

228577

January 4, 2011

via electronic filing

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

**RE: Docket No. NOR 42121, Total Petrochemicals USA, Inc. v. CSX
Transportation, Inc., et al.**

Dear Ms. Brown:

Enclosed for filing in the above-captioned case please find a "Motion to Dismiss" and the "Third Amended Complaint" of Total Petrochemicals USA, Inc. ("TPI"). Additionally, TPI is also filing a "Certificate of Service" to demonstrate TPI's compliance with the Surface Transportation Board decision served on December 30, 2010 in this docket.

The Third Amended Complaint follows the Original Complaint filed by TPI on May 3, 2010, the First Amended Complaint filed by TPI on July 26, 2010, and the Second Amended Complaint filed by TPI on October 4, 2010. The Third Amended Complaint differs from the Second Amended Complaint in the following manner:

1. The following five defendants have been removed: Georgia Woodlands Railroad, LLC ("GWRC"); Nashville and Eastern Railroad Corp. ("NERR"); Pioneer Valley Railroad ("PVRR"); Seminole Gulf Railway L.P. ("SGLR"); and South Branch Valley Railroad ("SBVR").
2. Lane 8 of Exhibit B. The destination has been changed to "Barnett, GA" to reflect the removal of GWRC. The rate, fuel surcharge, rate including fuel surcharge, and R/VC ratio have also been changed to reflect the removal of the GWRC.
3. Lane 10 of Exhibit B. The destination has been changed to "Vine Hill, TN" to reflect the removal of NERR. The rate, fuel surcharge, rate including fuel surcharge, and R/VC ratio have also been changed to reflect the removal of the NERR.
4. Lane 12 of Exhibit B. The destination has been changed to "Oneco, FL" to reflect the removal of SGLR. The rate, fuel surcharge, rate including fuel surcharge, and R/VC ratio have also been changed to reflect the removal of the SGLR.
5. Lane 66 of Exhibit B. The destination has been changed to "Wareco, GA" to correct a prior oversight which incorrectly listed the destination. The rate, fuel surcharge, rate including fuel surcharge, and R/VC ratio have also been changed to reflect this correction.

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6. Lane 74 of Exhibit B. The destination has been changed to "Vine Hill, TN" to reflect the removal of NERR. The rate, fuel surcharge, rate including fuel surcharge, and R/VC ratio have also been changed to reflect the removal of the NERR.
7. Lane 80 of Exhibit B. The destination has been changed to "Green Spring, WV" to reflect the removal of SBVR. The rate, fuel surcharge, rate including fuel surcharge, and R/VC ratio have also been changed to reflect the removal of the SBVR.
8. Lane 114 of Exhibit B. This lane, which comprised joint CSXT-PVRR service, has been removed.

These changes result in the elimination of five defendants, the deletion of 1 lane from the Second Amended Complaint, and modifications to 6 lanes.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Jeffrey O. Moreno

David E. Benz

Counsel for Total Petrochemicals USA, Inc.

Enclosures

Board to award damages, plus interest, to the extent that TPI has paid or will pay common carrier rates in excess of a reasonable maximum rate for such transportation, beginning on July 1, 2010. TPI asks this Board to determine the reasonableness of Defendants' rates using the constrained market pricing principles and procedures adopted in *Coal Rate Guidelines—Nationwide*, Ex Parte No. 347 (Sub-No. 1), 1 I.C.C. 2d 520 (1985), as further refined and applied in subsequent decisions issued by the Interstate Commerce Commission and the Board.

In support of this Third Amended Complaint, TPI states as follows:

The Parties

1. TPI is a corporation organized under the laws of the State of Delaware, with its principal place of business in Houston, Texas. TPI, which is part of the chemical branch of Total S.A., is a producer of polypropylene, polyethylene, styrenics (including polystyrene), base chemicals, and transportation fuels at facilities in Texas and Louisiana. TPI is a major user of rail service to transport its products to customers throughout the continental United States, Canada and Mexico.

2. Each defendant is a common and contract carrier by railroad that engages in the transportation of property in interstate and intrastate commerce. Each defendant is also subject to the Interstate Commerce Commission Termination Act of 1995 (49 USC §§ 10101 *et seq.*) and to the jurisdiction of the Board.

3. Defendant CSX Transportation, Inc. ("CSXT") has its headquarters at 500 Water Street, Jacksonville, Florida 32202.

4. Defendant Carolina Piedmont Division has a mailing address of 268 E. Main Street, Laurens, South Carolina 29360.

5. Defendant Madison Railroad has a mailing address of City of Madison Port Authority, 1121 W. JPG Woodfill Road #216, Madison, Indiana 47250.

6. Defendant Mohawk, Adirondack & Northern Railroad Corp. has a mailing address of 1 Mill Street, Suite 101, Batavia, New York 14020.

7. Defendant New Hope & Ivyland Railroad has a mailing address of 32 West Bridge Street, New Hope, Pennsylvania 18938.

8. Defendant R.J. Corman Railroad Company (Memphis) has a mailing address of 101 R.J. Corman Drive, Nicholasville, Kentucky 40356.

9. Defendant Sequatchie Valley Railroad Company has a mailing address of 595 Minksville Road, Shelbyville, Tennessee 37160.

Description of the Issue Movements

10. In this Third Amended Complaint, TPI challenges the reasonableness of Defendants' rates for the movement of polypropylene, polystyrene, polyethylene, styrene and base chemicals between the origin and destination pairs set forth in Exhibits A and B.

11. CSXT transports the commodities between the points identified in Exhibit A in single line service.

12. Defendants transport the commodities between the points identified in Exhibit B in joint line service. CSXT has published AAR Accounting Rule 11 rates for these movements on behalf of itself and the other Defendants.

The Challenged Rates

13. In 2007, CSXT and TPI entered into a contract that, over the two-year term of the agreement, increased rates by 38% (volume weighted). As a consequence of CSXT's rate increases, TPI's ability to compete in markets the CSXT serves was impaired.

14. In 2009, TPI and CSXT entered into negotiations for a new contract. CSXT demanded rate increases of another 8.3% (volume weighted). In some lanes, the contract rates offered by CSXT represented increases of more than 100% compared to the expiring contract rates and R/VC ratios over 800%. In total, CSXT's 2009 contract offer represented a 49% (volume weighted) increase in its rates to TPI, excluding fuel surcharges, since 2007. CSXT insisted that these were "market" rates for rail transportation of TPI's commodities and rejected TPI's counter-proposals.

15. Due to a lack of options and the impending contract expiration, TPI reluctantly agreed to a new contract at the rates offered by CSXT for a term of nine months that expired on June 30, 2010. During that time, TPI concluded that CSXT's rates are far above reasonable levels.

16. On March 24, 2010, TPI initiated contract renewal negotiations with CSXT by proposing new contract rates that would become effective upon expiration of the then-current contract on June 30, 2010. Having concluded that CSXT's then-current contract rates were unreasonable, TPI proposed rate reductions. CSXT informed TPI that it could not agree to those rates and repeated its assertion during the 2009 contract negotiations that CSXT's current rates are competitive with the "market." TPI agreed to CSXT's request for additional time to present a counter-proposal, despite substantial doubts that CSXT's counter-proposal would be acceptable. On April 30, 2010, CSXT submitted a counter-proposal to TPI that would impose further rate increases upon CSXT's already unreasonably high current contract rates.

17. Because TPI and CSXT are unable to agree upon new contract rates, TPI must pay Defendants' public tariff rates, which are the rates identified in Exhibits A and B, effective July 1, 2010. These rates produce R/VC ratios over 1100% on four lanes; over 500% on thirty

lanes; and over 400% on seventy-nine lanes. All but one lane in Exhibits A and B produce R/VC ratios greater than 300%. TPI challenges these rates as unreasonable.

Jurisdictional Allegations

18. Defendants possess market dominance over the movements in Exhibits A and B. Therefore, pursuant to 49 USC § 10707, the Board has jurisdiction over the rates and services provided by Defendants and challenged by TPI as unreasonable.

19. The rates charged by Defendants and challenged by TPI for each of the movements in Exhibits A and B exceed 180 percent of the variable cost for the service requested by TPI, as determined in accordance with 49 USC § 10707(d)(1).

20. There is a lack of effective competition from other rail carriers for each of the movements in Exhibits A and B because CSXT or another Defendant is the only rail carrier that provides service at either the origin or the destination. There is a lack of effective competition from non-rail modes for each of the movements in Exhibits A and B.

Requested Relief

21. Defendants' common carrier rates for handling the movements in Exhibits A and B are unreasonable and violate 49 USC §§ 10701(d)(1) and 10702, which require Defendants to establish reasonable rates. The Board should order Defendants to cease these violations and it should prescribe maximum reasonable rates pursuant to 49 USC § 10704(a)(1).

22. The Board should award reparations to TPI, as provided under 49 USC § 11704(b). The reparations should compensate TPI for any and all amounts paid in excess of the reasonable rates prescribed by the Board pursuant to this proceeding, plus interest.

23. The Board should prescribe a maximum reasonable rate and award reparations for a combined period of ten years, beginning July 1, 2010.

24. This Third Amended Complaint includes any and all adjustments to the challenged rates, including adjustments to the applicable fuel surcharges, and any new rates established by Defendants for the services described herein.

WHEREFORE, TOTAL PETROCHEMICALS USA, INC. prays that the Board:

- (1) require Defendants to answer the charges alleged herein;
- (2) assign this Third Amended Complaint for hearing under 49 CFR Part 1111 and the stand-alone cost approach adopted in *Coal Rate Guidelines—Nationwide*, Ex Parte No. 347 (Sub-No. 1), 1 I.C.C. 2d 520 (1985);
- (3) after due hearing and investigation, find that the Defendants' common carrier rates applicable to the transportation of the commodities and movements in Exhibits A and B of this Third Amended Complaint are unreasonable;
- (4) prescribe just and reasonable rates and related rules and service terms for the future applicable to the rail transportation of the TPI traffic in Exhibits A and B, pursuant to 49 USC §§ 10704(a)(1) and 11701(a);
- (5) award TPI reparations, plus applicable interest, in accordance with 49 USC § 11704 for unlawful rates set by Defendants for the period beginning July 1, 2010 to the effective date of a decision by the Board prescribing just and reasonable rates; and
- (6) grant such other and further relief to TPI as the Board may deem just and proper under the circumstances.

Respectfully submitted,



Jeffrey O. Moreno
David E. Benz
Thompson Hine LLP
1920 N Street, N.W., Suite 800
Washington, D.C. 20036
(202) 331-8800

January 4, 2011

CERTIFICATE OF SERVICE

I hereby certify that this 4th day of January 2011, I served a copy of the foregoing upon Defendants in the following manner and at the addresses below:

Via e-mail and first-class mail to:

<p>G. Paul Moates Paul Hemmersbaugh Sidley Austin LLP 1501 K Street, NW Washington, DC 20005</p> <p>pmoates@sidley.com phemmersbaugh@sidley.com</p> <p><i>Counsel for CSXT</i></p>	<p>Eric Hocky Thorp Reed & Armstrong LLP One Commerce Square 2005 Market Street, Suite 1000 Philadelphia, PA 19103</p> <p>ehocky@thorpreed.com</p> <p><i>Counsel for New Hope & Ivyland Railroad; Seminole Gulf Railway, LP;</i></p>
<p>Louis E. Gitomer Law Offices of Louis E. Gitomer 600 Baltimore Avenue Suite 301 Towson, MD 21204</p> <p>Lou_Gitomer@verizon.net</p> <p><i>Counsel for Carolina Piedmont Division, South Carolina Central Railroad Company</i></p>	<p>Thomas J. Litwiler Fletcher & Sippel LLC Suite 920 29 North Wacker Drive Chicago, IL 60606-2832</p> <p>tlitwiler@fletcher-sippel.com</p> <p><i>Counsel for Pioneer Valley Railroad Company, Inc.</i></p>
<p>David W. Lawrence Suite A 501 Park Avenue Lebanon, TN 37087</p> <p>davelawrence@birch.net</p> <p><i>Counsel for Nashville & Eastern Railroad Corporation</i></p>	<p>Karl Morrell Ball Janik LLP Suite 225 1455 F Street, NW Washington, DC 20005</p> <p>kmorrell@dc.bjllp.com</p> <p><i>Counsel for Georgia Woodlands Railroad, LLC</i></p>

<p>David F. Rifkind Leonard, Street and Deinard 1350 I Street, NW, Suite 800 Washington, DC 20005</p> <p>david.rifkind@leonard.com</p> <p><i>Counsel for Madison Railroad</i></p>	<p>John Herbrand General Counsel Mohawk, Adirondack & Northern Railroad Corp. 1 Mill Street, Suite 101 Batavia, NY 14020 jsh@herbrandlaw.com</p>
<p>R.J. Corman Railroad Group Attn. Bill Henderson P.O. Box 788 Nicholasville, KY 40340</p> <p>bill.henderson@rjcorman.com</p> <p><i>Designated representative of R.J. Corman Railroad Company (Memphis)</i></p>	

Via overnight carrier to:

<p>Sequatchie Valley Railroad Attn. Dick Abernathy (President) 595 Minkslide Road Shelbyville, TN 37160</p>	<p>Lucinda K. Butler, Director South Branch Valley Railroad 120 Water Plant Drive Moorefield, WV 26836</p>
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 Jeffrey O. Moreno

CSX LOCAL MOVES

<u>Origin</u>		<u>Destination</u>		<u>Route</u>	<u>Commodity Description</u>	<u>STCC</u>	<u>CSXT Rate</u>	<u>FSC @ \$0.20</u>	<u>CSXT Rate</u>	<u>Incl. FSC</u>	<u>RVC Ratio</u>
<u>City</u>	<u>ST</u>	<u>City</u>	<u>ST</u>	<u>(5)</u>	<u>(6)</u>	<u>(7)</u>	<u>1Q10</u>	<u>1Q10</u>	<u>1Q10</u>	<u>1Q10</u>	<u>(11)</u>
(1)	(2)	(3)	(4)				(8)	(9)	(10)		
1. RELOCATED TO EXHIBIT B, LANE #116											
CLINTON	IN	ATHERTON	IN	CSXT	Polypropylene	2821139	\$2,725	\$1	\$2,726		536%
2. CLINTON IN AATHERTON IN											
3. RELOCATED TO EXHIBIT B, LANE #117											
4. RELOCATED TO EXHIBIT B, LANE #118											
5. RELOCATED TO EXHIBIT B, LANE #119											

CSX JOINT MOVES

3rd Amended Exhibit B
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December 2010

	Origin		Destination		Route	Commodity Description	STCC	CSXT Rate		FSC @ \$0.20		CSXT Rate	
	City (1)	ST (2)	City (3)	ST (4)				IO10 (8)	IO10 (9)	IO10 (10)	RVC Rate (11)		
1. MEMPHIS	TN	TN	SOCIAL CIRCLE	GA	BNSF MEMPH CSXT SOCIR GRWR	Polypropylene	2821139	\$5,349	\$114	\$5,463	433%		
2. MEMPHIS	TN	TN	EVANSVILLE	IN	BNSF MEMPH CSXT	Polypropylene	2821139	\$4,786	\$79	\$4,865	437%		
3. NEW ORLEANS	LA	LA	COVINGTON	GA	CN NEWOR CSXT	Polystyrene	2821140	\$5,841	\$107	\$5,948	426%		
4. CHICAGO	IL	IL	CLINTON	IN	BNSF CHGO CSXT	Polypropylene	2821139	\$3,682	\$34	\$3,716	568%		
5. NEW ORLEANS	LA	LA	AMPTHILL	VA	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$8,884	\$217	\$9,101	362%		
6. MEMPHIS	TN	TN	BOWLING GREEN	KY	BNSF MEMPH CSXT	Polypropylene	2821139	\$4,959	\$62	\$5,021	534%		
7. NEW ORLEANS	LA	LA	CONYERS	GA	CN NEWOR CSXT	Polystyrene	2821140	\$5,841	\$105	\$5,946	433%		
8. NEW ORLEANS	LA	LA	BARNETT	GA	BNSF NEWOR CSXT BRNET GWRC	Polypropylene	2821139	\$6,864	\$121	\$6,985	523%		
9. NEW ORLEANS	LA	LA	ATHENS	GA	BNSF NEWOR CSXT	Polypropylene	2821139	\$5,841	\$113	\$5,954	409%		
10. MEMPHIS	TN	TN	VINE HILL	TN	BNSF MEMPH CSXT VINHI NERR	Polypropylene	2821139	\$4,959	\$47	\$5,006	856%		
11. NEW ORLEANS	LA	LA	HOPE HILL	AL	CN NEWOR CSXT	Polystyrene	2821140	\$4,238	\$62	\$4,300	456%		
12. NEW ORLEANS	LA	LA	ONECO	FL	BNSF NEWOR CSXT ONECO SGLR	Polypropylene	2821139	\$7,680	\$164	\$7,844	443%		
13. MEMPHIS	TN	TN	GLASGOW	KY	CN MEMPH CSXT	Polystyrene	2821140	\$4,959	\$68	\$5,027	499%		
14. NEW ORLEANS	LA	LA	WINCHESTER	VA	CN NEWOR CSXT	Polystyrene	2821140	\$9,033	\$259	\$9,292	317%		
15. CHICAGO	IL	IL	ORANGEBURG	NY	BNSF CHGO CSXT	Polyethylene HD	2821142	\$7,346	\$186	\$7,532	343%		
16. NEW ORLEANS	LA	LA	GALLOWAY	FL	CN NEWOR CSXT	Aromatics (Styrene)	2818342	\$6,819	\$152	\$6,971	363%		
17. CHICAGO	IL	IL	ANDERSON	IN	BNSF CHGO CSXT	Polypropylene	2821139	\$3,837	\$47	\$3,884	490%		
18. CHICAGO	IL	IL	CINCINNATI	OH	BNSF CHGO CSXT	Polyethylene HD	2821142	\$4,489	\$75	\$4,564	427%		
19. MEMPHIS	TN	TN	EVANSVILLE	IN	CN MEMPH CSXT	Polystyrene	2821140	\$4,786	\$79	\$4,865	437%		
20. CHICAGO	IL	IL	CUMBERLAND	MD	BNSF CHGO CSXT	Polypropylene	2821139	\$6,362	\$123	\$6,485	415%		
21. NEW ORLEANS	LA	LA	HAMLET	NC	BNSF NEWOR CSXT	Polypropylene	2821139	\$6,538	\$163	\$6,721	342%		
22. CHICAGO	IL	IL	MENTOR	OH	BNSF CHGO CSXT	Polypropylene	2821139	\$4,843	\$72	\$4,915	473%		
23. NEW ORLEANS	LA	LA	NORTH COVE	NC	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$7,294	\$156	\$7,450	394%		
24. REMOVED													
25. MEMPHIS	TN	TN	CLARKSVILLE	TN	CN MEMPH CSXT GUTHR RUCM	Polystyrene	2821140	\$6,059	\$60	\$6,119	637%		
26. NEW ORLEANS	LA	LA	BEECH ISLAND	SC	CN NEWOR CSXT	Polystyrene	2821140	\$6,864	\$142	\$7,006	401%		
27. REMOVED													
28. NEW ORLEANS	LA	LA	SOCIAL CIRCLE	GA	BNSF NEWOR CSXT SOCIR GRWR	Polypropylene	2821139	\$5,841	\$109	\$5,950	492%		
29. MEMPHIS	TN	TN	PIQUA	OH	CN MEMPH CSXT	Polystyrene	2821140	\$6,255	\$124	\$6,379	406%		
30. EAST ST. LOUIS	IL	IL	PAINESVILLE	OH	UP ESTL CSXT	Aromatics	2911315	\$3,590	\$114	\$3,704	231%		
31. NEW ORLEANS	LA	LA	MONROE	NC	BNSF NEWOR CSXT	Polypropylene	2821139	\$8,239	\$152	\$8,391	452%		
32. EFFINGHAM	IL	IL	TERRE HAUTE	IN	CN EFHAM CSXT	Polystyrene	2821140	\$3,571	\$14	\$3,585	789%		
33. CHICAGO	IL	IL	TERRE HAUTE	IN	BNSF CHGO CSXT	Polyethylene HD	2821142	\$3,682	\$36	\$3,718	544%		
34. CHICAGO	IL	IL	UTICA	NY	BNSF CHGO CSXT UTICA MHWA	Polypropylene	2821139	\$7,607	\$144	\$7,751	433%		
35. NEW ORLEANS	LA	LA	CARTERSVILLE	GA	BNSF NEWOR CSXT	Polypropylene	2821139	\$5,841	\$108	\$5,949	421%		
36. NEW ORLEANS	LA	LA	STANLEY	NC	BNSF NEWOR CSXT	Polypropylene	2821139	\$8,239	\$161	\$8,400	433%		
37. NEW ORLEANS	LA	LA	SIMPSONVILLE	SC	BNSF NEWOR CSXT LAURN CPDR	Polypropylene	2821139	\$7,930	\$139	\$8,069	459%		
38. NEW ORLEANS	LA	LA	DELAND	FL	BNSF NEWOR CSXT	Polypropylene	2821139	\$7,411	\$145	\$7,556	423%		
39. NEW ORLEANS	LA	LA	LAWRENCEVILLE	GA	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$5,841	\$105	\$5,946	431%		
40. REMOVED													
41. REMOVED													
42. EFFINGHAM	IL	IL	WARMINSTER	PA	CN EFHAM CSXT IVYLD NHRK	Polystyrene	2821140	\$9,345	\$203	\$9,548	399%		

CSX JOINT MOVES

	Origin		Destination		Route	Commodity Description	STCC	CSXT Rate			CSXT Rate	
	City (1)	ST (2)	City (3)	ST (4)				LO10 (8)	FSC @ \$0.20 (9)	Incl FSC (10)	RVC Rate (11)	
85. REMOVED												
86. NEW ORLEANS	LA		THOMSON	GA	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$6,864	\$125	\$6,989	442%	
87. NEW ORLEANS	LA		TARBORO	NC	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$8,370	\$197	\$8,567	372%	
88. REMOVED												
89. MEMPHIS	TN		HORSE CAVE	KY	CN MEMPH CSXT	Polystyrene	2821140	\$5,252	\$68	\$5,320	529%	
90. REMOVED												
91. NEW ORLEANS	LA		MATTHEWS	NC	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$8,239	\$155	\$8,394	446%	
92. REMOVED												
93. CHICAGO	IL		NORTH VERNON	IN	BNSF CHGO CSXT NVERN CMPA	Polyethylene HD	2821142	\$4,684	\$71	\$4,755	450%	
94. NEW ORLEANS	LA		PENDERGRASS	GA	BNSF NEWOR CSXT	Polypropylene	2821139	\$5,841	\$117	\$5,958	397%	
95. REMOVED												
96. CHICAGO	IL		FRANCESVILLE	IN	BNSF CHGO CSXT	Polyethylene HD	2821142	\$4,123	\$20	\$4,143	805%	
97. NEW ORLEANS	LA		JEFFERSON	GA	CN NEWOR CSXT	Polystyrene	2821140	\$5,841	\$116	\$5,957	401%	
98. NEW ORLEANS	LA		JEFFERSON	GA	BNSF NEWOR CSXT	Polypropylene	2821139	\$5,841	\$116	\$5,957	401%	
99. EFFINGHAM	IL		MAMARONEC	NY	CN EFHAM CSXT	Polystyrene	2821140	\$8,075	\$211	\$8,286	338%	
100. MEMPHIS	TN		GALLAWAY	TN	BNSF MEMPH CSXT	Polyethylene HD	2821142	\$4,340	\$6	\$4,346	1158%	
101. MEMPHIS	TN		GLASGOW	KY	BNSF MEMPH CSXT	Polypropylene	2821139	\$4,959	\$68	\$5,027	499%	
102. NEW ORLEANS	LA		ACKERMAN	GA	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$5,841	\$97	\$5,938	460%	
103. NEW ORLEANS	LA		BEECH ISLAND	SC	BNSF NEWOR CSXT	Polyethylene HD	2821139	\$6,864	\$142	\$7,006	401%	
104. NEW ORLEANS	LA		DE LAND	FL	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$7,411	\$145	\$7,556	423%	
105. NEW ORLEANS	LA		HAMLET	NC	BNSF NEWOR CSXT	Polyethylene HD	2821142	\$6,558	\$163	\$6,721	342%	
106. NEW ORLEANS	LA		HAMLET	NC	CN NEWOR CSXT	Polystyrene	2821140	\$6,558	\$163	\$6,721	342%	
107. REMOVED												
108. CHICAGO	IL		AKRON	OH	BNSF CHGO CSXT	Polyethylene HD	2821142	\$4,843	\$69	\$4,912	485%	
109. CHICAGO	IL		LIMA	OH	BNSF CHGO CSXT	Polyethylene HD	2821142	\$3,970	\$48	\$4,018	500%	
110. CHICAGO	IL		LIMA	OH	BNSF CHGO CSXT	Polypropylene	2821139	\$3,970	\$48	\$4,018	500%	
111. CHICAGO	IL		PITTSFIELD	MA	BNSF CHGO CSXT	Polypropylene	2821139	\$8,190	\$172	\$8,362	406%	
112. NEW ORLEANS	LA		DALTON	GA	BNSF NEWOR CSXT	Polypropylene	2821139	\$5,681	\$119	\$5,800	382%	
113. CHICAGO	IL		CLARKSBURG	WV	BNSF CHGO CSXT	Polyethylene HD	2821142	\$6,196	\$127	\$6,323	395%	
114. REMOVED												
115. CHICAGO	IL		INDIAPLUS	IN	BNSF CHGO CSXT	Polypropylene	2821139	\$3,939	\$39	\$3,978	538%	
116. SOCIAL CIRCLE	GA		COVINGTON	GA	GRWR SOCIR CSXT	Polypropylene	2821139	\$3,300	\$2	\$3,302	985%	
117. SOCIAL CIRCLE	GA		ATHENS	GA	GRWR SOCIR CSXT	Polypropylene	2821139	\$3,300	\$22	\$3,322	622%	
118. SOCIAL CIRCLE	GA		CONTERS	GA	GRWR SOCIR CSXT	Polypropylene	2821139	\$3,300	\$4	\$3,304	926%	
119. CHICAGO	IL		EVANSVILLE	IN	BRC CHGO CSXT	Polystyrene	2821140	\$4,863	\$58	\$4,921	544%	
120. NEW ORLEANS	LA		CONTERS	GA	BNSF NEWOR CSXT	Polypropylene	2821139	\$5,841	\$105	\$5,946	433%	