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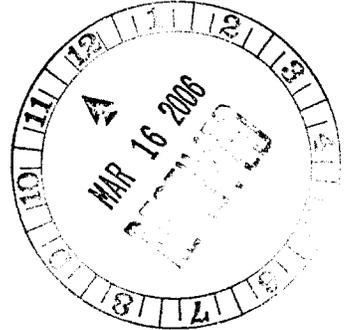
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March 16, 2006

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BY HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board - Case Control Unit
1925 K Street, N.W.
Washington, D. C. 20423

Re: Finance Docket No. 34839
Norfolk Southern Railway Company—Control and Consolidation
Exemption—Algiers, Winslow and Western Railway Company

Dear Secretary Williams:

Enclosed for filing are the original and ten copies of the Reply of PSI Energy, Inc. to Norfolk Southern Railway Company's Petition for Exemption in the above-referenced proceeding.

Please note that this filing contains one color image. Its location is denoted by the tape flag on the unbound original.

Kindly acknowledge receipt of the enclosed filing by date-stamping and returning the enclosed extra copy of this letter to our messenger.

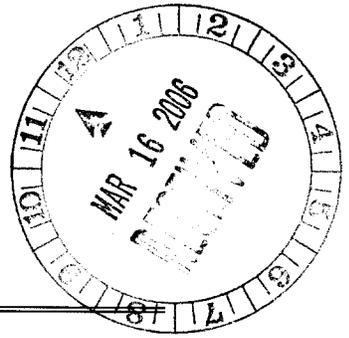
Sincerely,

Christopher A. Mills

CAM:jml
Enclosures

cc: Service List per Certificate of Service

BEFORE THE
SURFACE TRANSPORTATION BOARD



NORFOLK SOUTHERN RAILWAY)
COMPANY – CONTROL AND)
CONSOLIDATION EXEMPTION –) Finance Docket No. 34839
ALGERS, WINSLOW AND WESTERN)
RAILWAY COMPANY)

REPLY OF PSI ENERGY, INC.
TO PETITION FOR EXEMPTION

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PSI Energy, Inc.

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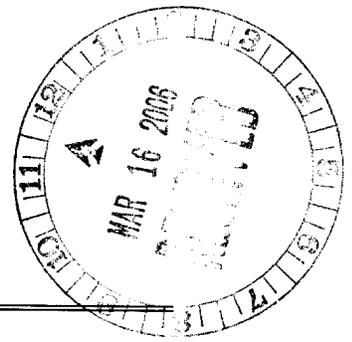
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Dated: March 16, 2006

Their Attorneys

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



NORFOLK SOUTHERN RAILWAY)
COMPANY – CONTROL AND)
CONSOLIDATION EXEMPTION –)
ALGERS, WINSLOW AND WESTERN)
RAILWAY COMPANY)

Finance Docket No. 34839

**REPLY OF PSI ENERGY, INC.
TO PETITION FOR EXEMPTION**

On February 14, 2006, Norfolk Southern Railway Company (“NS”) filed a Petition for Exemption under 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 11323 *et seq.* to acquire control of the Algiers, Winslow and Western Railway Company (“AWW”) and to consolidate the AWW into NS following the acquisition (“Petition”). PSI Energy, Inc. (“Cinergy/PSI”) submits the following Reply to NS’s Petition. Cinergy/PSI opposes the relief sought in the Petition unless it is conditioned by a grant of trackage rights to the Indiana Southern Railroad (“ISRR”) for the purpose of transporting coal between two mines served by the AWW and a connection between the AWW and the ISRR at Oakland City, IN.

Cinergy/PSI is a subsidiary of Cinergy Corp., an electric utility holding company headquartered in Cincinnati, OH. Cinergy/PSI is an electric utility serving the electricity needs of nearly 700,000 people in a 22,000 square-mile service territory in central and southern Indiana. Cinergy/PSI operates several power plants that burn coal

produced at mines located in southern Indiana. Most of the coal consumed at these power plants moves by rail in unit trains.

NS's proposed acquisition of control of the AWW, if unconditioned, would adversely affect Cinergy/PSI's ability to source coal from two mines (and related truck/rail coal transloading facilities) served by the AWW that could otherwise move via an interchange with the ISRR at Oakland City Jct., IN ("Oakland City"). Cinergy/PSI therefore supports ISRR's proposal for a condition that requires NS to provide it with trackage rights between Oakland City and the mines served by the AWW.

Cinergy/PSI's request for a trackage rights condition in favor of ISRR is supported by the attached Verified Statement of Vincent E. Stroud. Mr. Stroud is Cinergy/PSI's Vice President, Regulated Fuels. He is responsible for the procurement and transportation of the coal used as generation fuel at Cinergy/PSI's power plants.

A. Background

As Mr. Stroud explains, Cinergy/PSI operates three rail-served power plants in Indiana that burn Indiana coal that is delivered primarily by rail. All three of the plants can burn coal produced or transloaded from trucks to railcars at the mines served by the AWW. These plants include the Gibson Generating Station near Owensville, IN ("Gibson"); the Wabash River Generating Station near Terre Haute, IN ("Wabash River"); and the Cayuga Generating Station at Cayuga, IN ("Cayuga"). In terms of rail service, Gibson is served exclusively by NS. Wabash River is presently served exclusively by the Soo Line Railroad Company d/b/a Canadian Pacific Railway ("CP

Rail”), which is awaiting final Board approval to sell its Indiana lines and related trackage rights to the Indiana Rail Road Company (“INRD”).¹ Cayuga is served exclusively by CSX Transportation, Inc. (“CSXT”). The locations of these three power plants, as well as the coal mines and railroad lines discussed herein, are shown on the map of central/southern Indiana appended as Exhibit 1 to Mr. Stroud’s Verified Statement.

Cinergy/PSI/ presently has rail transportation contracts in place for the movement of Indiana coal by unit train to all three of these plants. Movements to Gibson are covered by a contract with NS for single-line service.² Movements to Wabash River are covered by a contract with CP Rail that permits movements from origins served by other carriers, including ISRR. Movements to Cayuga are covered by a contract with CSXT. After INRD acquires CP Rail’s Indiana lines and operating rights, coal from the two AWW-served mines could move to Wabash River and Cayuga via joint routes involving ISRR, INRD and (in the case of Cayuga) CSXT.

¹ See the application filed December 15, 2005, in Finance Docket No. 34783, *The Indiana Rail Road Company–Acquisition–Soo Line Railroad Company*. Cinergy/PSI understands that INRD’s acquisition of CP Rail’s Indiana facilities is unopposed, and that the Board intends to issue its final decision on the application by April 24, 2006.

² Mr. Stroud notes that this contract contains single-line NS rates for movements to Gibson from various mine origins, including the two AWW-served mines described in NS’s Petition: Kindill #1 (a/k/a Pike #1) near Enosville, IN, and Kindill #2 (a/k/a Pike #2) near Algers, IN. The AWW is not a party to this contract, so NS apparently already has the right to operate over the AWW to serve these mines directly for purposes of transporting coal to Gibson. Cinergy/PSI can use this contract to ship coal from these two mines to Gibson after they are reactivated. It thus appears that the situation with respect to Gibson will not change materially as a result of NS’s acquisition of the AWW during the term of the contract with NS.

Cinergy/PSI's principal concern with respect to the proposed consolidation of NS and the AWW relates to its adverse impact on future coal movements from the two mines served by the AWW to the Wabash River and Cayuga generating stations. These two mines, Kindill #1 and Kindill #2, have been inactive for several years. Both mines have reserves of coal that are suitable for use at Wabash River and Cayuga, and both mines have railcar loading facilities where coal can either be loaded directly from the mine's coal preparation plant or transloaded from trucks into railcars. As Mr. Stroud explains, this makes them very attractive as rail origins for coal moving to Cinergy/PSI's power plants. Until very recently, both mines were owned by an affiliate of American Metals and Coal International, Inc. ("AMCI"), which also owns the 50% interest in the AWW that NS seeks to acquire. Both mines have been bought by new operators that intend to re-open them and re-activate their coal transloading facilities.

The coal-mining industry in Indiana is increasingly being consolidated in the hands of a few large entities. Cinergy/PSI has an interest in the continued availability of independent producer options, such as the two AWW-served mines, to maintain competitive coal pricing and increase the reliability of coal shipments. For the same reasons Cinergy/PSI also desires to broaden its base of coal suppliers by purchasing coal from different small vendors who do not produce coal in trainload quantities but can move it through truck/rail transloading facilities. *See Stroud V.S. at 4-5 and 7-8.*

Cinergy/PSI is particularly interested in sourcing coal for its Wabash River and Cayuga generating stations at the Kindill #2 mine and transloading facility, which

includes a loop track capable of accommodating unit trains of up to 105 cars. This mine and related facilities were recently acquired by an affiliate of Solar Sources, Inc., an independent coal producer from which Cinergy/PSI has purchased coal in the past. Several other mines are located within a 10-mile radius of Kindill #2 and can make economic use of the transloading facility there. Solar Sources has indicated that the transloading facility will be restored to operation in the fall of 2006 and that the Kindill #2 mine itself will re-open for coal production in early 2007. Cinergy/PSI is presently negotiating with Solar Sources to purchase coal and transloading/blending services from this mine. Stroud V.S. at 5-6.

B. Viable Rail Routes via Oakland City Must be Kept Open

The only practicable rail route to Cinergy/PSI's Wabash River and Cayuga stations from the Kindill #2 mine and truck/rail transloading facility (and from the Kindill #1 property, which is being acquired by James River Resources and which also has a truck/rail transloading facility) uses the AWW-ISRR interchange at Oakland City.³ It is thus essential that the interchange/gateway at Oakland City remain open both physically and economically following NS's acquisition of control of the AWW.

³ From Oakland City, the coal would move via ISRR to Switz City, IN, where ISRR interchanges traffic with INRD. INRD would move the coal from Switz City directly to Wabash River after it acquires the Soo Line facilities in Indiana. The ISRR can also interchange directly with CSXT, for coal movements to Cayuga. As Mr. Stroud notes at page 3 of his testimony, joint rail movements of Indiana coal are common and are quite efficient. In any event, the single-line service that NS touts in its Petition would not be available for transportation of this coal to Wabash River and Cayuga because NS does not serve these plants.

Cinergy/PSI and ISRR have a cooperative relationship and have worked together to source coal from mines and rail transloading facilities reached via ISRR as the occasion has arisen. If the AWW remained independent from NS, it (and ISRR) would have every incentive to price transportation of coal from these mines and transloading facilities in a manner that makes it economical for power plants in Indiana to burn it. If NS acquires the 50% interest in the AWW that it does not now own, it would not have the same incentive.

Mr. Stroud notes that the Oakland City interchange is located only 11 miles from the Kindill # 2 mine's rail load-out facilities and 3.5 miles from the Kindill #1 mine's rail load-out facilities. This is a very short haul for NS, a large Class I railroad that serves the entire eastern third of the United States. NS serves power plants in the Southeast that can burn coal produced or transloaded at these mines, and NS can be expected to promote its long haul, single-line service at the expense of short-haul movements to the Oakland City interchange.

NS states at page 5 of its Petition that it will "preserve" the existing AWW interchange with ISRR at Oakland City after it acquires control of the AWW. However, "preserving" the Oakland City interchange means only that NS will maintain the interchange from a physical standpoint. It does not mean that NS will offer rates for movements from the two AWW-served mines at a level that will make it economical for Indiana utilities such as Cinergy/PSI to burn coal produced at these mines. Absent action by the Board, NS would be free to charge rates for the AWW portion of a joint movement

over the Oakland City interchange at any level it wishes. It thus will have the ability to price coal originating at the AWW-served mines at a high level – and it will have an incentive to do so because of its very short haul to Oakland City. NS will also have the ability to price coal originating at the same mines and moving to NS-served utility destinations in (for example) North Carolina and Georgia at a much lower level per unit of distance, as compared to a short haul to Oakland City. NS will have an incentive to do this because of the much longer single-line haul to these destinations, resulting in potentially higher profits.

NS's acquisition of control of the AWW thus is likely to result in economic closure of the Oakland City interchange unless the Board acts to ensure that it remains viable by imposing an appropriate condition to its approval of the transaction. Such economic closure would harm Cinergy/PSI by removing its ability to source coal from what would otherwise be competitive new origins for consumption at the Wabash River and Cayuga generating stations.

The best means to preserve the Oakland City gateway as a viable option for these Cinergy/PSI power plants is to impose a condition requiring NS to provide trackage rights to ISRR to move coal trains between Oakland City and the rail loading facilities at the former Kindill #2 and Kindill #1 mines near Algiers and Enosville, IN, respectively. Such trackage rights would enable the ISRR to serve these loading facilities directly, and would also reduce by one the number of rail carriers that must participate in movements of coal from these mines to power plants reached via ISRR. Cinergy/PSI understands that

ISRR is asking the Board to impose such a trackage rights condition in its separate reply to NS's Petition, and Cinergy/PSI supports ISRR's request. If the Board decides not to grant a trackage rights condition, Cinergy/PSI also supports ISRR's alternative request for a condition imposing a switching charge for movements between the AWW-served mines and Oakland City.

C. Conclusion

For the foregoing reasons, Cinergy/PSI requests that the Board deny NS's petition for exemption to acquire control of the AWW unless the acquisition is conditioned by requiring NS (1) to grant trackage rights to ISRR for the purpose of transporting loaded and empty coal trains between Oakland City, IN and the rail loading facilities at the two AWW-served coal mines located near Algiers and Enosville, IN, or, in the alternative, (2) to establish a suitable switching charge for moving coal between these loading facilities and Oakland City.

Respectfully submitted,

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Dated: March 16, 2006

Their Attorneys

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 34839

NORFOLK SOUTHERN RAILWAY COMPANY—CONTROL AND
CONSOLIDATION EXEMPTION—ALGERS, WINSLOW AND WESTERN RAILWAY
COMPANY

VERIFIED STATEMENT OF VINCENT E. STROUD

I am Vincent E. Stroud, Vice President Regulated Fuels of PSI Energy, Inc. (“Cinergy/PSI”), a subsidiary of Cinergy Corp. Cinergy/PSI is an electric utility that provides service to nearly 700,000 customers in a 22,000 square-mile service territory in central and southern Indiana. Cinergy/PSI will be harmed by the reduction in competition that will be caused by the Norfolk Southern Railway Company’s (“NS”) control and consolidation with the Algiers, Winslow and Western Railway Company (“AWW”) (the “Transaction”), unless the proposed Transaction is made subject to pro-competitive conditions.

I have been employed by Cinergy Services, Inc., a subsidiary of Cinergy Corp. (“Cinergy”), on behalf of Cinergy and its subsidiaries, for two years and have been employed in the energy industry for nine years. In my present position I am responsible for procurement and transportation of fossil fuels (primarily coal) for Cinergy/PSI’s power plants in Indiana, among other responsibilities.

I have reviewed the Petition for Exemption filed by NS to acquire control of the AWW and then consolidate AWW into NS. The Cinergy/PSI coal-fired generating facilities potentially affected by this Transaction are the Gibson Generating Station located near Owensville, Gibson County, IN, the Cayuga Generating Station located at Cayuga, Vermillion County, IN, and the Wabash River Generating Station located in the vicinity of Terre Haute, Vigo County, IN. A map showing the locations of these power plants in relation to the railroad lines and coal mines discussed in my testimony is attached hereto as Exhibit 1.

Rail service at Gibson Station is provided exclusively by NS. Rail service at Cayuga Station is provided exclusively by CSX Transportation, Inc. ("CSXT"). Rail service at Wabash River Station is provided exclusively by Soo Line Railroad Company d/b/a Canadian Pacific Railway Company ("CP Rail"), although I understand that CP Rail has agreed to sell its railroad lines and operating rights in Indiana to the Indiana Rail Road ("INRD"), subject to the approval of the STB.

All three of these Cinergy/PSI power plants burn Indiana coal, which originates from mines relatively close to the plants, making this coal economical to use. All three plants receive coal primarily by rail. Cinergy/PSI prefers using rail service to deliver coal to these plants because it is more efficient and less expensive than other alternative transportation modes, and expedites the unloading process. Whenever rail service is employed instead of truck transportation, highway congestion and fuel

consumption are less than the truck alternative. In the Indiana coal market, short-haul multi-carrier transportation is the norm and has developed into efficient operations moving significant volumes of coal. It is not unusual to see coal movements involving joint service by up to three railroads.

Cinergy/PSI presently has a long-term contract for the rail transportation of coal to Gibson Station from various NS origins and interchange points with other railroads. This contract contains single-line NS rates for movements from various mine origins, including the two presently-inactive, AWW-served mines described in NS's Petition for Exemption (Kindill #1, a/k/a Pike #1 near Enosville, IN, and Kindill #2, a/k/a Pike #2 near Algers, IN). NS apparently has the right to use the AWW's tracks to serve these two mines directly since the AWW is not a party to this contract. Cinergy/PSI could use this contract to ship coal from these two mines to Gibson after they are reactivated. Because NS already can provide single-line service from these two mines to Gibson, it appears the Transaction will not have a material impact on Gibson during the term of the contract.

The two Cinergy/PSI power plants that would be adversely affected immediately by the Transaction are Wabash River Station and the Cayuga Station. Both of these plants can burn coal produced at the two mines served by the AWW and at nearby smaller mines. The AWW-served mines have rail loading facilities which are capable of transloading coal received by truck from nearby mines into railcars for

movement by unit train to power plant destinations. (In this regard, the Indiana coal mining industry consists of a few relatively large mines that can ship coal in trainload quantities and numerous smaller mines that can only ship via truck. In order to take advantage of the economies of scale inherent in unit-train operations, several coal producers in southern Indiana have constructed transloading facilities that receive coal by truck from smaller mines. Coals from several sources are blended to meet the needs of particular power plants and then loaded into railcars for movement in trainload quantities.)

Coal produced or transloaded at the two AWW-served mines has to move to the Wabash River and Cayuga Stations in joint-line rail service; in other words, at least two railroads must participate in the haul. The most direct and efficient routing for movements to these plants involves the Indiana Southern Railroad ("ISRR").

Cinergy/PSI has a cooperative relationship with the ISRR, which currently originates coal shipments from Maysville, IN and Somerville, IN for delivery by rail to the Wabash River and Gibson Stations. Coal shipped from the AWW-served mines to the Wabash River and Cayuga Stations in the future would also move over ISRR lines between its connection with AWW at Oakland City Jct., IN and ISRR's connections with the INRD/CP Rail and CSXT.

In acquiring coal for these power plants, Cinergy/PSI looks at the total delivered cost of the coal, which includes the cost of the coal at the mine and the cost of

transportation from the mine to the plant. To obtain the lowest total delivered cost, PSI solicits proposals from mines and transportation companies, negotiates rate and service terms, and enters contracts. The more competitive options that are available to Cinergy/PSI, the easier it is for Cinergy/PSI to keep the energy costs to its customers down, and the more reliable its coal supply. In order to maintain competitive options, Cinergy/PSI has an interest in maintaining independent producer options. Cinergy/PSI also seeks to broaden its base of available coal suppliers by purchasing coal from different small vendors who can move it through centralized truck/rail transloading facilities for ultimate delivery to its power plants by unit train.

The two coal mines served by the AWW are independent operations that will reopen shortly. Cinergy/PSI is particularly interested in the coal that will be produced and transloaded at the former Kindill #2 Mine, which has recently been acquired by Solar Sources, Inc. This mine includes a transloading facility and a loop track that can accommodate 105-car unit trains. Coal can be trucked to the transloading facility from several mines located within a ten-mile radius, including Solar Sources' Ireland Mine, and combined with other coal for outbound rail movement.

The one-way distance from the interchange between the AWW/ISRR at Oakland City Jct. to Wabash River Station is about 105 miles and to Cayuga is about 140 miles. Cinergy/PSI is negotiating contracts with Solar Sources to begin using the rail load-out (transloading) facility at the Kindill #2 property to obtain blended coal for rail

movement to its power plants this fall. Cinergy/PSI is also negotiating to acquire about 700,000 tons of coal per year, beginning in 2007, when the Kindill #2 mine is scheduled to re-open. This coal will come both from the Kindill #2 mine and from other nearby mines (including Solar Sources' Ireland Mine), using the load-out facility to transfer coal from truck to train. Ultimately, Cinergy/PSI plans to use the load out facilities at both Kindill #2 and Kindill #1 (which is being acquired by James River Resources) to blend coal from different mines that is delivered to the load-outs by truck and then load the coal onto unit trains for delivery to the Wabash River, Cayuga and Gibson Stations.

The AWW is presently an independent short line serving the former Kindill #1 and Kindill #2 coal mines (also known as Pike #1 and Pike #2). Kindill #1 is located 3.5 miles from the interchange between AWW and ISRR at Oakland City Jct., and Kindill #2 is located 11.0 miles from the same interchange. After these mines reopen, coal moving to the Wabash River and Cayuga Stations will be routed via AWW to Oakland City Jct., thence via ISRR and INRD to connections with CSXT and CP Rail (soon to become part of INRD) for delivery to destination. In addition to ISRR's existing interchanges with INRD, CP Rail and CSXT, Cinergy/PSI expects the interchange between ISRR and CSXT at Washington, IN to be reopened, making the movement of coal from the AWW-served mines more efficient.

Based on NS's Petition and discussions with the carriers, Cinergy/PSI concludes that AWW's consolidation into NS will result in the loss of AWW's

independence. Instead of being interested in maximizing the former AWW's coal traffic volume to Indiana power plants reached via the short-haul movement to the ISRR interchange at Oakland City Jct., NS will have a strong interest in maximizing coal traffic volume moving to its own long-haul destinations beyond Oakland City Jct., and will no longer act neutrally. Although NS states that it will "preserve" the Oakland City Jct. interchange, Cinergy/PSI expects NS to foreclose Cinergy/PSI's competitive option of obtaining coal from the two AWW-served mines and load-out facilities, especially in light of NS's desire to concentrate on single line service as constantly expressed in the Petition.

Once AWW is absorbed by NS, it will no longer act like an independent origin carrier, with an interest in moving coal from the mines to the point of interchange at Oakland City Jct. for delivery to Indiana power plants. Instead, the mines on the AWW will become captive to NS, which in its desire to move the coal in single-line service, will price the portion of the move on the AWW to favor NS long-haul utility destinations in (for example) North Carolina and Georgia, and preclude interchange with ISRR. AWW will no longer be neutral in determining whether to interchange traffic to NS or ISRR. Without NS's cooperation, Cinergy/PSI will not be able to obtain coal from the AWW-served mines and associated coal load-outs at a reasonable delivered cost.

I should also point out that Cinergy/PSI's desire to source coal from the AWW-served mines and load-outs after they are reopened is driven by more than the goal of obtaining competitive delivered pricing. Having a variety of coal suppliers (and rail

service providers) is necessary to ensure a constant supply of coal at Cinergy/PSI's power plants, which in turn is needed to keep the plants running and avoid disruptions in their ability to produce a continuous supply of electricity to Cinergy/PSI's customers. The availability of a relatively large number of coal and transportation providers ensures that if any one provider has a production or service disruption, others can make up the difference.

In its Petition NS refers to a possible direct interchange with CSXT for movements of coal from the AWW-served mines to CSXT-served power plants, such as Cayuga Station. As far as I am aware there is no direct interchange between the AWW and CSXT at Oakland City Jct. The closest potential interchange between NS and CSXT is located at Princeton, IN, where NS's east-west mainline and CSXT's north-south mainline intersect at grade. However, there is no physical track connection between the NS and CSXT lines in the northwest quadrant at Princeton, which is necessary for the efficient interchange of Cayuga coal trains at that location. The only connecting track is in the southwest quadrant. Hence, a NS unit train coming from one of the AWW-served mines would have to cross over the CSXT line, stop on the NS main line west of the crossing, and move backward down the connecting track between NS and CSXT onto CSXT's mainline. After changing crews and making all necessary tests, the train could then proceed north toward Cayuga. The difficult and time-consuming logistics of a Princeton interchange make this route an unattractive option.

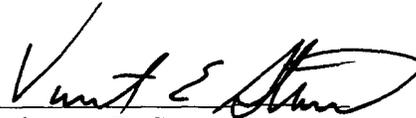
Both railroads' mainlines through Princeton are busy, and I have been informed that CSXT is not accepting interchange of coal trains from NS at Princeton. Hence, a joint NS-CSXT routing via Princeton is not only impractical, it is unavailable. On the other hand, a routing via the ISRR to CSXT via Oakland City Jct. is feasible, efficient, and much more direct.

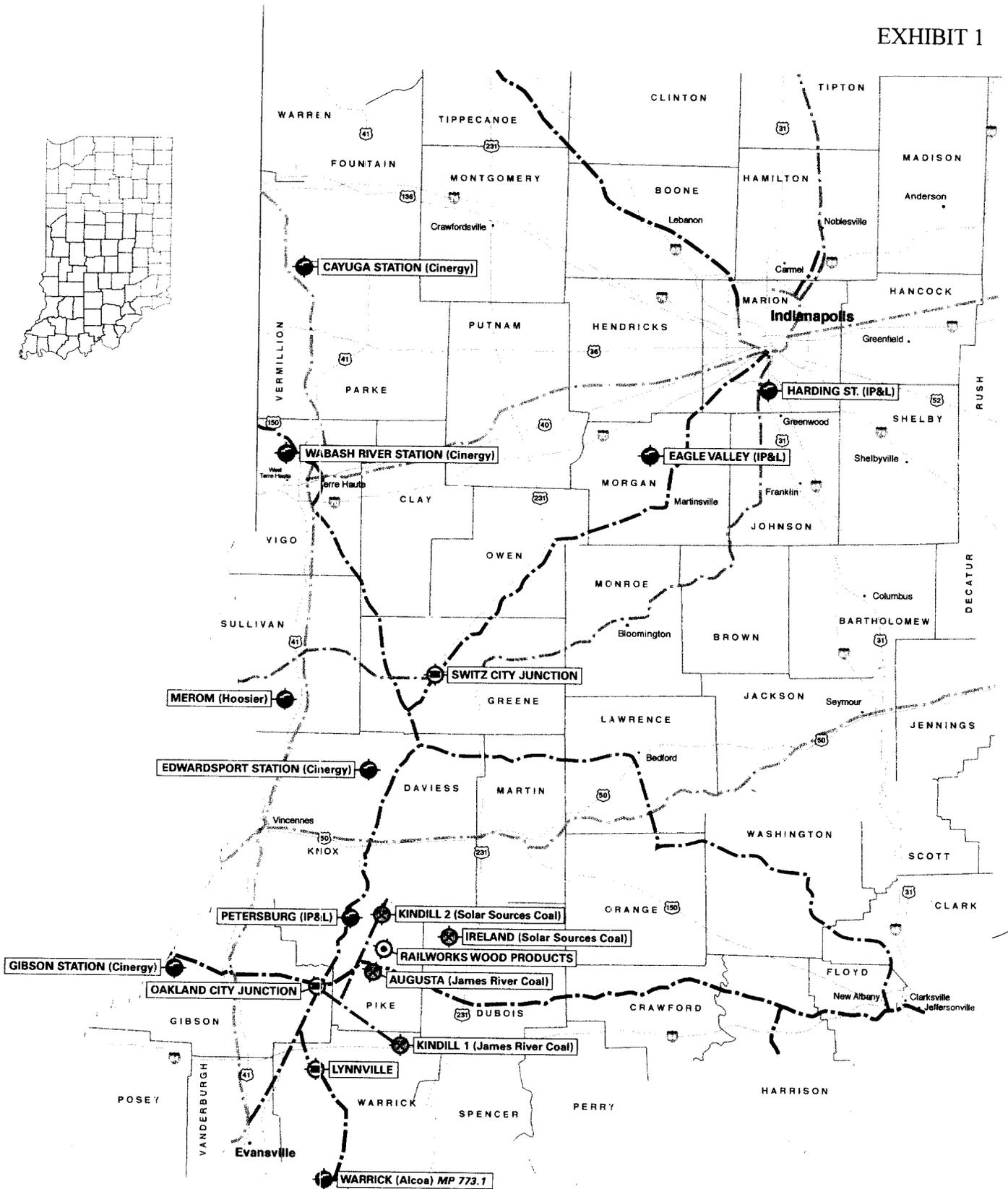
I am informed that ISRR has proposed obtaining trackage rights from NS to enable ISRR to directly serve the two mines reached by the AWW, as a condition to NS acquiring control of AWW and consolidating AWW into NS. ISRR's trackage rights proposal will retain the competitive options that are available today for Cinergy/PSI, by enabling it to obtain coal from these mines (and other nearby mines using the transloading capabilities available at the load-outs) at a competitive delivered cost. Cinergy/PSI fully supports ISRR's trackage rights proposal. In addition, I understand that ISRR has proposed the alternative of the STB's imposing a switching charge for the movement of coal from the AWW-served mines to Oakland City Jct. Cinergy/PSI supports this alternative only as a secondary option, as it would be more efficient for ISRR to serve the mines directly. Cinergy/PSI urges the STB to impose the trackage rights sought by ISRR to preserve the competitive situation that exists today with respect to rail service from the two coal mines and rail load-outs located on the AWW.

VERIFICATION

I, Vincent E. Stroud, verify under penalty of perjury under the laws of the United States that I have read the foregoing Verified Statement and know the contents thereof, and that the same are true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on: March 15, 2006.


Vincent E. Stroud



	Generating Stations		CSX RR
	Coal Mines		Norfolk Southern RR
			Indiana RR
			Indiana Southern RR
			Canadian Pacific RR
			AWW RR

CERTIFICATE OF SERVICE

I hereby certify that I have this 16th day of March, 2006, caused copies of the foregoing Reply of PSI Energy, Inc. to be served by hand or United States Mail upon counsel for all parties of record in Finance Docket No. 34839, as follows:

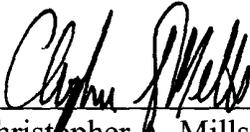
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