

NEW ORLEANS PUBLIC BELT RAILROAD

Jim Bridger
General Manager
896-7410

J. A. Morrow, Jr.
Chief Financial & Mechanical Officer
896-7430



T. F. Lobello, Jr.
Chief Operating Officer
896-7410

A. C. Marinello, Jr.
Chief Engineer
896-7420

July 6, 2006

Mr. Richard F. Timmons - President
American Short Line & Regional Railroad Association
50 F Street, N.W. Suite 7020
Washington, D.C. 20001-1564

Dear Mr. Timmons:

This is in reference to your letter of June 30, 2006 regarding the request from the Chairman of the Surface Transportation Board (STB) for information concerning railroad preparations for the remainder of the 2006 shipping season.

As you stated within your letter "our industry does not have the capacity and congestion problems which the Class I railroads experience". At the New Orleans Public Belt Railroad our day-to-day operations remain fluid for the following reasons:

*Approximately one year ago the Public Belt initiated scheduled service for our customers and the six class one carriers with whom we affect interchange. What this means is that a Public Belt customer or class one carrier can expect to be switched or interchanged within the same time frame or window daily. I am including a copy of our current Trip Plan for your review.

*In addition to this the Public Belt initiated a Customer Service Switching Curfew daily from between 20:00 and 06:00 where nothing is allowed upon the Public Belt from connecting carriers in order to switch and satisfy the needs of our port and terminal customers. Please keep in mind that the Public Belt is in the middle of six class one railroads (just like Chicago) and if access is not restricted for a particular period then local service suffers.

*Another positive step was to restrict the number of cars which were being processed monthly across the Public Belt. Over my five years at the Belt it became obvious that handling any number in excess of 15,000 to 15,500 per month was counterproductive. At these numbers, the Public Belt remains fluid and maintains an operating ratio within the mid-seventies. Above this number our operations becomes stagnate and our operating costs rise. As the General Manager I receive calls weekly from the connecting class one carriers making inquiries as to additional run-through trains utilizing the Public Belt and I regularly turn them down as the traffic would impact our local service and efficiency.

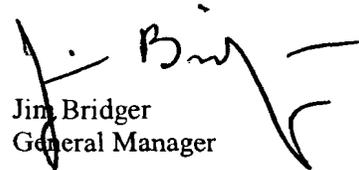
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Mr. Richard F. Timmons
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July 6, 2006

In summary, the Public Belt does not have systemic issues with poor or unreliable service. My coworkers and I are proud of that fact and are extremely protective of our customer's needs. If there is anything else that I can provide to assist you with your response to Mr. Buttrey at the Surface Transportation Board please feel free to call me at (504) 896 - 7410.

Respectfully,

A handwritten signature in black ink, appearing to read "Jim Bridger", with a long horizontal stroke extending to the right.

Jim Bridger
General Manager

(Attachment)

NEW ORLEANS PUBLIC RAILROAD TRIP PLAN

Date Updated 03/23/06											
Wharf/Uptown/Bridge											
INTERCHANGE (INBOUND) (RI)						SWITCHING		INDUSTRY PLACEMENT (PL)			
Interchange	Time (ISA)	Train ID	Cut Off Time	# Cars	Job #	Time Switched	Job#	Time Placed to Industry	Job No.	Max. Transit Time	
UP	2300-0100	Intg.	1500	15	80	0630-1830	103	1800-0600	204	31	
CN	1100-1300	Intg.	1500	40	102/R100	1400-0200	202	1800-0600	204	19	
KCS	1400-1600	Intg.	1500	25	80	1400-0200	202	1800-0600	204	40	
NS	1600-1800	Intg.	1500	80	201/R200	2230-1030	303/R300	1800-0600	204	38	
CSX	0600-0800	Intg.	1500	100	81	1400-0200	202	1800-0600	204	24	
Downtown	Time (ISA)	Train ID	Cut Off Time	# Cars	Job #	Time Switched	Job#	Time Placed to Industry	Job No.	Max. Transit Time	
UP	2300-0100	Intg.	1500	15	80	0630-1830	103	2200-1000	301	35	
CN	1100-1300	Intg.	1500	40	102/r100	1400-0200	202	2200-1000	301	23	
KCS	1400-1600	Intg.	1500	25	80	1400-0200	202	2200-1000	301	44	
NS	1600-1800	Intg.	1500	80	201/r200	2230-1030	303/R300	2200-1000	301	42	
CSX	0600-0800	Intg.	1500	100	81	1400-0200	202	2200-1000	301	28	
INDUSTRY PULL (OUTBOUND) (RI)						SWITCHING		INDUSTRY PLACEMENT (DI)			
Wharf/Uptown/Bridge											
	Time Released	Time Pulled	Job#	To CWH	Time Switched	Job#	Intg.	Time (ISA)	Actual	Job No.	Max. Transit Time
UP	1700	1800-0630	204	200	0630-1800	103	UP	0800-1000	next day	80	41
CN	1700	1800-0630	204	200	0630-1800	103	CN	0900-1100	next day	102/R100	42
KCS	1700	1800-0630	204	200	0630-1800	103	KCS	0900-1100	next day	80	42
NS	1700	1800-0630	204	200	0630-1800	103	NS	1300-1500	next day	201/R200	46
CSX	1700	1800-0630	204	200	0630-1800	103	CSX	1100-1300	next day	81	44
Downtown											
	Time Released	Time Pulled	Job#	To CWH	Time Switched	Job#	Intg.	Time (ISA)	Actual	Job #	Max. Transit Time
UP	1700	2230-1030	301	600	0700-1900	103	UP	0800-1000	next day	80	41
CN	1700	2230-1030	301	600	0700-1900	103	CN	0900-1100	next day	102/R100	42
KCS	1700	2230-1030	301	600	0700-1900	103	KCS	0900-1100	next day	80	42
NS	1700	2230-1030	301	600	0700-1900	103	NS	1300-1500	next day	201/R200	46
CSX	1700	2230-1030	301	600	0700-1900	103	CSX	1100-1300	next day	81	44

New Orleans Public Belt Trip Plan-BNSF

Date Updated 03/23/06											
Wharf/Uptown/Bridge											
INTERCHANGE (INBOUND) (RI)					SWITCHING		INDUSTRY PLACEMENT (PL)			Max Transit Times	
Interchange	Time (ISA)	Train ID	Cut Off Time	# Cars	Job #	Time Switched	Job #	Time Placed to Industry	Job #	RI to PL	
BNSF	1800-2000	LALNWO	1500	90	BNSF	2300-1100	302	1800-0600	204	36 HOURS	
										"	
										"	
										"	
										"	
Downtown											
Time (RI)	Train ID	Cut Off Time	# Cars	Job #	Time Switched	Job #	Time Placed to Industry (PL)	Job #	Max Transit Times		
BNSF	1800-2000	LALNWO	1500	90	BNSF	2300-1100	303	2200-1000	301	40 HOURS	
										"	
										"	
INTERCHANGE TO OTHER RAILROADS (DI)											
BNSF	1800-2000	LALNWO	1500	90	BNSF	2300-1100		CN 0900-1100	102/R100	17 HOURS	
								NS 1300-1500	201/R200	21 HOURS	
INDUSTRY PULL (RL)											
					SWITCHING		OUTBOUND INTERCHANGE (DI)			Max Transit Times	
Time Released	Time Pulled	Job #	ICWH	Time Switched	Job #	Interchange	Time	Actual	Job #	RI to DI	
Wharf/Uptown/Bridge											
BNSF	1700	1800-0600	204	200		0700-1900	103	BNSF Lafayette	7 days	103	42 HOURS
								NWOTPL Temple	7 days	103	"
								0900-1100 Slaton	7 days	103	"
								Barstow	7 days	103	"
								GAL	7 days	103	"
								NWOLAL PTR/DPK	7 days	203	30 HOURS
								2100-2300 BMT/DYT	7 days	203	"
DOWNTOWN											
Time Pulled	Job #	ICWH	Time Switched	Job #	Interchange	Time	Actual	Job #	Max Transit Times		
BNSF	1700	2200-1000	301	600		0700-1900	102	UP 0800-1000	next day	80	41 HOURS
								CN 0900-1100	next day	102/R100	42 HOURS
								KCS 0900-1100	next day	HOURS	42 HOURS
								NS 1300-1500	next day	201/R200	46 HOURS
								CSX 1100-1300	next day	81	44 HOURS

Date							
DAILY INTERCHANGE REPORT							
INBOUND							
Railroad	#Cars	Scheduled Arrivals	Actual Arrival	Reason Late	#Interline Cars	Spotted on Time	Reason not Spotted on time
BN/NWO		1800-2000					
UP		2300-0100					
CN		1100-1300					
KCS		1400-1600					
NS		1600-1800					
CSX		0600-0800					
Ttl.							
OUTBOUND							
Railroad	#Cars	Scheduled Departure	Actual Depart	Reason Late	Interline Cars	Reason Late	
BN/TPL		0900-1100					
UP		0800-1000					
CN		0900-1100					
KCS		0900-1100					
NS		1300-1500					
CSX		1100-1300					
BN/LAL		2100-2300					
Ttl.							
RUN THROUGH TRAIN TRAFFIC							
Train ID	#Cars	Scheduled Arrivals	Actual Arrival	Reason Late	Scheduled Departure	Actual Departure	Reason Late
LALCSX		0300-0500			1000-1200		
KCS 53		1300-1500			1500-1700		
KCS 54		1200-1400			1500-1700		
Ttl.							
Daily Exceptions				Daily Totals			
Incidents				Total Inbound Cars			
Accidents				Total Outbound Cars			
Reportable Injuries				Total Run-Thru Cars			
Derailments				Total Cars Handled			