	ET	0	0	0	0	0	0	0	MOW_#48 Lghts= 3:00 Spacing= 3:00
Form B	Pulaski	355.3	356.3	2 B	11:10:00:00	11:13:00:00	ET	25	25	25	25	25	25	25	MOW_#48 Lghts= 3:00 Spacing= 3:00
Form B	Pulaski	356.3	357	1 B	11:16:00:00	11:19:00:00	ET	0	0	0	0	0	0	0	MOW_#49 Lghts= 2:00 55N8355.9001
Form B	Pulaski	356.3	357	2 B	11:16:00:00	11:19:00:00	ET	25	25	25	25	25	25	25	MOW_#49 Lghts= 2:00 Spacing= 5:00
Form B	Roanoke	218.6	218.7	1 B	12:11:00:00	12:13:00:00	ET	0	0	0	0	0	0	0	MOW_#06 Lghts= 3:30 55H-218.0501
Form B	Roanoke	218.6	218.7	2 B	12:11:00:00	12:13:00:00	ET	25	25	25	25	25	25	25	MOW_#06 Lghts= 3:30 Spacing= 2:30
Form B	Roanoke	218.6	218.7	1 B	5:08:15:00	5:11:45:00	ET	0	0	0	0	0	0	0	MOW_#06 Lghts= 3:30 Spacing= 2:30
Form B	Roanoke	218.6	218.7	2 B	5:08:15:00	5:11:45:00	ET	25	25	25	25	25	25	25	MOW_#06 Lghts= 3:30 Spacing= 2:30
Form B	Roanoke	218.6	218.7	1 B	5:14:15:00	5:17:45:00	ET	0	0	0	0	0	0	0	MOW_#07 Lghts= 3:30 Spacing= 2:30
Form B	Roanoke	218.6	218.7	2 B	5:14:15:00	5:17:45:00	ET	25	25	25	25	25	25	25	MOW_#07 Lghts= 3:30 Spacing= 2:30
Form B	Roanoke	219.8	220	1 B	5:08:15:00	5:11:45:00	ET	0	0	0	0	0	0	0	MOW_#09 Lghts= 1:54 55H-219.8001
Form B	Roanoke	219.8	220	2 B	5:08:15:00	5:11:45:00	ET	25	25	25	25	25	25	25	MOW_#09 Lghts= 1:54 Spacing= 2:30
Form B	Roanoke	229.2	229.4	1 B	9:09:51:00	9:11:45:00	ET	0	0	0	0	0	0	0	MOW_#09 Lghts= 1:54 Spacing= 2:00
Form B	Roanoke	229.2	229.4	2 B	9:09:51:00	9:11:45:00	ET	25	25	25	25	25	25	25	MOW_#09 Lghts= 1:54 Spacing= 2:00
Form B	Roanoke	230.1	230.2	1 B	9:15:45:00	9:15:59:00	ET	0	0	0	0	0	0	0	MOW_#08 Lghts= 1:54 55H-229.9401
Form B	Roanoke	230.1	230.2	2 B	9:15:45:00	9:15:59:00	ET	25	25	25	25	25	25	25	MOW_#08 Lghts= 1:54 Spacing= 2:00

DuPont introduced such egregious errors when coding the unplanned failures/events into their RTC model as to render the majority ineffective.

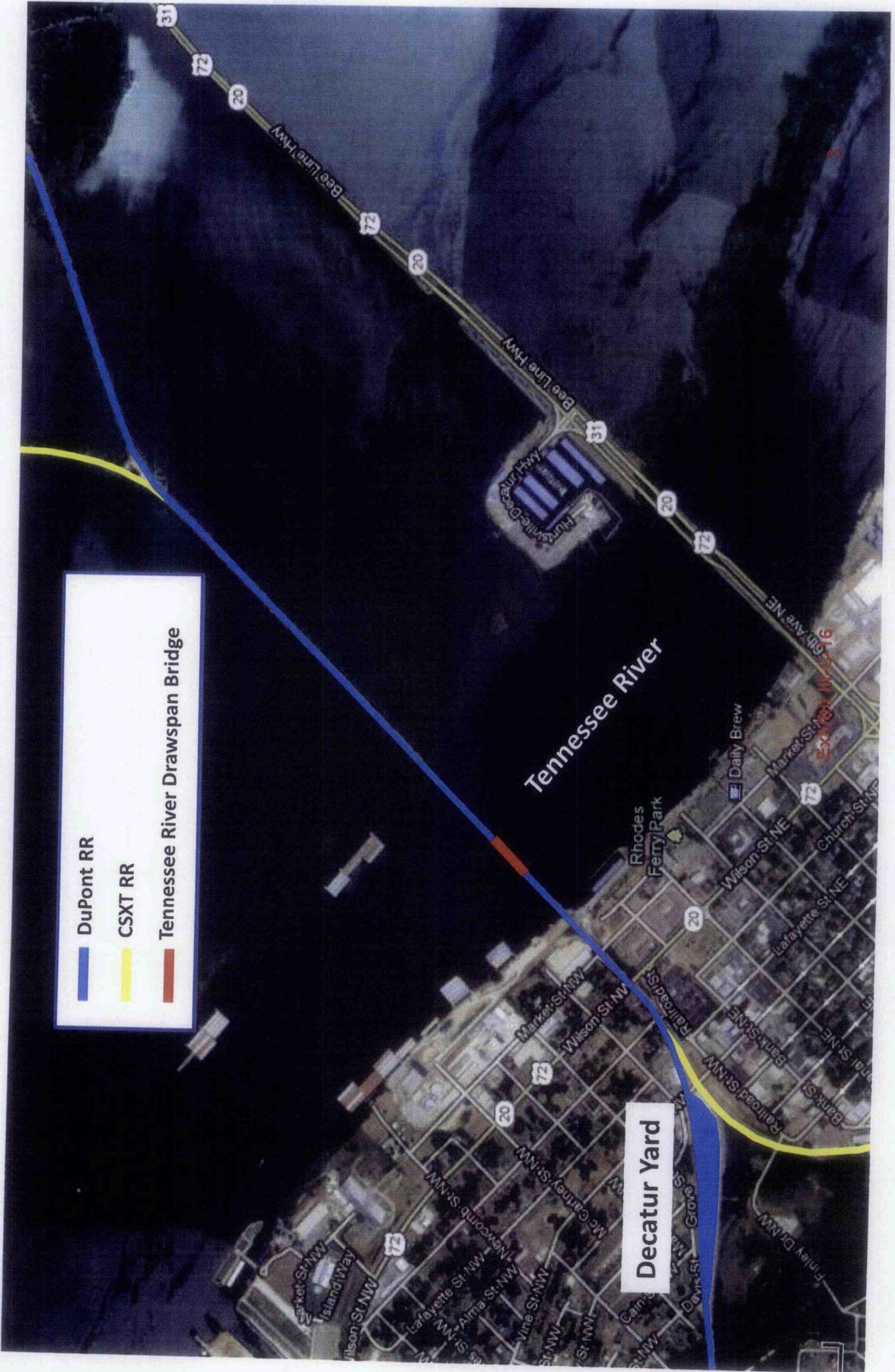
The following is an illustration of just one example of drawbridge openings over the Tennessee River in Decatur, Alabama. DuPont effectively ignores the real world interference and delays when modeling their Stand Alone Railroad, rendering their RTC results meaningless.

Norfolk Southern Track Chart; Memphis East Subdivision



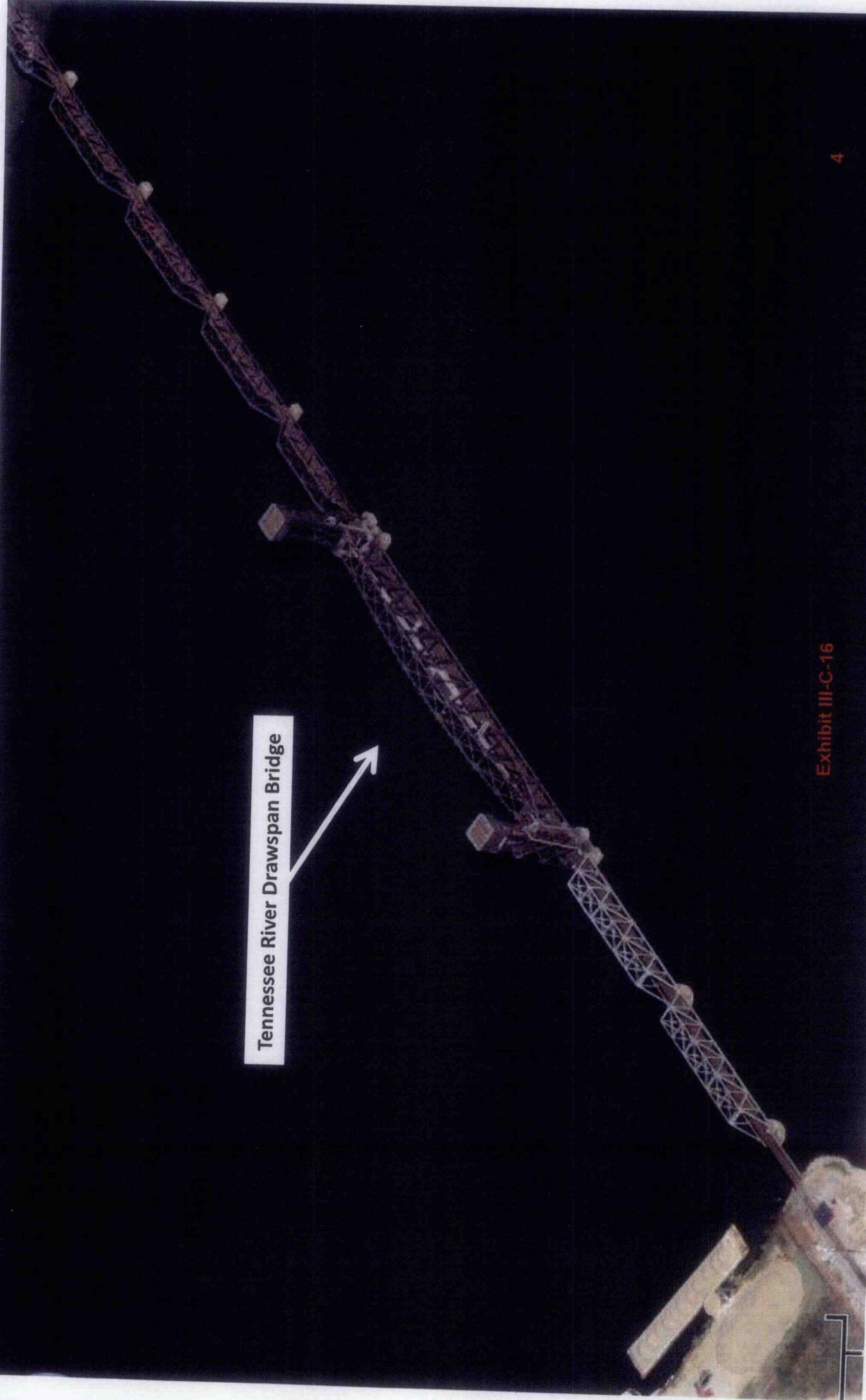
Tennessee River Drawspan Bridge

Decatur, Alabama

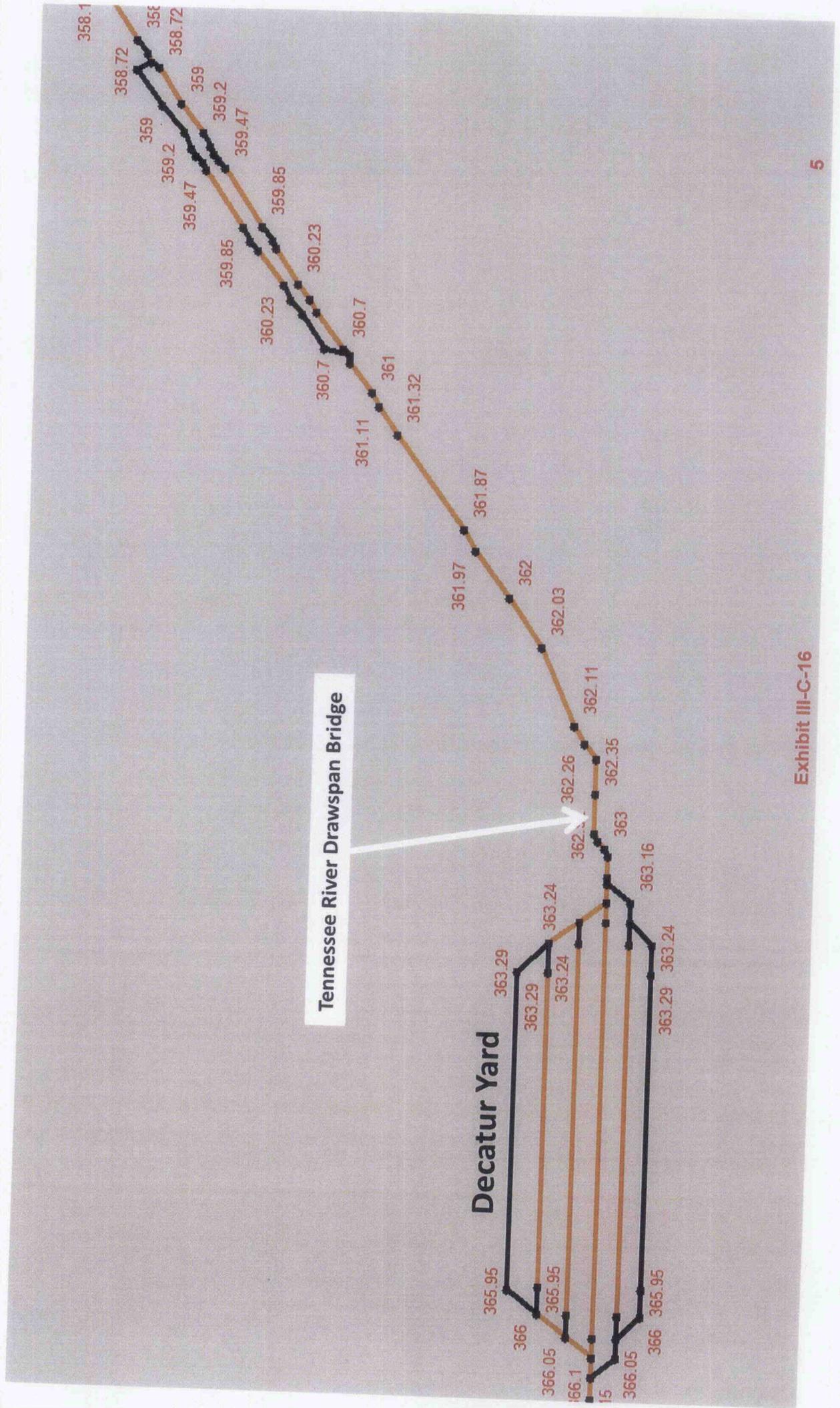


Tennessee River Drawspan Bridge; Decatur, Alabama

Tennessee River Drawspan Bridge



DuPont Errata RTC Representation of Decatur, AL



Drawbridge Openings during the Peak Period of RTC Modeling

- DuPont accepted certain actual track outages then attempted to apply them in the DRR Errata RTC model
- The following 6 actual outages represent the drawbridge opening over the Tennessee River in Decatur, AL

City	State	MP	Delay Description	Max Duration (Days)	Duration Hours	Assumed Time	Full Stop of Slow	Subdivision
IRVINGTO	AL	358.00A	BRIDGE OPEN	0.0222	0.5328	7:01	Full Stop	Memphis - East End
IRVINGTO	AL	360.00A	BRIDGE OPEN	0.0083	0.1992	5:25	Full Stop	Memphis - East End
WHEELER	AL	379.00A	BRIDGE OPEN	0.0138	0.3312	14:08	Full Stop	Memphis - East End
DECATURJ	AL	362.00A	BRIDGE OPEN	0.0138	0.3312	10:22	Full Stop	Memphis - East End
IRVINGTO	AL	360.00A	BRIDGE OPEN	0.0138	0.3312	18:05	Full Stop	Memphis - East End
IRVINGTO	AL	360.00A	BRIDGE OPEN	0.0138	0.3312	5:14	Full Stop	Memphis - East End

- The following table is DuPont's representation of those drawbridge openings for coding into RTC

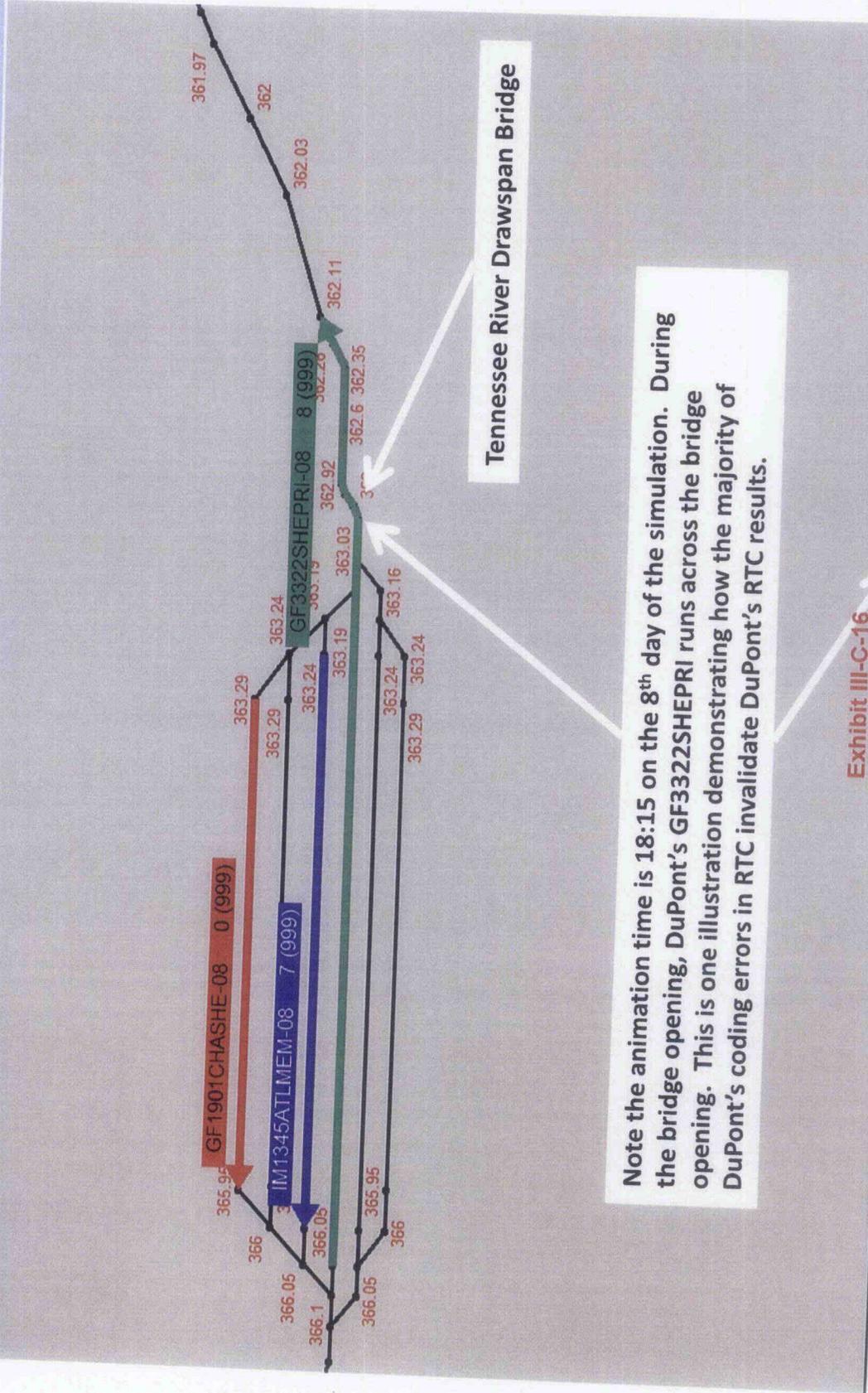
Type	Subdivision	Beginning Field MP	Ending Field MP	Starting Time (DD:HH:MM:SS)	Ending Time (DD:HH:MM:SS)	Description
Form B	Memphis - East End	357.95	358.05	4:07:02:00	4:07:34:00	BRIDGE OPEN
Form B	Memphis - East End	359.95	360.05	4:05:26:00	4:05:38:00	BRIDGE OPEN
Form B	Memphis - East End	359.95	360.05	8:18:05:00	8:18:25:00	BRIDGE OPEN
Form B	Memphis - East End	359.95	360.05	10:05:14:00	10:05:34:00	BRIDGE OPEN
Form B	Memphis - East End	361.95	362.05	6:10:23:00	6:10:43:00	BRIDGE OPEN
Form B	Memphis - East End	378.95	379.05	4:14:09:00	4:14:29:00	BRIDGE OPEN

View this example on the following slides

- None of these 6 drawbridge openings are in effect in DuPont's Errata RTC model due to egregious errors
- The DuPont track here, as in most routes, is incorrectly coded as Western Division, Alabama Subdivision, therefore none of these 6 are in effect during the DuPont RTC modeling

Snapshot of Animation: DuPont DRR RTC Errata Trains Crossing an Open Drawbridge

Type	Subdivision	Beginning Field MP	Ending Field MP	Starting Time (DD:HH:MM:SS)	Ending Time (DD:HH:MM:SS)	Description
Form B	Memphis - East End	359.95	360.05	8:18:05:00	8:18:25:00	BRIDGE OPEN



DuPont Railroad Data Processing and Traffic Selection Procedures

Step 1: Start with Waybill data (zzWaybills table)

1. Develop LeadUnits table for all Waybill data records where MULTI_CAR_XREF_WB_SN is not populated
2. Develop TrailingUnitsSummary table for all Waybill records where MULTI_CAR_XREF_WB_SN is populated
 - a. Group by: MULTI_CAR_XREF_WB_SN
 - b. SUM_OF_REVENUE_LH
 - c. SUM_OF_REVENUE_FS
 - d. SUM_OF_NS_AR_ADJUSTMENTS
 - e. SUM_OF_NS_OTHER
 - f. SUM_OF_NS_CONTRACT_REFUNDS
 - g. SUM_OF_NS_DUMPING
 - h. COUNT_EQ_NR
3. Add new fields to LeadUnits table and rename as LeadUnitWithTotals Table
 - a. SUM_OF_REVENUE_LH
 - b. SUM_OF_REVENUE_FS
 - c. SUM_OF_NS_AR_ADJUSTMENTS
 - d. SUM_OF_NS_OTHER
 - e. SUM_OF_NS_CONTRACT_REFUNDS
 - f. SUM_OF_NS_DUMPING
 - g. COUNT_EQ_NR
 - h. TOTAL_OF_REVENUE_LH
 - i. TOTAL_OF_REVENUE_FS
 - j. TOTAL_OF_NS_AR_ADJUSTMENTS
 - k. TOTAL_OF_NS_OTHER
 - l. TOTAL_OF_NS_CONTRACT_REFUNDS
 - m. TOTAL_OF_NS_DUMPING
 - n. TOTAL_EQ_NR
4. Add TrailingUnitsSummary data developed in item 2 above to corresponding new fields in LeadUnitWithTotals table)
5. Sum revenue and revenue adjustment data for lead and trailing units and populate new TOTAL fields in LeadUnitWithTotals table
 - a. $TOTAL_OF_REVENUE_LH = \{LeadUnits\} REVENUE_LH + \{TrailingUnits\} SUM_OF_REVENUE_LH$
 - b. $TOTAL_OF_REVENUE_FS = \{LeadUnits\} REVENUE_FS + \{TrailingUnits\} SUM_OF_REVENUE_FS$
 - c. $TOTAL_OF_NS_AR_ADJUSTMENTS = \{LeadUnits\} NS_AR_ADJUSTMENTS + \{TrailingUnits\} SUM_OF_NS_AR_ADJUSTMENTS$
 - d. $TOTAL_OF_NS_OTHER = \{LeadUnits\} NS_OTHER + \{TrailingUnits\} SUM_OF_NS_OTHER$
 - e. $TOTAL_OF_NS_CONTRACT_REFUNDS = \{LeadUnits\} NS_CONTRACT_REFUNDS + \{TrailingUnits\} SUM_OF_NS_CONTRACT_REFUNDS$

DuPont Railroad Data Processing and Traffic Selection Procedures

- f. $TOTAL_OF_NS_DUMPING = \{LeadUnits\} NS_DUMPING + \{TrailingUnits\} SUM_OF_NS_DUMPING$
- g. $TOTAL_EQ_NR = 1 + \{TrailingUnits\} COUNT_EQ_NR$

Step 2: Add data field to the LeadUnitWithTotals table to account for missing lead unit car/intermodal event records

1. New field = TRACE_UNIT_WB_SN

Step 3: Populate TRACE_UNIT_WB_SN for Non-Intermodal records

1. For LeadUnitWithTotals records where AR_MAJOR_COMMODITY_GRP <> "IM":
 - a. Link LeadUnitWithTotals [WB_SN_URRWIN] to zzCarEvents [TRANS_WB_SN]
 - b. If link is made:
 - i. Set LeadUnitWithTotals [TRACE_UNIT_WB_SN] equal to LeadUnitWithTotals [WB_SN_URRWIN]
 - c. In link is not made:
 - i. Link LeadUnitWithTotals [WB_SN_URRWIN] to zzCarEvents [WB_SN] (**This will create a link to multiple cars in the car event data from which we need to identify a single alternate trace car)
 1. Array all linked records in the CarEvents table by [TRANS_WB_SN]
 2. Identify the minimum [TRANS_WB_SN] value that is greater than 400000000 (**Parameter needed to avoid using blank, null, or zero values)
 3. Set LeadUnitWithTotals [TRACE_UNIT_WB_SN] equal to the zzCarEvents [TRANS_WB_SN] identified in the item immediately above (3-1.c.i.2.)

Step 4: Populate TRACE_UNIT_WB_SN for Intermodal records

1. For LeadUnitWithTotals records where AR_MAJOR_COMMODITY_GRP = "IM":
 - a. Link LeadUnitWithTotals [WB_SN_URRWIN] to IntermodalEvents [TRANS_WB_SN]
 - b. If link is made:
 - i. Set LeadUnitWithTotals [TRACE_UNIT_WB_SN] equal to LeadUnitWithTotals [WB_SN_URRWIN]
 - c. In link is not made:
 - i. Link LeadUnitWithTotals [WB_SN_URRWIN] to IntermodalEvents [WB_SN] (**This will create a link to multiple units in the intermodal event data from which we need to identify a single unit)
 1. Array all linked records in the IntermodalEvents table by [TRANS_WB_SN]
 2. Identify the minimum [TRANS_WB_SN] value that is greater than 400000000 (**Parameter needed to avoid using blank, null, or zero values)
 3. Set LeadUnitWithTotals [TRACE_UNIT_WB_SN] equal to the IntermodalEvents [TRANS_WB_SN] identified in the item immediately above (4-1.c.i.2.)

Step 5: Develop Summary of LeadUnitWithTotals table as follows:

1. Count of LeadUnitWithTotals records where [TRACE_UNIT_WB_SN] = [WB_SN_URRWIN]

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2. Count of LeadUnitWithTotals records where [TRACE_UNIT_WB_SN] <> [WB_SN_URRWIN] and [TRACE_UNIT_WB_SN] is populated
3. Count of LeadUnitWithTotals records where [TRACE_UNIT_WB_SN] is not populated
4. Count of total LeadUnitWithTotals records

Step 6: Identify railcar and mileage associated with LeadUnitWithTotals trace units

1. Add data fields to LeadUnitWithTotals table
 - a. RAILCAR_INIT
 - b. RAILCAR_NR
 - c. RAILCAR_WB_SN
 - d. NS_Miles
2. For Non-Intermodal Records (AR_MAJOR_COMMODITY_GRP <> "IM"):
 - a. If LeadUnitWithTotals [WB_SN_URRWIN] = LeadUnitWithTotals [TRACE_UNIT_WB_SN]
.OR. LeadUnitWithTotals [TRACE_UNIT_WB_SN] is {blank or NULL}:
 - i. Set LeadUnitWithTotals [RAILCAR_INIT] equal to LeadUnitWithTotals [EQ_INIT]
 - ii. Set LeadUnitWithTotals [RAILCAR_NR] equal to LeadUnitWithTotals [EQ_NR]
 - iii. Set LeadUnitWithTotals [RAILCAR_WB_SN] equal to LeadUnitWithTotals [WB_SN_URRWIN]
 - b. If LeadUnitWithTotals [WB_SN_URRWIN] <> LeadUnitWithTotals [TRACE_UNIT_WB_SN]
.AND. LeadUnitWithTotals [TRACE_UNIT_WB_SN] is not {blank or NULL}:
 - i. Link LeadUnitWithTotals [TRACE_UNIT_WB_SN] to CarEvent [TRANS_WB_SN]
 - ii. Set LeadUnitWithTotals [RAILCAR_INIT] equal to CarEvent [EQ_INIT]
 - iii. Set LeadUnitWithTotals [RAILCAR_NR] equal to CarEvent [EQ_NR]
 - iv. Set LeadUnitWithTotals [RAILCAR_WB_SN] equal to CarEvent [TRANS_WB_SN]
 - c. Link LeadUnitWithTotals [TRACE_UNIT_WB_SN] to NS_Miles [TRANS_WB_SN]
 - i. Set LeadUnitWithTotals [NS_Miles] equal to NS_Miles [NS_MOVE_DISTANCE_MILES]
3. For Intermodal Records (AR_MAJOR_COMMODITY_GRP = "IM"):
 - a. Link LeadUnitWithTotals [TRACE_UNIT_WB_SN] to IntermodalEvents [TRANS_WB_SN]
 - b. Link IntermodalEvents [EQ_INIT, EQ_NR, OS, EVENT_DT, TRAIN_ID] to CarEvents [EQ_INIT, EQ_NR, OS, EVENT_DT, TRAIN_ID] (**Note: must account for blank and NULL values in the IntermodalEvents [EQ_INIT, EQ_NR] fields)
 - c. Identify CarEvents [TRANS_WB_SN] for car(s) identified in item 6-3.b. immediately above.
 - d. Link CarEvents [TRANS_WB_SN] to NS_Miles [TRANS_WB_SN]
 - i. Identify the greatest (largest) NS_Miles [NS_MOVE_DISTANCE_MILES] value for the move (**Note: this accounts for intermodal moves with more than one mileage amount recorded)
 1. Set LeadUnitWithTotals [RAILCAR_INIT] equal to CarEvents [EQ_INIT] associated with the high mileage car identified in the item immediately above (6-3.d.i.)

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2. Set LeadUnitWithTotals [RAILCAR_NR] equal to CarEvents [EQ_NR] associated with the high mileage car identified in item 6-3.d.i.
3. Set LeadUnitWithTotals [RAILCAR_WB_SN] equal to CarEvents [TRANS_WB_SN] associated with the high mileage car identified in item 6-3.d.i.
4. Set LeadUnitWithTotals [NS_Miles] equal to NS_Miles [NS_MOVE_DISTANCE_MILES] associated with car identified in step 6-3.d.i. above.

Step 7: Identify number of units per railcar

1. Add data field to LeadUnitWithTotals table
 - a. IM_UNITS_PER_RAILCAR
2. For Non-IM records
 - a. Set LeadUnitWithTotals[IM_UNITS_PER_RAILCAR] equal to 1
3. For IM records
 - a. Calculate [IM_UNITS_PER_RAILCAR] based on: Group by [RAILCAR_WB_SN] in table tmp_ttwaybills_IM_UNITS_PER_RAILCAR
 - b. Set LeadUnitWithTotals [IM_UNITS_PER_RAILCAR] equal to calculated value if calculated value exists (max value = 15)
 - c. Else, Set LeadUnitWithTotals [IM_UNITS_PER_RAILCAR] equal to 4.36 (**Note: this is the NS 2010 system average reported in R-1 Sch 755 L 134)

Step 8: Supplement Waybill data with Haulage Receivable Data

1. Add data fields to LeadUnitWithTotals table:
 - a. HAULAGE_REC_NET_PU
 - b. HAULAGE_REC_NET_TOTAL
2. Link LeadUnitWithTotals [RAILCAR_INIT, RAILCAR_NR, WB_DT] to HaulageReceivables [CAR_INIT, CAR_NUM, WB_DATE]
3. For linked Non-IM records
 - a. Set LeadUnitWithTotals [HAULAGE_REC_NET_PU] equal to HaulageReceivables [AMT]
 - b. Set LeadUnitWithTotals [HAULAGE_REC_NET_TOTAL] equal to LeadUnitWithTotals [HAULAGE_REC_NET_PU] * LeadUnitWithTotals [NUM_OF_MULTI_EQ]
4. For linked IM records
 - a. Set LeadUnitWithTotals [HAULAGE_REC_NET_PU] equal to HaulageReceivables [AMT] / LeadUnitWithTotals [IM_UNITS_PER_RAILCAR]
 - b. Set LeadUnitWithTotals [HAULAGE_REC_NET_TOTAL] equal to LeadUnitWithTotals [HAULAGE_REC_NET_PU] * LeadUnitWithTotals [NUM_OF_MULTI_EQ]

Step 9: Supplement waybill data with handling line charge data for moves involving handling line payments

1. Add data fields to LeadUnitWithTotals table
 - a. HANDLING_NET_PU
 - b. HANDLING_NET_TOTAL

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2. Link LeadUnitWithTotals [RAILCAR_INIT, RAILCAR_NR, INT_DATE] to HandlingSummary [CAR_INIT, CAR_NUM, WB_DATE]
3. For linked Non-IM records
 - a. Set LeadUnitWithTotals [HANDLING_NET_PU] equal to HandlingSummary [HANDLING_NET]
 - b. Set LeadUnitWithTotals [HANDLING_NET_TOTAL] equal to LeadUnitWithTotals [HANDLING_NET_PU] * LeadUnitWithTotals [NUM_OF_MULTI_EQ]
4. For linked IM records
 - a. Set LeadUnitWithTotals [HANDLING_NET_PU] equal to HandlingSummary [HANDLING_NET] / LeadUnitWithTotals [IM_UNITS_PER_RAILCAR]
 - b. Set LeadUnitWithTotals [HANDLING_NET_TOTAL] equal to LeadUnitWithTotals [HANDLING_NET_PU] * LeadUnitWithTotals [NUM_OF_MULTI_EQ]

Step 10: Supplement waybill data with switching charge data for moves involving switching payments

1. Add data fields to LeadUnitWithTotals table
 - a. SWITCHING_NET_TOTAL
2. Link LeadUnitWithTotals [RAILCAR_WB_SN] to SwitchingSummary [WB_SERIAL]
3. For linked Non-IM records
 - a. Set LeadUnitWithTotals [SWITCHING_NET_TOTAL] equal to SwitchingSummary [SWITCH_NET]
4. For linked IM records
 - a. Set LeadUnitWithTotals [SWITCHING_NET_TOTAL] equal to SwitchingSummary [SWITCH_NET] / LeadUnitWithTotals [IM_UNITS_PER_RAILCAR]

Step 11: Add TCS/TDIS net revenue data

1. Add data fields to the LeadUnitWithTotals table
 - a. TCS_TDIS_FLAG
 - b. TCS_NET_PU
 - c. TCS_NET_TOTAL
 - d. TDIS_NET_PU
 - e. TDIS_NET_TOTAL
2. Populate [TCS_TDIS_FLAG] field
 - a. Set LeadUnitWithTotals [TCS_TDIS_FLAG] equal to "TCS" based on shipper, receiver, billed party data fields and TCS names and numbers at level "TCS" of file "2010 Waybills Shipper List.xlsx"
 - b. Set LeadUnitWithTotals [TCS_TDIS_FLAG] equal to "TDIS" based on shipper, receiver, billed party data fields and TDIS names and numbers at level "TDIS" of file "2010 Waybills Shipper List.xlsx"
3. Link LeadUnitWithTotals [YR, MO, ORIG_CITY, ORIG_ST, DEST_CITY, DEST_ST] to "TCS-TDIS Per Unit PV v2.xlsx:TCS" [YR, MO, ORIG_CITY, ORIG_ST, DEST_CITY, DEST_ST] where LeadUnitWithTotals [TCS_TDIS_FLAG] = "TCS"
 - a. Set LeadUnitWithTotals [TCS_NET_PU] equal to TCS-TDIS Per Unit PV v2.xlsx:TCS [NET]
 - b. Set LeadUnitWithTotals [TCS_NET_TOTAL] equal to LeadUnitWithTotals [TCS_NET_PU] * LeadUnitWithTotals [NUM_OF_MULTI_EQ]
4. Link LeadUnitWithTotals [YR, MO, ORIG_CITY, ORIG_ST, DEST_CITY, DEST_ST] to "TCS-TDIS Per Unit PV v2.xlsx:TDIS" [YR, MO, ORIG_CITY, ORIG_ST, DEST_CITY, DEST_ST] where LeadUnitWithTotals [TCS_TDIS_FLAG] = "TDIS"

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- a. Set LeadUnitWithTotals [TDIS_NET_PU] equal to TCS-TDIS Per Unit PV v2.xlsx:TDIS [NET]
- b. Set LeadUnitWithTotals [TDIS_NET_TOTAL] equal to LeadUnitWithTotals [TDIS_NET_PU]
* LeadUnitWithTotals [NUM_OF_MULTI_EQ]

Step 12: Identify Issue Traffic Moves

1. Add data field to the LeadUnitWithTotals table
 - a. ISSUE
2. Populate [ISSUE] field
 - a. Link LeadUnitWithTotals[WB_SN_URRWIN] to Complaint Traffic WBSN.xlsx [WB_SN_URRWIN]
 - b. If positive link is made, populate [ISSUE] with "D", ELSE set [ISSUE] to {blank}

Step 13: Identify first and last NS station for all LeadUnitWithTotals records

1. Add data fields to the LeadUnitWithTotals table
 - a. NS_ON_STN
 - b. NS_ON_ST
 - c. NS_OFF_STN
 - d. NS_OFF_ST
2. Link LeadUnitWithTotals [TRACE_UNIT_WB_SN] to CarEvent/IntermodalEvent [TRANS_WB_SN] (** "IM" LeadUnitWithTotals records link to IntermodalEvent data and Non-"IM" records link to CarEvent data)
 - a. If LeadUnitWithTotals [ONNET_ORIGIN_CITY/STATE] are not NULL and not blank, Set LeadUnitWithTotals [NS_ON_STN/ST] equal to LeadUnitWithTotals [ONNET_ORIGIN_CITY/STATE]
 - b. If LeadUnitWithTotals [ONNET_ORIGIN_CITY/STATE] are NULL or blank and LeadUnitWithTotals [FULL_ROUTE] = "NS", Set LeadUnitWithTotals [NS_ON_STN/ST] equal to LeadUnitWithTotals [ORGN_CITY/ST]
 - c. If LeadUnitWithTotals [ONNET_ORIGIN_CITY/STATE] are NULL or blank and LeadUnitWithTotals [FULL_ROUTE] <> "NS", Set LeadUnitWithTotals [NS_ON_STN/ST] equal to the first chronological station with RPTG_MARK='NS' from CarEvent or IntermodaEvent table.
 - d. If LeadUnitWithTotals [ONNET_DESTINATION_CITY/STATE] are not NULL and not blank, Set LeadUnitWithTotals [NS_OFF_STN/ST] equal to LeadUnitWithTotals [ONNET_DESTINATION_CITY/STATE]
 - e. If LeadUnitWithTotals [ONNET_DESTINATION_CITY/STATE] are NULL or blank and LeadUnitWithTotals [FULL_ROUTE] = "NS", Set LeadUnitWithTotals [NS_OFF_STN/ST] equal to LeadUnitWithTotals [DEST_CITY/ST]
 - f. If LeadUnitWithTotals [ONNET_DESTINATION_CITY/STATE] are NULL or blank and LeadUnitWithTotals [FULL_ROUTE] <> "NS", Set LeadUnitWithTotals [NS_OFF_STN/ST] equal to the last chronological station with RPTG_MARK='NS' from CarEvent or IntermodaEvent table.

Step 14: Identify movements that report events at DRR stations and Identify first and last on-SARR station for DRR Lead Units that traverse the SARR.

1. Add data fields to the LeadUnitWithTotals table
 - a. TRAN_WB_SN_Stop_Counts

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- b. FIRST_ONSARR_RPTG_MARK
 - c. FIRST_ONSARR_OS
 - d. FIRST_ONSARR_CITY
 - e. FIRST_ONSARR_ST
 - f. FIRST_ONSARR_SPLC
 - g. FIRST_ON_SARR_TRN
 - h. FIRST_ON_SARR_TRN_ORGN_DT
 - i. FIRST_ON_SARR_TRN_SECTION
 - j. LAST_ONSARR_RPTG_MARK
 - k. LAST_ONSARR_OS
 - l. LAST_ONSARR_CITY
 - m. LAST_ONSARR_ST
 - n. LAST_ONSARR_SPLC
 - o. LAST_ON_SARR_TRN
 - p. LAST_ON_SARR_TRN_ORGN_DT
 - q. LAST_ON_SARR_TRN_SECTION
2. Link LeadUnitWithTotals [TRACE_UNIT_WB_SN] to CarEvent/IntermodalEvent [TRANS_WB_SN] (** "IM" LeadUnitWithTotals records link to IntermodalEvent data and Non-"IM" records link to CarEvent data)
 3. Link CarEvent/IntermodalEvent [RPTG_MARK, OS, CITY_NAME_19, STATE_PROV_INIT, SPLC] to Complete Station List from Car and Intermodal Events w DRR Flag Hard Numbers v021612[RPTG_MARK, OS, CITY_NAME_19, STATE_PROV_INIT, SPLC]
 - a. (**NOTE: Complete Station List from Car and Intermodal Events w DRR Flag Hard Numbers v021612[DRR_RTE]=1 is the Flag for On-SARR locations)
 4. Identify and populate LeadUnitWithTotals [FIRST_ONSARR_RPTG_MARK, FIRST_ONSARR_OS, FIRST_ONSARR_CITY, FIRST_ONSARR_ST, FIRST_ONSARR_SPLC, FIRST_ONSARR_TRN, FIRST_ONSARR_TRN_ORGN_DT, FIRST_ONSARR_TRN_SECTION] based on first chronological timestamp for event reported on the DRR System
 5. Identify and populate LeadUnitWithTotals [LAST_ONSARR_RPTG_MARK, LAST_ONSARR_OS, LAST_ONSARR_CITY, LAST_ONSARR_ST, LAST_ONSARR_SPLC, LAST_ONSARR_TRN, LAST_ONSARR_TRN_ORGN_DT, LAST_ONSARR_TRN_SECTION] based on last chronological timestamp for event reported on the DRR System
 6. Populate LeadUnitWithTotals [TRAN_WB_SN_Stop_Counts] with count of unique ON-DRR locations reported in the Car/IntermodalEvent data tables

Step 15: Add data fields required for ATC costing and operating cost calculations

1. Add data fields to the LeadUnitWithTotals table
 - a. NS_OR
 - b. NS_TD
 - c. DRR_OR
 - d. DRR_TD
 - e. CAR_OWN
 - f. TCU_OWN
 - g. STCC2
 - h. STCC2_HM
2. Populate LeadUnitWithTotals [NS_OR] field
 - a. Set [NS_OR] equal to "O" where [ORGN_RD_NR] = 555

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- b. Set [NS_OR] equal to "R" where [ORGN_RD_NR] <> 555
 3. Populate LeadUnitWithTotals [NS_TD] field
 - a. Set [NS_TD] equal to "T" where [DEST_RD_NR] = 555
 - b. Set [NS_TD] equal to "D" where [DEST_RD_NR] <> 555
 4. Populate LeadUnitWithTotals [DRR_OR] field
 - a. Set [DRR_OR] equal to "O" where [ORGN_RD_NR] = 555 .and. [FIRST_ONSARR_CITY/ST] = [NS_ON_STN/ST]
 - b. Set [DRR_OR] equal to "R" where [ORGN_RD_NR] <> 555 .or. [FIRST_ONSARR_CITY/ST] <> [NS_ON_STN/ST]
 5. Populate LeadUnitWithTotals [DRR_TD] field
 - a. Set [DRR_TD] equal to "T" where [DEST_RD_NR] = 555 .and. [LAST_ONSARR_CITY/ST] = [NS_OFF_STN/ST]
 - b. Set [DRR_TD] equal to "D" where [DEST_RD_NR] <> 555 .or. [LAST_ONSARR_CITY/ST] <> [NS_OFF_STN/ST]
 6. Populate LeadUnitWithTotals [CAR_OWN] field (**Note: do for all records)
 - a. Set [CAR_OWN] equal to "P" if RIGHT([RAILCAR_INIT],1) = "X" (**Where RAILCAR_INIT ends in "X")
 - b. Set [CAR_OWN] equal to "S" if [RAILCAR_INIT] = "NS" .OR. [RAILCAR_INIT] = "SOU" .OR. [RAILCAR_INIT] = "NW" .OR. [RAILCAR_INIT] = "CR" .OR. [RAILCAR_INIT] = "PRR" .OR. [RAILCAR_INIT] = "PC" (**Note, we are identifying System cars that are owned by NS)
 - c. Set [CAR_OWN] equal to "F" where RIGHT([RAILCAR_INIT],1) <> "X" .AND. [RAILCAR_INIT] <> "NS" .AND. [RAILCAR_INIT] <> "SOU" .AND. [RAILCAR_INIT] <> "NW" .AND. [RAILCAR_INIT] <> "CR" .AND. [RAILCAR_INIT] <> "PRR" .AND. [RAILCAR_INIT] <> "PC" (**Note, we are identifying Foreign cars that are owned by Non-NS railroads)
 7. Populate LeadUnitWithTotals [TCU_OWN] field (**Note: do for "IM" records only)
 - a. Set [TCU_OWN] equal to "U" for all records where [AR_MAJOR_COMMODITY_GRP]="IM" (**Note: [TCU_OWN] should be {blank} for all non-"IM" records, intermodal unit ownership is determined by intermodal plan code values)
 8. Populate LeadUnitWithTotals [STCC2] field
 - a. Set [STCC2] equal to LEFT(STCC_7,2) where [STCC_7] contains a 7-character string
 - b. Set [STCC2] equal to LEFT(STCC_7,1) where [STCC_7] contains a 6-character string
 - c. Set [STCC2] equal to [STCC_7] where [STCC_7] contains a LESS THAN 6-character string
 9. Populate LeadUnitWithTotals [STCC2_HM] field
 - a. Set [STCC2_HM] equal to LEFT(STCC,2) where [STCC] contains a 7-character string
 - b. Set [STCC2_HM] equal to LEFT(STCC,1) where [STCC] contains a 6-character string
 - c. Set [STCC2_HM] equal to [STCC] where [STCC] contains a LESS THAN 6-character string

Step 15.5: Add field flagging movements that could potentially require a MMM VC adjustment to reflect overhead trainload movements on the SARR.

1. Add data field to the LeadUnitWithTotals table
 - a. MMM_OVH_TL_VC
2. Populate LeadUnitWithTotals [MMM_OVH_TL_VC] field
 - a. Set [MMM_OVH_TL_VC] equal to "TL" where: [NS_OR] = "O" .AND. [NS_TD] = "T" .AND. [DRR_OR] = "R" .AND. [DRR_TD] = "D" .AND. [FIRST_ON_SARR_TRN] = [LAST_ON_SARR_TRN] .AND. [FIRST_ON_SARR_TRN_ORGN_DT] =

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[LAST_ON_SARR_TRN_ORGN_DT] .AND. [FIRST_ON_SARR_TRN_SECTION] =
[LAST_ON_SARR_TRN_SECTION]

Step 16: Query the LeadUnitWithTotals table based on the criteria in the file "DRR Traffic Summary Query Format v4 ADDED LANES.xlsx" at level "Master Sum" for each of the TWO separate traffic categories identified in tab "DRR Main Traffic Group ID"

***NOTE: GIVE THIS OUTPUT FILE A NAME ENDING IN ..."ADDED LANES {date}"

Step 17: For all Lead_Units that fall into traffic category 1 ("DRR Main Traffic Group") identify all trains reported in the event records for those movements that occur on the SARR.

1. For all Lead units that meet the category 1 traffic criteria, Query the associated Waybill, CarEvent and IntermodalEvent data for events that occur on the DRR system, query for unique trains:
 - a. For each AR_MAJOR_COMMODITY_GRP
 - i. Group: TRN, TRN_ORGN_DT, TRN_SECTION, TRAIN_ID
 - ii. Count: unique TRANS_WB_SN
- (***NOTE: GIVE THIS OUTPUT FILE A NAME ENDING IN ..."ADDED LANES {date}")

Step 18: SKIP

Step 19: SKIP

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DRR YARDS - 2010 Carloads

Yard	2010 Carloads General Freight			2010 Intermodal Cars 1/			2010 Coal Cars 1/					
	Originate	Interchange Received	Terminate	Interchange Delivered	Originate	Interchange Received	Terminate	Interchange Delivered	Originate	Interchange Received	Terminate	Interchange Delivered
Major Yards												
Elkhart	1,494	7,587	1,689	8,824	0	2	0	1	0	378	0	605
Conway	170	361	240	299	0	2	0	60	15	316	0	10
Enola	72	227	19	338	0	0	0	0	0	846	0	100
Harrisburg	528	8,042	412	3,791	17,812	8	21,483	87	0	0	0	176
Sharonville	40	885	392	3,802	2,251	0	2,130	9	0	0	0	0
Roanoke	2,549	587	6,703	24,241	0	4	0	4	30	1,586	0	40,257
Chattanooga	1,877	6,675	9,432	4,064	0	3	0	0	15	1	0	115
Midszie Yards												
East St Louis IL	6,298	30,978	20,887	25,737	2,551	46	1,539	2,774	0	396	0	4,272
St Louis MO	2,346	5,087	3,033	541	7,582	175	5,650	108	0	131	0	0
Birmingham AL	2,277	19,495	1,259	11,190	733	10	317	0	0	10,455	54	5,151
Memphis TN	3,331	41,553	1,259	33,758	15,666	2,534	7,378	5,015	0	115,736	0	229
Atlanta GA	705	1,392	1,202	2,563	22,222	25,359	43,256	248	0	0	318	0
Kansas City MO	26,450	22,460	9,828	45,554	15,275	5,560	13,342	3,159	0	0	0	0
Bellevue OH	5,388	5,799	2,377	7,436	0	1	0	1	3	19	0	4,357
Columbus OH	2,915	7,871	12,573	320	13,399	2	12,753	6	0	0	0	0
Chillicothe OH	2,062	28,231	508	2,438	0	25	0	81	0	94,190	0	3,800
Linwood NC	169	3,533	301	15,522	0	0	0	16	0	43	4,064	105
New Orleans LA	8,710	65,317	5,500	25,716	1,309	98	621	0	0	0	0	176
Danville KY	249	22	2,113	4	0	9	0	83	0	0	0	0
Rutherford PA	0	30	0	0	18,680	7,101	23,598	4,255	0	0	0	0
Cincinnati (Gest)	1,058	9,670	2,919	6,238	6	6,768	5	6,829	0	0	0	0
CGA Jct GA	0	19,281	0	44,572	0	16,725	0	27,831	0	0	0	970
Macon GA	1,653	3,129	1,712	7,480	0	30	0	0	0	0	0	24
Ft Wayne IN	2,261	42,394	3,696	15,593	4,705	5,843	2,462	9,508	0	0	0	0
Knoxville TN	3,647	8,107	4,488	2,756	0	58	0	11	10	16,361	0	200
Chicago Area												
55th Street	0	0	0	0	0	0	0	9,437	0	0	0	0
Landers	0	32,671	0	9,287	0	11,518	0	6,639	0	0	0	0
Calumet	15,002	22,013	17,178	3,280	89,295	4,501	69,812	4,379	0	263	4,152	840
Ashland Ave	820	47,385	1,444	105	0	28,320	0	28,199	0	16,148	0	2,587
63rd Street	0	0	0	0	0	4,835	0	5,472	0	0	0	0
Colehour	1	8	2	12	0	0	0	235	0	0	0	0
Van Loon	0	5,706	5	11,281	0	0	0	0	0	0	0	5,314
Pine Yard	0	25,745	1	1	0	0	0	0	0	0	0	0