EnvironmentaL Condition No. 11 of Appendix Q of Decision No. 89\(^1\) (Decision No. 89, slip op. at 401-02), requires Applicants, with the concurrence of the responsible local governments, to mitigate train wayside noise (locomotive engine and wheel/rail noise) at noise-sensitive receptor locations on certain rail line segments. Environmental Condition No. 11 further provides that: “Applicants shall certify compliance with this condition within 2 years of the effective date of the Board’s final decision. This condition shall not apply to those communities that have executed Negotiated Agreements with Applicants that satisfy the communities’ environmental concerns.”

On April 12, 2000, CSX provided us with a copy of a Negotiated Agreement between CSX and the City of Cuyahoga Heights, OH, dated March 8, 2000, and accepted by the City of Cuyahoga Heights on March 17, 2000. According to CSX, this Negotiated Agreement effectuates the Board’s preference for privately negotiated solutions stated in Decision No. 89, slip op. at 153. CSX requests that Environmental Condition No. 11 be amended to reflect the parties’ Negotiated Agreement by deleting the City of Cuyahoga Heights from the Mayfield, OH to Marcy, OH line segment (C-072), and that the Negotiated Agreement between CSX and the City of Cuyahoga Heights be added to the CSX Subsection of Environmental Condition No. 51 of Appendix Q in Decision No. 89, which requires CSX to comply with the terms of all Negotiated Agreements developed with states, local communities, and other entities regarding environmental issues associated with the Conrail transaction. See Decision No. 89, slip op. at 420-21. The City of Cuyahoga Heights concurs with the request.

\(^1\) In Decision No. 89, served July 23, 1998, we approved, subject to certain conditions, including environmental mitigation conditions, the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively, Conrail) and the division of Conrail’s assets by CSX Corporation and CSX Transportation, Inc. (collectively, CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, NS). CSX and NS are referred to as Applicants.
In view of the Negotiated Agreement between CSX and the City of Cuyahoga Heights, we will: (1) add the Negotiated Agreement to Environmental Condition No. 51 of Appendix Q of Decision No. 89, and (2) amend Environmental Condition No. 11 of Appendix Q of Decision No. 89 to delete the City of Cuyahoga Heights because the noise mitigation for that community has been superseded by the CSX/City of Cuyahoga Heights Negotiated Agreement.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is reopened.

2. In accordance with the Negotiated Agreement between CSX and the City of Cuyahoga Heights, OH, executed on March 17, 2000, the following is added to the CSX Subsection of Environmental Condition No. 51 of Appendix Q of Decision No. 89:


3. In addition, Environmental Condition No. 11 of Appendix Q of Decision No. 89 is amended to delete the noise mitigation applicable to the City of Cuyahoga Heights, OH, because it has been superseded by the Negotiated Agreement.

4. This decision is effective on the date of service.

By the Board, Chairman Morgan, Vice Chairman Burkes, and Commissioner Clyburn.

Vernon A. Williams
Secretary
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<td>R A Grice</td>
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<td>Honorable Peter J. Visclosky</td>
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<td>Gary, IN 46408 US</td>
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<tr>
<td>Carl Feller</td>
<td>DeKalb Agra Inc</td>
<td>P.O. Box 127</td>
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<td>4743 County Road 28</td>
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<td>William A Bon, General Counsel</td>
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<td>26555 Evergreen Road Suite 200</td>
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<td>Southfield, MI 48076 US</td>
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<td>Christopher J Burger, President</td>
<td>Central Railroad Company of Indianapolis</td>
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<td>Nicole Harvey</td>
<td>The Dow Chemical Company</td>
<td>2020 Dow Center</td>
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<td>Larry B K Barnes</td>
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<td>Lansing, MI 48909 US</td>
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<td>T Scott Bannister and Associates</td>
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<td>P.O. Box 1113</td>
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<tr>
<td></td>
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<td>Number One General Mills Boulevard</td>
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<tr>
<td></td>
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<td>David L. Hall</td>
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June 18, 1999

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.,
NORFOLK SOUTHERN CORPORATION AND NORFOLK SOUTHERN
RAILWAY COMPANY—CONTROL AND OPERATING LEASES/AGREEMENTS—
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

NOTICE

A court action, entitled as shown below,
was instituted on or about June 16, 1999,
involving Decision Nos. 89, 96 and 125 in

the above-entitled proceeding:

No. 99-1231

Indianapolis Power & Light Company

v.

Surface Transportation Board

United States of America

before the

United States Court of Appeals for the
District of Columbia Circuit

VERNON A. WILLIAMS
Secretary
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<td>BOB HAULTER</td>
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In Decision No. 89, served July 23, 1998, we required applicants to complete any negotiations with the State of Ohio (by and through the Ohio Attorney General, the Ohio Rail Development Commission, and the Public Utilities Commission of Ohio) regarding highway/rail at-grade crossing improvements within 120 days of the effective date of our decision (by December 20, 1998). See Decision No. 89, Environmental Condition 8(B) set out at Appendix Q, slip op. at 399. CSX and the State of Ohio have filed several requests for extension of time to comply with Environmental Condition 8(B), and the Board subsequently granted the requests. See Decision No. 108, slip op. at 2 (directing applicants to complete such negotiations by February 18, 1999); Decision No. 116, slip op. at 2 (directing applicants to complete such negotiations by April 5, 1999); and Decision No. 120, slip op. at 2 (directing applicants to complete such negotiations by June 1, 1999).

On May 27, 1999, CSX submitted to us a Railroad Corridor Agreement (Agreement), dated May 17, 1999, entered into by CSX, the Public Utilities Commission of Ohio (PUCO), and the Ohio Rail Development Commission (ORDC), regarding highway/rail at-grade crossing improvements in Ohio. CSX explains that: (1) the submission of the Agreement satisfies the requirement of

1 CSX Corporation, CSX Transportation, Inc., and their wholly owned subsidiaries, and also Consolidated Rail Corporation's wholly owned New York Central Lines LLC subsidiary, are referred to collectively as CSX. Norfolk Southern Corporation and Norfolk Southern Railway Company and their wholly owned subsidiaries, and also Consolidated Rail Corporation's wholly owned Pennsylvania Lines LLC subsidiary, are referred to collectively as NS. Conrail Inc. and Consolidated Rail Corporation, and also their wholly owned subsidiaries other than New York Central Lines LLC and Pennsylvania Lines LLC, are referred to collectively as Conrail or CR. CSX, NS, and Conrail are referred to collectively as applicants.

2 As noted in Decision No. 116, slip op. at 1, the State of Ohio parties have advised that comprehensive corridor arrangements have already been concluded with NS.
Environmental Condition 8(B) of Decision No. 89, Appendix Q, slip op. at 399; and 2) the Agreement is intended to supersede Environmental Condition 8(A) with respect to the 20 highway/rail at-grade crossings located in the State of Ohio which are listed under “CSX” in Environmental Condition 8(A) of Decision No. 89, Appendix Q, slip op. at 395-96.

With respect to the Agreement, CSX advises that:

(1) as stated in Exhibit 3 to the Agreement, the warning system devices specified in Environmental Condition 8(A) had already been installed at eight crossings prior to execution of the Agreement. The crossings are: 518382H (LaRue), 155755Y (Deshler), 514488D (New London), 155794P (Tontogany), 155804T (Haskins), 155814Y (Perrysburg), 155818B (Perrysburg), and 155838M (Rossford);

(2) the Agreement provides that seven crossings listed in Environmental Condition 8(A) shall be upgraded to flashing lights and gates, which meets or exceeds the specifications for these crossings in Environmental Condition 8(A). The crossings are: 155760V (Deshler), 228774H (Fostoria), 228780L (Fostoria), 155789T (Weston), 155812K (Perrysburg), 155819H (Perrysburg), and 155839U (Rossford);

(3) the Agreement provides that four crossings listed in Environmental Condition 8(A) shall be evaluated for closure. The crossings are: 155798S (Tontogany), 155799Y (Tontogany), 155820C (Perrysburg), and 155840N (Rossford). Section I(A) of the Agreement indicates that the closure process shall include local community participation. If any of these crossings is not closed, PUC RDC will evaluate the crossing to determine if lights and gates should be installed, except that the parties have agreed that crossing 155798S in Tontogany will be upgraded to flashing lights and gates if it is not closed, and CSX will participate in funding installation or closure under the terms of the Agreement;

(4) the Agreement provides that one crossing listed in Environmental Condition 8(A) that is presently equipped with flashing lights and gates (155821J Perrysburg) shall be evaluated to determine whether further upgrade is warranted. Environmental Condition 8(A) specifies upgrade to “4-Quadrant Gates, or Alternative Mitigation such as Median Barriers.” As explained in Section I(B) of the Agreement, because these devices are not currently used in Ohio, further evaluation is required, and the Agreement provides that CSX will assist PUC RDC and the local community in the evaluation; and

---

CSX advises that the Townline Road crossing in New London was erroneously identified as crossing 514488D in Environmental Condition 8(A).
(5) the Agreement provides for the upgrade of warning system devices or for evaluation for closure at 33 crossings in addition to the 20 crossings listed in Environmental Condition 8(A).

In light of the Agreement, CSX, PUCO, and ORDC request that the 20 CSX crossings in Ohio be deleted from Environmental Condition 8(A), and that Environmental Condition 51 be amended by adding the Railroad Corridor Agreement to the list of Negotiated Agreements entered into by CSX.

The requests will be granted. Accordingly, we will: (1) add the Railroad Corridor Agreement to Environmental Condition 51 of Appendix Q of Decision No. 89; and (2) delete the 20 CSX crossings in Ohio from Environmental Condition 8(A) of Appendix Q of Decision No. 89, because that particular condition has been superseded by the parties' Railroad Corridor Agreement.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is reopened.

2. In accordance with the Railroad Corridor Agreement among CSX, PUCO, and ORDC, executed on May 17, 1999, the following is added to the CSX Subsection of Environmental Condition 51 of Appendix Q of Decision No. 89:


3. In addition, Environmental Condition 8(A) of Appendix Q of Decision No. 89 is amended to delete the 20 CSX crossings in Ohio.

4. This decision shall be effective on the date of service.

By the Board, Chairman Morgan, Vice Chairman Clubburn, and Commissioner Burke.

Vernon A. Williams
Secretary
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<td>NEFCO</td>
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<td>RANDALL C. HUNT</td>
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Records: 363
Environmental Condition No. 8(A) of Appendix Q of Decision No. 89\(^1\) (Decision No. 89, slip op. at 393-94), requires Applicants, in order to address potential safety impacts at highway/rail at-grade crossings, to upgrade existing warning devices at 86 public highway/rail at-grade crossings as listed in the decision. As pertinent here, NS is required to install “4-Quadrant Gates, or Alternative Mitigation such as Median Barriers” at the at-grade crossing located at York Road/SR 74, in Cumberland County, Mechanicsburg, PA. See Decision No. 89, slip op. at 398. Alternatively, as provided in Environmental Condition No. 8(A), NS may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for alternative safety improvements in the vicinity of the identified highway/rail at-grade crossing that achieve at least an equivalent level of safety enhancement. Environmental Condition No. 8(A) requires compliance with this provision within 2 years of the effective date of Decision No. 89, or by August 22, 2000.

By letter received May 15, 2000, NS has requested a 1-year extension of the deadline provided for in Environmental Condition No. 8(A), until August 22, 2001. NS states that it has been informed by the Pennsylvania Department of Transportation (PennDOT) that the

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\(^1\) In Decision No. 89, served July 23, 1998, we approved, subject to certain conditions, including environmental mitigation conditions, the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively, Conrail) and the division of Conrail’s assets by CSX Corporation and CSX Transportation, Inc. (collectively, CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, NS). CSX and NS are referred to as Applicants.
Commonwealth recommends that alternative mitigation other than either 4-quadrant gates or median barrier be installed at the York Road/SR 74 at-grade crossing.\footnote{NS enclosed a copy of a letter dated May 11, 2000, from Larry M. King, PennDOT Deputy Secretary for Planning, stating that PennDOT has determined that the road configuration at the York Road/SR 74 grade crossing is not conducive to either 4-quadrant gates or median barriers. Mr. King advises that the accident history for this grade crossing indicates that all of the train accidents were secondary, caused by previous accidents — vehicles losing control or struck by other vehicles leaving the roadway prior to the crossing and being lodged onto the tracks before the train accidents took place. In his letter, Mr. King further states that the Pennsylvania Public Utilities Commission (PPUC) must undertake a formal review of the issues, and then issue its findings and an order. PennDOT supports an extension of time by the Board to allow the PPUC time to complete its review.}

NS states that it is seeking an extension of the August 22, 2000 deadline so that the Commonwealth, the PPUC, and NS can continue their consideration of the preferred alternative safety enhancements for the York Road/SR 74 grade crossing.

The request for a 1-year extension to August 22, 2001, is reasonable. The revised deadline will therefore be adopted.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The compliance deadline for NS in Environmental Condition No. 8(A) of Appendix Q of Decision No. 89 with respect to the York Road/SR 74 grade crossing in Cumberland County, Mechanicsburg, PA, is extended 1 year until August 22, 2001.

2. This decision is effective on the date of service.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams
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<table>
<thead>
<tr>
<th>Honorable Name</th>
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<tbody>
<tr>
<td>Christopher Shays</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<tr>
<td>Charles Rangel</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<tr>
<td>Michael McNulty</td>
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<td>James Maloney</td>
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<tr>
<td>Carolyn B Maloney</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<td>Maurice Hinchey</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<td>Jesse L. Jackson, Jr</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<td>Danny K Davis</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<td>Sherrod Brown</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<tr>
<td>Steve Latourette</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<td>Thomas C Sawyer</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
</tr>
<tr>
<td>Tillie K Fowler</td>
<td>U. S. House of Representatives Washington DC 20515 US</td>
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<tr>
<td>Julia Carson</td>
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</tbody>
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Records: 359
Environmental Condition No. 8(A) of Appendix Q of Decision No. 89\(^1\) (Decision No. 89, slip op. at 393-94), requires Applicants, in order to address potential safety impacts at highway/rail at-grade crossings, to upgrade existing warning devices at 86 public highway/rail at-grade crossings as listed in the decision. As pertinent here, NS is required to install “Flashing Lights” at the at-grade crossing at Lucas Road in Springfield Township, Erie County, Erie, PA. See Decision No. 89, slip op. at 398. Alternatively, as provided in Environmental Condition No. 8(A), NS may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for alternative safety improvements in the vicinity of the identified highway/rail at-grade crossing that achieve at least an equivalent level of safety enhancement. Environmental Condition No. 8(A) requires compliance with this provision within 2 years of the effective date of Decision No. 89, or by August 22, 2000.

By letter received May 1, 2000, NS has requested a 1-year extension of the deadline provided for in Environmental Condition No. 8(A), until August 22, 2001. NS states that it has recently been informed by the Pennsylvania Department of Transportation (PennDOT) that the Commonwealth supports further investigation of the Lucas Road grade crossing as a candidate

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\(^1\) In Decision No. 89, served July 23, 1998, we approved, subject to certain conditions, including environmental mitigation conditions, the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively, Conrail) and the division of Conrail’s assets by CSX Corporation and CSX Transportation, Inc. (collectively, CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, NS). CSX and NS are referred to as Applicants.
for closure. NS further states that PennDOT has indicated that it will work with Springfield Township to assess this at-grade crossing, and that an extension of time would be beneficial to resolve relevant issues.

NS advises that it is seeking an extension of time for 1 year in which to complete a negotiated agreement with Springfield Township and PennDOT because the precise schedule for completion of the PennDOT investigation of the Lucas Road grade crossing and resolution of the closure issue with Springfield Township is uncertain.

The request for a 1-year extension to August 22, 2001, is reasonable. The revised deadline will therefore be adopted.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The compliance deadline for NS in Environmental Condition No. 8(A) of Appendix Q of Decision No. 89 with respect to the Lucas Road grade crossing in Springfield Township, Erie County, Erie, PA, is extended 1 year until August 22, 2001.

2. This decision is effective on the date of service.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams
Secretary

---

2 NS enclosed a copy of a letter dated April 27, 2000, from Dean A. Schreiber, P.E., Director, Bureau of Design of PennDOT, supporting an extension of time for compliance by NS with Environmental Condition No. 8(A), with respect to the Lucas Road grade crossing.
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Environmental Condition No. 8(A) of Appendix Q of Decision No. 89\(^1\) (Decision No. 89, slip op. at 393-94), requires Applicants, in order to address potential safety impacts at highway/rail at-grade crossings, to upgrade existing warning devices at 86 public highway/rail at-grade crossings as listed in the decision. As pertinent here, NS is required to install "Flashing Lights" at the at-grade crossing at Guilford Springs Road, located in Guilford Township, Franklin County, Guilford Springs, PA. See Decision No. 89, slip op. at 398. Alternatively, as provided in Environmental Condition No. 8(A), NS may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for alternative safety improvements in the vicinity of the identified highway/rail at-grade crossing that achieve at least an equivalent level of safety enhancement. Environmental Condition No. 8(A) requires compliance with this provision within 2 years of the effective date of Decision No. 89, or by August 22, 2000.

By letter received April 28, 2000, NS has advised the Board that it has recently been apprised by the Guilford Township Supervisors that Guilford Township intends within a year to relocate Guilford Springs Road, including the existing grade crossing.\(^2\) NS advises that, when the new road and grade crossing have been completed, NS will work with the Guilford Township Supervisors and the Pennsylvania Department of Transportation to install flashing lights at the

\(^1\) In Decision No. 89, served July 23, 1998, we approved, subject to certain conditions, including environmental mitigation conditions, the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively, Conrail) and the division of Conrail's assets by CSX Corporation and CSX Transportation, Inc. (collectively, CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, NS). CSX and NS are referred to as Applicants.

\(^2\) NS enclosed a copy of a letter dated February 23, 2000, from Gregory L. Cook, Chairman of the Guilford Township Supervisors advising of the relocation and requesting NS to seek a 1-year extension of the compliance deadline.
relocated Guilford Springs Road grade crossing. NS states that it is seeking an extension of time for 1 year in which to install flashing lights at the Guilford Springs Road grade crossing, with that date based on the expected completed construction of the relocated road and grade crossing by February 23, 2001. Should construction of the relocated road and grade crossing not be completed by February 23, 2001, NS seeks an extension until 6 months after completion of such construction to install flashing lights at the relocated Guilford Springs Road grade crossing.

The extension requests are reasonable, and the revised deadline will therefore be adopted.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The compliance deadline for NS in Environmental Condition No. 8(A) of Appendix Q of Decision No. 89 with respect to the Guilford Springs Road grade crossing in Guilford Township, Franklin County, Guilford Springs, PA, is extended until August 22, 2001, or until 6 months following completion of the construction of the relocated Guilford Springs Road and the NS grade crossing, if the construction is not completed by February 23, 2001.

2. This decision is effective on the date of service.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams
Secretary
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KENOVA WV 25530 US

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FRED R BIRKHOLZ
CSX TRANSPORTATION LAW DEPT - J-150
500 WATER STREET
JACKSONVILLE FL 32202 US

05/23/2000
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<tr>
<th>Name</th>
<th>Company/Position</th>
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<td>CSX TRANSPORTATION</td>
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<td>CSX TRANSPORTATION LAW DEPARTMENT</td>
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<td>JAMES L BELCHER</td>
<td>EASTMAN CHEMICAL COMPANY</td>
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<td>PHILLIP L BELL</td>
<td>ERIE LACKAWANNA RAILROAD CO</td>
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<td>HONORABLE KIRK FORDICE, GOVERNOR</td>
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<td>WILLIAM L OSTEEN</td>
<td>ASSOCIATE GENERAL COUNSEL TVA</td>
<td>500 CAPITOL AVENUE, STE. 100</td>
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<td>FRANKFORT KY 40601 US</td>
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<td>HONORABLE DEBORAH PRYCE, REPRESENTATIVE</td>
<td>OHIO RAIL DEVELOPMENT COMMISSION</td>
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<td>JAMES R JACOBS</td>
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<td>STONY RIDGE OH 43463 US</td>
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<td>HONORABLE PAUL E. PATTON</td>
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<td>OHIO ATTY GENERAL OFFICE</td>
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<td>140 EAST TOWN STREET, FIRST FLOOR</td>
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<td>COLUMBUS OH 43215-6001 US</td>
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<tr>
<td>THOMAS M O'LEARY</td>
<td>OHIO RAIL DEVELOPMENT COMMISSION</td>
<td>DOREEN C JOHNSON, CHIEF ANTITRUST</td>
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<td>DAVID CHAPMAN</td>
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<td>LAFARGE LIME OHIO INC</td>
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<td></td>
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<td>WOODVILLE OH 43469-0128 US</td>
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<tr>
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<td>ROBERT J COOPER</td>
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<tr>
<td></td>
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<td>GENERAL CHAIRPERSON UTU</td>
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<td>1238 CAS S ROAD</td>
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<td>MAUMEE OH 43537 US</td>
</tr>
</tbody>
</table>
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<thead>
<tr>
<th>Name</th>
<th>Company / Organization</th>
<th>Address</th>
</tr>
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<tbody>
<tr>
<td>R A GRICE</td>
<td>GENERAL CHAIRPERSON UTU</td>
<td>817 KILBOURNE ST BELLEVUE OH 44811-9431 US</td>
</tr>
<tr>
<td>FAY D DUPUIS</td>
<td>CITY OF CINCINNATI</td>
<td>601 PLUM STREET CINCINNATI OH 45202 US</td>
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<tr>
<td>THOMAS R LIDMAN</td>
<td>PRESIDENT INDIAN CREEK RAILROAD COMPANY</td>
<td>3905 W 600 NORTH ANDERSON IN 46011 US</td>
</tr>
<tr>
<td>MICHAEL P MAXWELL JR</td>
<td>CITY OF EAST CHICAGO</td>
<td>4525 INDIANAPOLIS BLVD EAST CHICAGO IN 46312 US</td>
</tr>
<tr>
<td>HONORABLE F. J. VISCLOSKY</td>
<td>U. S. HOUSE OF REPRESENTATIVES</td>
<td>215 WEST 35TH AVENUE GARY IN 46408 US</td>
</tr>
<tr>
<td>CHRISTOPHER J BURGER, PRESIDENT</td>
<td>CENTRAL RAILROAD COMPANY OF INDIANAPOLIS</td>
<td>PO BOX 554 KOKOMO IN 46903-0554 US</td>
</tr>
<tr>
<td>NICOLE HARVEY</td>
<td>THE DOW CHEMICAL COMPANY</td>
<td>2020 DOW CENTER MIDLAND MI 48674 US</td>
</tr>
<tr>
<td>LARRY B KARNES</td>
<td>TRANSPORTATION BUILDING</td>
<td>PO BOX 30050 425 WEST OTTAWA LANSING MI 48909 US</td>
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<tr>
<td>T SCOTT BANNISTER</td>
<td>T SCOTT BANNISTER AND ASSOCIATES</td>
<td>1300 DES MOINES BLDG 405 SIXTH AVENUE DES MOINES IA 50309 US</td>
</tr>
<tr>
<td>LEO J WASESCHA</td>
<td>GOLD MEDAL DIVISION - GENERAL MILLS OPERATION</td>
<td>P. O. BOX 1113 NUMBER ONE GENERAL MILLS BULEVARD MINNEAPOLIS MN 55440 US</td>
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<tr>
<td>RICHARD E KERTH</td>
<td>CHAMPION INTERNATIONAL CORPORATION</td>
<td>101 KNIGHTSBRIDGE DRIVE HAMILTON OH 45020-0001 US</td>
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<tr>
<td>ROBERT EDWARDS</td>
<td>EASTERN TRANSPORT AND LOGISTICS</td>
<td>1109 LANETTE DRIVE CINCINNATI OH 45230 US</td>
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<tr>
<td>P RONALDS WALKER</td>
<td>CITIZENS GAS &amp; COKE UTILITY</td>
<td>2020 N MERIDIAN STREET INDIANAPOLIS IN 46202-1393 US</td>
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<td>J PATRICK LATZ</td>
<td>HEAVY LIFT CARGO SYSTEM</td>
<td>PO BOX 51451 INDIANAPOLIS IN 46251-0451 US</td>
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<td>HAMILTON L CARMOUCHE, CORPORATION COUNSEL</td>
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<td>401 BROADWAY 4TH FLOOR GARY IN 46402 US</td>
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<td>CARL FELLER</td>
<td>DEKALB AGRA INC</td>
<td>P. O. BOX 127 4743 COUNTY ROAD 28 WATERLOO IN 46793-0127 US</td>
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<td>HON JOHN ENGLER</td>
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<td>BYRON D OLSEN</td>
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<td>GERALD J. VINCI</td>
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Records: 359
Environmental Condition No. 8(A) of Appendix Q of Decision No. 89\(^1\) (Decision No. 89, slip op. at 393-94), requires Applicants, in order to address potential safety impacts at highway/rail at-grade crossings, to upgrade existing warning devices at 86 public highway/rail at-grade crossings as listed in the decision. As pertinent here, NS is required to install “4-Quadrant Gates Quadrant Gates, or Alternative Mitigation such as Median Barriers” at the at-grade crossing located at SR 7, FRA ID 468599F, in Clarke County, Berryville, VA. See Decision No. 89, slip op. at 399. Alternatively, as provided in Environmental Condition No. 8(A), NS may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for alternative safety improvements in the vicinity of the identified highway/rail at-grade crossing that achieve at least an equivalent level of safety enhancement. Environmental Condition No. 8(A) requires compliance with this provision within 2 years of the effective date of Decision No. 89, or by August 22, 2000.

By letter received April 20, 2000, NS has requested a 1-year extension of the deadline provided for in Environmental Condition No. 8(A), until August 22, 2001. NS states that it has been engaged in discussions with the Virginia Department of Rail and Public Transportation (VADRPT), concerning the Commonwealth’s preferences with respect to the safety enhancement

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\(^1\) In Decision No. 89, served July 23, 1998, we approved, subject to certain conditions, including environmental mitigation conditions, the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively, Conrail) and the division of Conrail’s assets by CSX Corporation and CSX Transportation, Inc. (collectively, CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, NS). CSX and NS are referred to as Applicants.
for this grade crossing. According to NS, it has been informed by the VADRPT that the SR 7 grade crossing in Berryville is not conducive to the installation and operation of either 4-quadrant gates or median barriers, due to the physical layout of the grade crossing, and that an alternative package of grade crossing safety enhancements is presently under consideration by the VADRPT.

NS states that it is seeking an extension of the August 22, 2000 deadline so that the Commonwealth and NS can continue their consideration of the preferred alternative safety enhancements for the SR 7 grade crossing.

The request for a 1-year extension to August 22, 2001, is reasonable. The revised deadline will therefore be adopted.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The compliance deadline for NS in Environmental Condition No. 8(A) of Appendix Q of Decision No. 89 with respect to the SR 7 grade crossing in Clarke County, Berryville, VA, is extended 1 year until August 22, 2001.

2. This decision is effective on the date of service.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams
Secretary

---

2 NS enclosed a copy of a letter dated April 19, 2000, from Joseph E. Ketron, Transportation Engineer Senior, VADRPT, requesting NS to seek an extension of time of the compliance deadline for the SR 7 grade crossing.
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<td>John K. Leary, General Manager</td>
<td>Southeastern Pennsylvania Transportation Auth</td>
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<td>Hon Joseph R Biden, Jr.</td>
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HON CHARLES ROBB
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HON JOSEPH BIDEN, JR.
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WASHINGTON DC 20510 US
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<tr>
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<td>Toledo, OH 43604</td>
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<tr>
<td>Robert E Murray</td>
<td>Ohio Valley Coal Co</td>
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<td>Allentown, PA 19502</td>
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<td>R D #2</td>
<td>Rayland, OH 43943</td>
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<tr>
<td>Mayor Vincent M Urbin</td>
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<tr>
<td>Clarence Turnquist</td>
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<tr>
<td>Charles S Hesse</td>
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<tr>
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<tr>
<td>Anita R Brindza</td>
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<tr>
<td>C L Little</td>
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<td>Clarence Monin</td>
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<td>David Roloff</td>
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<tr>
<td>Charles Zumkehr</td>
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<td>75 East Market Street</td>
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<tr>
<td>Sylvia R. Chinn-Levy</td>
<td>NEFCO</td>
<td>969 Copley Road</td>
<td>Akron, OH 44320</td>
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<td>Randall C. Hunt</td>
<td>Krugliak, Wilkins, Griffiths &amp; Dougherty Co.</td>
<td>P.O. Box 36963</td>
<td>Canton, OH 44735-6963</td>
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<td>Charles E Allenbaugh Jr</td>
<td>East Ohio Stone Company</td>
<td>2000 W Besson St</td>
<td>Alliance, OH 44601</td>
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<tr>
<td>D G Strunk Jr</td>
<td>General Chairperson UTU</td>
<td>817 Kilbourne Street</td>
<td>Bellevue, OH 44811</td>
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<td>801 PLUM STREET, CINCINNATI OH 45202 US</td>
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<td>THOMAS R RYDMAN</td>
<td>PRESIDENT INDIAN CREEK RAILROAD COMPANY</td>
<td>3905 W 600 NORTH, ANDERSON IN 46011 US</td>
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<tr>
<td>MICHAEL P MAXWELL JR</td>
<td>CITY OF EAST CHICAGO</td>
<td>320 N MERIDIAN ST 1100 CHAMBER OF COMMERCE BL, INDIANAPOLIS IN 46204 US</td>
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<td>MICHAEL CONNELLY</td>
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Environmental Condition No. 8(A) of Appendix Q of Decision No. 89\(^1\) (Decision No. 89, slip op. at 393-94), requires Applicants, in order to address potential safety impacts at highway/rail at-grade crossings, to upgrade existing warning devices at 86 public highway/rail at-grade crossings as listed in the decision. As pertinent here, NS is required to install “Flashing Lights” at the at-grade crossing at Loomis Street in Chautauqua County, Ripley, NY. See Decision No. 89, slip op. at 398. Alternatively, as provided in Environmental Condition No. 8(A), NS may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for alternative safety improvements in the vicinity of the identified highway/rail at-grade crossing that achieve at least an equivalent level of safety enhancement. Environmental Condition No. 8(A) requires compliance with this provision within 2 years of the effective date of Decision No. 89, or by August 22, 2000.

By letter received April 20, 2000, NS has requested a 1-year extension of the deadline provided for in Environmental Condition No. 8(A), until August 22, 2001. According to NS, it has recently been apprised by the New York Department of Transportation (NYDOT) that, following public input from the citizens of Ripley and state evaluation of the Loomis Street at-grade crossing, the preferred alternative is to close this crossing. NS further states that NYDOT has asked NS to refrain from installing any improvements at this grade crossing while it makes the necessary preparations to issue a closure order. NS advises that NYDOT is planning a Regulatory Hearing seeking to close and remove the affected Loomis Street grade crossing on the NS rail line and that, following the hearing, the state expects that a decision and order to

\(^1\) In Decision No. 89, served July 23, 1998, we approved, subject to certain conditions, including environmental mitigation conditions, the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively, Conrail) and the division of Conrail’s assets by CSX Corporation and CSX Transportation, Inc. (collectively, CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, NS). CSX and NS are referred to as Applicants.
close the Loomis Street grade crossing will be issued.\textsuperscript{2} NS states that, because the precise schedule for the NYDOT issuance of such an order is uncertain, it is seeking the 1-year extension of time to complete a negotiated agreement with the Town of Ripley and NYDOT which will provide for the grade crossing as an alternative to the installation of flashing lights.

The request for a 1-year extension to August 22, 2001, is reasonable. The revised deadline will therefore be adopted.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

\textbf{It is ordered:}

1. The compliance deadline for NS in Environmental Condition No. 8(A) of Appendix Q of Decision No. 89 with respect to the Loomis Street grade crossing in Chautauqua County, Ripley, NY, is extended 1 year until August 22, 2001.

2. This decision is effective on the date of service.

By the Board, Vernon A. Williams, Secretary.

\begin{flushright}
Vernon A. Williams \\
Secretary
\end{flushright}

\textsuperscript{2} NS enclosed a copy of a letter dated December 15, 1999, from Clarence W. Scott, Director, Intermodal Projects, NYDOT, concerning the Regulatory Hearing.
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<td>RICHARD A ALLEN</td>
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<td>CHARLES A SPITULNIK</td>
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<td>CHRISTOPHER C O'HARA</td>
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<td>PAUL M DONOVAN</td>
<td>LAROE WINS MCMAN &amp; DONOVAN</td>
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<td>JOHN H BROADLEY</td>
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<td>JOHN H BROADLEY</td>
<td>NATIONAL MINING ASSOCIATION</td>
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<td>HAROLD P QUINN JR</td>
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<td>MITCHELL M KRAUS</td>
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<td>WILLIAM W WHITEHURST JR</td>
<td>W W WHITEHURST &amp; ASSOCIATES INC 12421 HAPPY HOLLOW ROAD COCKEYSVILLE MD 21030-1711 US</td>
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This decision dismisses, at the parties’ request, a petition asking that the Board revisit the conditions granting trackage rights that permit Canadian Pacific Railway Company and its affiliates (collectively, CP) to operate over certain lines now owned by CSX Corporation and CSX Transportation, Inc. (collectively, CSX), in order to serve shippers in the New York City area. The decision relates to the conditions that the Board imposed in approving the “CSX/NS/Conrail” transaction in its Decision No. 89, served July 23, 1998.¹

In 1998, the Board approved a proposal under which the rail assets of Conrail were taken over by CSX and NS. The original proposal that the private parties negotiated among themselves divided Conrail’s assets in a way that enhanced competition in several respects. Additionally, in approving the transaction, the Board imposed conditions that mitigated potential competitive harm and provided other public benefits.

One of these conditions made possible new competitive service for many New York City shippers and receivers that could formerly receive rail service only from Conrail. To permit that new competitive service, the Board granted CP trackage rights over the lines of CSX from Albany, NY, to Oak Point Yard in Bronx, NY. These Board-imposed trackage rights made competitive rail service available to these shippers for the first time since the creation of Conrail more than two decades ago. To ensure that its conditions did not contribute to an unsafe, inefficient, or operationally infeasible railroad operating environment in the congested New York City area, the

¹ The parties to that transaction were CSX; Norfolk Southern Corporation and Norfolk Southern Railway Company, and their wholly owned subsidiaries (collectively, NS); and Conrail Inc. and Consolidated Rail Corporation, and their wholly owned subsidiaries (collectively, Conrail).
Board required CP to serve its new shippers through a cost-based switching service performed by CSX into and out of Oak Point Yard, rather than having CP itself also operate trains throughout this area.

A dispute subsequently arose over two issues: whether the conditions should be construed as permitting CP to handle traffic to or from Harlem River Yard directly, and whether the cost-based switching service that CSX was required to provide for CP at Oak Point Yard be construed as including certain traffic that moves through a CSX transload facility. After CP brought the matter to the Board for resolution, however, the parties indicated that they were engaging in negotiations in an effort to resolve the issues privately, and asked that Board action be withheld to permit them to pursue negotiations. In a joint motion filed by CP and CSX on November 4, 1999, the parties indicated that they had in fact resolved their differences privately, and requested dismissal of CP’s petition without prejudice. The motion will be granted and the petition will be dismissed.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The joint motion is granted and CP’s petition is dismissed without prejudice.

2. This decision is effective on the date of service.

By the Board, Chairman Morgan, Vice Chairman Clyburn and Commissioner Burkes.

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Secretary
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HON. BARBARA A. MIKULSKI
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HON. JOSEPH BIDEN, JR.
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SERVICE LIST FOR: 19-nov-1999 STB FD 33388 0  CSX CORPORATION AND CSX TRANSPORTATION

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HON BOB WISE
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HONORABLE PAUL E. GILLMOR
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WASHINGTON DC 20515 US

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WASHINGTON DC 20515 US

11/19/1999
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>HON. THOMAS C. Sawyer</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
</tr>
<tr>
<td>HON. TOM BLILEY</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
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<td>HONORABLE PETER J. VISCLOSKY</td>
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<td>HONORABLE SAM GEJDENSON</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
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<tr>
<td>HON. WILLIAM J. COYNE</td>
<td>United States House of Representatives, Washington DC 20515 US</td>
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<td>HONORABLE MAJOR R. OWENS</td>
<td>United States House of Representatives, Washington DC 20515 US</td>
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<tr>
<td>HON. JAMES TRAFICANT JR</td>
<td>United States House of Representatives, Washington DC 20515 US</td>
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<td>HON NANCY JOHNSON</td>
<td>United States House of Representatives, Washington DC 20515 US</td>
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<tr>
<td>HON. BUD SHUSTER</td>
<td>Attn: Mike Rick, U.S. House of Representatives, Washington DC 20515 US</td>
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<tr>
<td>HON MARCY KAPTUR</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
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<td>HON. JERRY K. ENGLE</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
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<td>HON JERROLD NADLER</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
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<td>HONORABLE ROBERT W. NEY</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
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<td>HONORABLE TED STRICKLAND</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
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<tr>
<td>HON DENNIS J. KUCINICH</td>
<td>United States House of Representatives, Washington DC 20515 US</td>
</tr>
<tr>
<td>HON. ED BRYANT</td>
<td>U.S. House of Representatives, Washington DC 20515 US</td>
</tr>
</tbody>
</table>
SERVICE LIST FOR: 19-nov-1999 STB FD 33388 0 CSX CORPORATION
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FALLS CHURCH VA 22043 US
# Service List for 19-Nov-1999 STB FD 33388 0

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>PETER Q NYECE JR</td>
<td>U.S. Department of the Army</td>
<td>901 North Stuart Street, Arlington, VA 22203 US</td>
</tr>
<tr>
<td>WILLIAM P. JACKSON, JR.</td>
<td></td>
<td>3426 North Washington Blvd, Arlington, VA 22201 US</td>
</tr>
<tr>
<td>ROBERT E MARTINEZ</td>
<td>VA Secretary of Transportation</td>
<td>PO Box 1475, Richmond, VA 23218 US</td>
</tr>
<tr>
<td>L P KING JR</td>
<td>General Chairperson UTU</td>
<td>145 Campbell Ave SW Ste 207, Roanoke, VA 24011 US</td>
</tr>
<tr>
<td>VAUGHN R GROVES</td>
<td>Pittston Coal Company</td>
<td>PO Box 5100, Lebanon, VA 24266 US</td>
</tr>
<tr>
<td>R K SARGENT</td>
<td>General Chairperson UTU</td>
<td>1319 Chestnut Street, Kenova, WV 25530 US</td>
</tr>
<tr>
<td>FRANK N JORGENSEN</td>
<td>The Elk River Railroad Inc</td>
<td>PO Box 460, Summersville, WV 26651 US</td>
</tr>
<tr>
<td>E NORRIS TOLSON</td>
<td>NC Dept of Transportation</td>
<td>PO Box 25201, 1 S. Wilmington Street, Raleigh, NC 27611 US</td>
</tr>
<tr>
<td>HONORABLE DAVID M BEASLEY</td>
<td>Governor</td>
<td>PO Box 11369, Columbia, SC 29211 US</td>
</tr>
<tr>
<td>THOMAS E SCHICK</td>
<td>Chemical Manuf Assoc</td>
<td>1300 Wilson Boulevard, Arlington, VA 22209 US</td>
</tr>
<tr>
<td>JENNIFER BRAUN</td>
<td>Jackson &amp; Jessup</td>
<td>PO Box 1240, 3426 North Washington Boulevard, Arlington, VA 22210 US</td>
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<tr>
<td>KENNETH E SIEGEL</td>
<td>American Trucking Assoc Inc</td>
<td>2200 Mill Road, Alexandria, VA 22314-4677 US</td>
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<tr>
<td>HONORABLE GEORGE ALLEN</td>
<td>Governor, Commonwealth of Virginia</td>
<td>State Capitol, Richmond, VA 23219 US</td>
</tr>
<tr>
<td>GEORGE A ASPATORE</td>
<td>Norfolk Southern Corp</td>
<td>Three Commercial Place, Norfolk, VA 23510 US</td>
</tr>
<tr>
<td>HONORABLE JOHN WARNER</td>
<td>United States Senate</td>
<td>235 Federal Building, Abingdon, VA 24210-0887 US</td>
</tr>
<tr>
<td>TERRELL ELLIS</td>
<td>Cabzwv</td>
<td>PO Box 176, Clay, WV 25043 US</td>
</tr>
<tr>
<td>WILLIAM T BRIGHT</td>
<td></td>
<td>PO Box 149, 200 Greenbrier Road, Summersville, WV 26651 US</td>
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<tr>
<td>SCOTT M Saylor</td>
<td>North Carolina Railroad Company</td>
<td>3200 Atlantic Av Ste 110, Raleigh, NC 27604-1640 US</td>
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<tr>
<td>J R BARBEE</td>
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<td>PO Box 460, Asheville, NC 28806-3791 US</td>
</tr>
<tr>
<td>HONORABLE DAVID M BEASLEY</td>
<td>Governor</td>
<td>500 Water Street (J150), Jacksonville, FL 32202 US</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>City</td>
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<td>-----------------------------</td>
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<tr>
<td>Robert E Greenlese</td>
<td>Toledo-Lucas County Port Authority</td>
<td>Toledo OH</td>
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<td>Robert E Murray</td>
<td>Ohio Valley Coal Co</td>
<td>Allenton OH</td>
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<tr>
<td>Mayor Vincent M Urbin</td>
<td>150 Avon Belden RD</td>
<td>Avon Lake OH</td>
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<td>Barbara O'Keeffe</td>
<td>Village of Wellington</td>
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<td>Anita R Brindza</td>
<td>The One Fifteen Hundred Building</td>
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<td>C L Little</td>
<td>International President UTU</td>
<td>Cleveland OH</td>
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<td>Clarence Monin International President UTU</td>
<td>Brotherhood of Locomotive Engineers Mezzanine</td>
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<tr>
<td>David Roloff</td>
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<tr>
<td>David J Matty</td>
<td>City of Rocky River</td>
<td>Rocky River OH</td>
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<td>C D Winebrenner</td>
<td>General Chairperson UTU</td>
<td>Euclid OH</td>
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<tr>
<td>Charles Zumkehr</td>
<td>Roetzel &amp; Andrass Co LPA</td>
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<td>David Dysard</td>
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<td>Ron Marquardt</td>
<td>Local Union 1810 UMWA</td>
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<td>Charles S Hesse</td>
<td>Charles Hesse Associates</td>
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<td>Colletta McNamee Sr</td>
<td>Cudell Improvement Inc</td>
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<tr>
<td>Daniel R Elliott III</td>
<td>Asst General Counsel United Transportation Union</td>
<td>Cleveland OH</td>
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<tr>
<td>Clinton J Miller III General Counsel United Transportation Union</td>
<td>Cleveland OH</td>
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<tr>
<td>Christopher C McCracken</td>
<td>Ulmer &amp; Berne LLP</td>
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<td>Inajo Davis Chappell</td>
<td>Ashtam Chemicals Inc</td>
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<td>Michael J Garrigan</td>
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<tr>
<td>Gary A Ebert</td>
<td>City of Bay Village</td>
<td>Bay Village OH</td>
</tr>
<tr>
<td>Sylvia R. Chinn-Levy</td>
<td>NEFCO</td>
<td>Akron OH</td>
</tr>
</tbody>
</table>
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Records: 361
In Decision No. 89, served July 23, 1998, we required applicants\(^1\) to complete and certify compliance with certain environmental conditions within 6 months of the effective date of the decision (by February 22, 1999). CSX and NS have filed several requests for extension of time to file these certifications. As pertinent here, pursuant to the request of CSX filed February 19, 1999, for a 3-month extension of time to allow for further analysis and consultation recommended by the Ohio Department of Transportation (ODOT), by decision served February 25, 1999 (Decision No. 117), the Board extended the due date until May 22, 1999, for compliance with Environmental Condition 29(A). Environmental Condition 29(A) requires CSX to "install warning signs with a flashing hazard light to notify motorists in advance that they are approaching the highway/rail at-grade crossing at U.S. Route 24." See Decision No. 89, slip op. at 410.

On May 18, 1999, CSX advised us that CSX and ODOT have agreed to three steps to be undertaken in lieu of the installation directed in Environmental Condition 29(A). CSX provides an ODOT letter dated April 29, 1999, setting out the three steps, and CSX's letter of acceptance dated May 12, 1999. CSX states that both parties request that: (1) the parties' letters be treated as a Negotiated Agreement; (2) the Negotiated Agreement supersede Environmental Condition 29(A); and (3) Environmental Condition 51 be amended by adding the Negotiated Agreement to the list of Negotiating Agreements entered into by CSX.

---

\(^{1}\) CSX Corporation, CSX Transportation, Inc., and their wholly-owned subsidiaries, and also Consolidated Rail Corporation's wholly owned New York Central Lines LLC subsidiary, are referred to collectively as CSX. Norfolk Southern Corporation and Norfolk Southern Railway Company and their wholly owned subsidiaries, and also Consolidated Rail Corporation's wholly owned Pennsylvania Lines LLC subsidiary, are referred to collectively as NS. Conrail Inc. and Consolidated Rail Corporation, and also their wholly owned subsidiaries other than New York Central Lines LLC and Pennsylvania Lines LLC, are referred to collectively as Conrail or CR. CSX, NS, and Conrail are referred to collectively as applicants.
The requests will be granted. Accordingly, we will: (1) treat the parties’ letters as a Negotiated Agreement; (2) add the Negotiated Agreement to Environmental Condition 51 of Appendix Q of Decision No. 89; and (3) delete Environmental Condition 29(A) of Appendix Q of Decision No. 89, which has been superseded by the parties’ agreement.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is reopened.

2. The ODOT letter dated April 29, 1999, and CSX’s letter of acceptance dated May 12, 1999, are treated as a Negotiated Agreement.

3. The following is added to the CSX Subsection of Environmental Condition 51 of Appendix Q of Decision No. 89:


   In addition, Environmental Condition 29(A) of Appendix Q of Decision No. 89 is deleted because it has been superseded by the parties’ agreement.

4. This decision shall be effective on the date of service.

By the Board, Chairman Morgan, Vice Chairman Clyburn and Commissioner Burkes.

Vernon A. Williams
Secretary
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<td>Hon Ralph Regula</td>
<td>U.S. House of Representatives</td>
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<tr>
<td>Hon Nydia M Velazquez</td>
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<td>Hon Charles Rangel</td>
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</table>
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Records: 360
This decision addresses a petition filed February 1, 1999, by Occidental Chemical Corporation (OxyChem) for oversight and modification of a remedial condition that we previously imposed in this consolidation proceeding. On February 22, 1999, CSX Corporation and CSX Transportation, Inc. (CSX)1 replied. On March 3, 1999, OxyChem filed a petition for leave to file a reply to the CSX response. CSX replied to that petition on March 10, 1999.2

BACKGROUND

In Decision No. 89, we approved, subject to certain conditions, the acquisition of control of Conrail, and the division of its assets, by CSX and NS.3 OxyChem seeks modification of a condition that we imposed to benefit certain Niagara Falls shippers that we based largely on evidence.

1 CSX Corporation and CSX Transportation, Inc., and their wholly owned subsidiaries, and also Consolidated Rail Corporation’s wholly owned New York Central Lines LLC subsidiary, are referred to collectively as CSX; Norfolk Southern Corporation and Norfolk Southern Railway Company and their wholly owned subsidiaries, and also Consolidated Rail Corporation’s wholly owned Pennsylvania Lines LLC subsidiary, are referred to collectively as NS; Conrail Inc. and Consolidated Rail Corporation, and also their wholly owned subsidiaries other than New York Central Lines LLC and Pennsylvania Lines LLC, are referred to collectively as Conrail or CR; and CSX, NS, and Conrail are referred to collectively as applicants.

2 In view of CSX’s lack of opposition to OxyChem’s petition for leave to file, and so that we can resolve the issues raised here on a more complete factual record, we will accept OxyChem’s reply.

3 Acquisition of control of Conrail was effected by CSX and NS on August 22, 1998. CSX and NS have indicated that Conrail’s assets will be divided on June 1, 1999 (Day One).
submitted by the Erie Niagara Rail Steering Committee (ENRSC), an ad hoc committee representing various interests in the “Niagara Frontier” region, including OxyChem. In Decision No. 89, we explained that the NTTL agreement was very procompetitive in that it mitigates the market power that NS and CSX will inherit from Conrail. Slip op. at 87. Our Niagara Falls condition extends the $250 limit on reciprocal switching charges embodied in the NTTL agreement “to certain points in the Niagara Falls area for traffic using International Bridge and Suspension Bridge, for which Conrail recently replaced its switching charges with so-called ‘line haul’ charges.” Slip op. at 178, ordering paragraph 37. We explained that this condition “will bring the compensation under the procompetitive and beneficial terms of the NTTL agreement.” Slip op. at 87.

OxyChem’s Contentions. OxyChem’s concerns relate to rail service at its Niagara Falls, NY plant. This plant produces chlorine, caustic soda, and other products, and ships about 10,000 carloads annually. It is now served directly only by Conrail over a line that is to be assigned to CSX.

OxyChem contends that, until recently, Conrail permitted unrestricted reciprocal switching at Niagara Falls to and from certain shippers, including OxyChem, for the account of CSX at a rate of $390 per car. OxyChem argues that this reciprocal switching gave it access to CSX competition for traffic originating at Niagara Falls and destined to Eastern and Midwestern points open both to Conrail and to CSX. OxyChem notes that Conrail canceled this switching on April 1, 1996, and

Although OxyChem also participated as an individual party to the proceeding, the pleading that it filed in its own name did not mention the reciprocal switching cancellation issue.

The NTTL agreement is the settlement agreement that CSX and NS entered into with The National Industrial Transportation League (NTIL). See Decision No. 89, slip op. at 248-52.

Section III(B) of the NTTL agreement provides that CSX or NS, as the case may be, will cause any point at which Conrail now provides reciprocal switching to be kept open to reciprocal switching for 10 years after Day One. See Decision No. 89, slip op. at 250. Section III(C) provides that, for 5 years after the Closing Date, reciprocal switch charges between CSX and NS at the points referred to in Section III(B) will not exceed $250 per car, subject to annual RCAF-U adjustment (the Rail Cost Adjustment Factor unadjusted for productivity is referred to as RCAF-U).

Suspension Bridge crosses the Niagara River between Niagara Falls, ON, and Niagara Falls, NY. International Bridge crosses the Niagara River between Fort Erie, ON, and Buffalo, NY.

OxyChem indicates that outbound traffic routed via CSX was switched from OxyChem’s Niagara Falls plant to Buffalo by Conrail. It was then moved from Buffalo to New Castle, PA, by the Buffalo & Pittsburgh Railroad, Inc. (BPRR), to which CSX had sold certain Buffalo-area rail

(continued...)
that OxyChem’s relevant contracts were amended accordingly.\textsuperscript{9} OxyChem argues that Conrail canceled switching in anticipation of the consolidation transaction, and that OxyChem’s Niagara Falls plant should thus be regarded as a 2-to-1 facility.

OxyChem further contends that, early in this proceeding, CSX acknowledged that OxyChem’s Niagara Falls plant was entitled to 2-to-1 status. OxyChem relies upon a CSX letter dated May 30, 1997 (CSX’s 5/30/97 Dunn letter). This letter, signed by CSX’s Ronald A. Dunn and addressed to OxyChem’s Robert L. Evans, reads in its entirety as follows:

This letter serves as a revised response to your letter dated February 28, 1997 regarding the CSX/NS/CR acquisition. In acceptance of your request, Niagara Falls, NY will be treated as a 2 to 1 point under the terms of the acquisition. Access will be granted via Buffalo, NY for a $390/car charge. CSXT is glad we are able to afford OxyChem the competitive access at Niagara Falls you had in the past.

With this new development, CSXT is hopeful to receive your support of the acquisition in the form of a verified statement. As I mentioned before, it is our desire to receive all support statements and letters by June 2, 1997. Thank you again and CSXT looks forward [to] growing our relationship with OxyChem well into the future.

OxyChem concedes that it did not provide a supporting letter for inclusion in the application as filed on June 23, 1997. On October 20, 1997, OxyChem did file a verified statement (OxyChem’s 10/20/97 Orbegoso statement) generally supporting the application, but also asking for certain conditions to protect its interests or improve its situation.\textsuperscript{10} Nevertheless, OxyChem claims that, acting in reliance on the representation contained in CSX’s 5/30/97 Dunn letter, it did not request relief from us for the situation at Niagara Falls.

\textsuperscript{9}(...continued)

\textsuperscript{9} OxyChem indicates that, effective April 1, 1996, each relevant OxyChem contract was amended, with OxyChem’s consent, to show Conrail as a party to the contract providing the portion of the line-haul movement between Niagara Falls and the interchange with BPRR at Buffalo. Conrail’s division of revenue on these moves remained at $390.

\textsuperscript{10} This statement, submitted by OxyChem’s Antonio G. Orbegoso and dated October 20, 1997, is discussed in Decision No. 89, slip op. at 278.
OxyChem now contends that, in September 1998, CSX advised OxyChem that, on and after Day One, Niagara Falls will not be treated as a 2-to-1 point (except for traffic subject to the Niagara Falls condition). OxyChem claims that CSX has thereby reneged on its general representation in the application that it would provide trackage or haulage rights to allow for alternative rail service to 2-to-1 facilities, and on its specific representation in the Dunn letter that Niagara Falls would be treated as a 2-to-1 point.

OxyChem asks that we begin proceedings under our general oversight condition to establish that more than one rail carrier should have a right of access to and from OxyChem’s Niagara Falls plant. Specifically, it argues that we should modify Decision No. 89’s ordering paragraph 37, slip op. at 178, by removing the restriction that now limits its application to traffic “using International Bridge and Suspension Bridge.”

DISCUSSION AND CONCLUSIONS

OxyChem’s petition suggests several possible grounds for relief, none of which is convincing. OxyChem’s basic request is that the Niagara Falls condition, which is restricted to traffic moving via the Niagara River bridges to and from points in the Niagara Falls area, should be expanded to cover all traffic moving to and from points in the Niagara Falls area for which Conrail replaced its switching charges with line-haul charges in 1996. As explained below, OxyChem has not justified any relief.

As a threshold matter, we note that OxyChem’s Niagara Falls condition expansion request is a very late-filed petition for reconsideration of Decision No. 89. OxyChem is asserting that we erred in restricting the benefits of the Niagara Falls condition to traffic moving via the two Niagara River bridges. Any request asserting such an error should have been filed by August 12, 1998. Although we sometimes excuse brief delays in seeking reconsideration, we note that OxyChem filed its petition almost 6 months after the 20-day deadline for filing a petition for reconsideration, and more

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11 Decision No. 89, slip op. at 51: “In only a handful of instances, the restructuring would, unless conditioned, result in a reduction from two to one of carriers serving a particular location. Applicants have agreed, and we will ensure, that wherever that would happen, applicants will provide one another sufficient trackage rights at reasonable rates, together with any other conditions that might be called for, to remedy the situation.”

12 We are unable to determine from the record how much solely served CSX traffic this relief would open to NS, or even how much OxyChem traffic would be so affected.
than 3 months after the issuance of our final decision disposing of the timely filed reconsideration requests. OxyChem has provided no explanation for this delay.

When we impose conditions, we weigh the burden the condition imposes on the application and on the public interest against the public benefit derived from the condition. Here, applicants have assessed the various conditions we imposed and have proceeded with — indeed, they are well into — implementation of this major transaction that we approved as furthering the public interest. Under those circumstances, and given its late participation, OxyChem would have to make a strong showing of competitive or other harm in order to obtain additional relief.

1. The Newly Presented Evidence. OxyChem argues that the current Niagara Falls condition is inadequate to protect Niagara Falls shippers such as itself. But OxyChem has made no credible assertion of new evidence and/or changed circumstances in support of this argument. Although OxyChem claims that we committed material error, it does not urge that we erred in light of the record that was available to us when this condition was crafted and imposed. Rather, as detailed below, OxyChem argues that applicants misled us by not giving us the whole story, and that OxyChem should be permitted to supplement the record now. This newly presented evidence and argument — which should have been presented much earlier — does not justify a change in our condition.

OxyChem’s argument that CSX failed to inform us fully and completely regarding the situation at Niagara Falls is unpersuasive. OxyChem claims that CSX is at fault because it failed to inform us that Conrail’s 1996 cancellations involved more than just traffic moving over the Niagara River bridges. It claims that this failure of disclosure by CSX caused us to impose a narrower Niagara Falls condition than would otherwise have been the case. A close examination of the relevant pleadings does not support that argument.

The Niagara Falls switching cancellation issue was one of many issues raised by ENRSC in its October 21, 1997 pleading. See ENRS-6 at 28-30. ENRSC contended there that Conrail eliminated certain reciprocal switching arrangements in the Niagara Frontier area in contemplation

13 See Decision No. 96 (served October 19, 1998).

14 OxyChem cannot assert new evidence, because OxyChem has known, for quite some time, every relevant fact, including the fact that its relevant Niagara Falls traffic is not routed via the Niagara River bridges. Nor can OxyChem assert changed circumstances; OxyChem’s recital of the relevant facts makes it quite clear that circumstances have not changed since October 20, 1997, the date it filed its last pleading prior to our issuance of Decision No. 89.
of this transaction. This issue was thus addressed by applicants in their rebuttal statements,\(^{15}\) in which they indicated that this cancellation was unrelated to the transaction, and merely reflected the fact that, after December 1995, there was no need for Conrail to provide switching for CSX. Applicants explained that CSX had previously served Niagara Falls shippers via trackage rights over CN\(^{16}\) lines through Canada, with Conrail providing switching for CSX at Suspension Bridge to and from Niagara Falls shippers. In December 1995, CSX arranged for CN to haul CSX's traffic over CN's lines as CSX's agent. That traffic, when carried by CN, would apparently move either via Suspension Bridge or via International Bridge. Applicants noted that, since 1995, CSX had not used its trackage rights over CN. Applicants further indicated that Conrail discontinued switching for CSX traffic at Niagara Falls because "[n]o one performs switching for carriers that do not actually travel to the switch district." CSX/NS-177 at 353.

Although OxyChem is correct that applicants' rebuttal did not explain that the Niagara Falls reciprocal switching cancellation of April 1, 1996, applied both to traffic moving via the Niagara River bridges and also to other traffic, applicants' rebuttal, taken in context, was not intended to mislead the Board. Applicants were merely attempting to explain that the rationale for the cancellation was not Conrail's anticipation of this transaction,\(^{17}\) and that it was not an attempt to avoid inclusion of this situation under the NTTL agreement, which was not entered until December 1997. Applicants were under no obligation to discuss any other traffic.

More importantly, if ENRSC or OxyChem had regarded applicants' rebuttal submissions as misleading, incomplete, inaccurate, or otherwise contrary to their interests, they would have (and should have) said so in their briefs, or at the latest during the 20-day reconsideration period, but they did not. Although ENRSC did file a brief, and did specifically discuss the Niagara Falls switching cancellation issue (see ENRS-19 at 37), it made no suggestion that applicants' rebuttal submissions were misleading or inaccurate with regard to the scope of the Niagara Falls cancellations. ENRSC, like applicants, chose not to discuss in any detail the particular traffic that had been subject to the Niagara Falls reciprocal switching cancellation, and although OxyChem was a party, it chose not to file a brief.

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\(^{16}\) Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated are referred to collectively as CN.

\(^{17}\) Applicants' main point was that contractual arrangements leading up to an initial October 1996 merger agreement between CSX and Conrail were not made until August of that year, so that the April 1996 switching cancellations could not have been in anticipation of that agreement. We agree with that argument.
2. The Oversight Condition. OxyChem, noting that we imposed an oversight condition to provide a means for the imposition of additional conditions that might be necessary to address harms caused by the transaction, now argues that we should invoke our oversight authority to expand our Niagara Falls condition for its benefit.

Our oversight condition is not nearly as broad in scope as OxyChem imagines. It does not give all parties, in all circumstances, a second bite of the apple. The oversight condition was intended to permit us to determine whether the conditions that we have imposed are working as intended to ameliorate competitive or other harm, and whether any additional conditions are required to remedy such harm. Perhaps OxyChem could have gained inclusion in the procompetitive benefits of the Niagara Falls condition if it had participated earlier, or perhaps that condition, as expanded, would have been rejected as imposing too great a burden upon the applicants. At this point, however, OxyChem needs to show at least that it will be harmed by this transaction, a burden that it has not met. We will not allow our oversight condition to be used as a vehicle for making late requests that should have been timely made and that do not address competitive or other harms that are the primary focus of our remedial conditions.

3. The 2-to-1 Issue. OxyChem also asks us to hold CSX to its obligation to provide trackage or haulage rights that would allow for alternative rail service to facilities that otherwise would be 2-to-1 points. But OxyChem’s plant is not a 2-to-1 facility. This transaction simply substitutes CSX for Conrail as the sole rail carrier serving its plant. OxyChem’s request rests entirely upon the assertion that the broader Niagara Falls reciprocal switching cancellation was done in anticipation of, and should be attributed to, the transaction. As already discussed, the record establishes quite clearly that this was not the case. OxyChem’s anticipatory cancellation assertion is unsupported by any evidence of record.

4. The Dunn Letter. OxyChem also argues that CSX should be held to its specific representation in the Dunn letter that Niagara Falls would be treated as a 2-to-1 point. OxyChem relies upon a condition that we imposed in Decision No. 89 indicating that we would hold applicants to representations that they have made during the course of the proceeding. As the text of our decision makes clear, however, this only includes those representations that were made on the

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Because there seems to be some misunderstanding on this point, we clarify that our imposition of the Niagara Falls condition was not based on any finding of transaction-related competitive harm, but on other, procompetitive considerations. ENRSC had asserted that the April 1996 replacement of switching with line haul charges in the Niagara Falls area was done in anticipation of Conrail's acquisition by CSX and NS, and thus should be viewed as transaction-related competitive harm. There was no need for us to rule on that allegation in Decision No. 89, because we determined that we would order relief for certain Niagara Falls shippers to improve competition, not to preserve it.
record. The Dunn letter upon which OxyChem relies was never submitted to us, and never made a part of the record. As such, we did not rely upon it in deciding whether or not to grant the application or in deciding what conditions to impose. Because the Dunn letter was not part of the record, it is not subject to our condition.

When representations are not made on the record, there is no opportunity for us, with the assistance of the parties, to iron out any ambiguities they may involve before we reach a final decision on what conditions to impose. Here, we are presented with an exchange of letters, some of which OxyChem claims it did not receive, even though applicants aver that they were mailed. Not surprisingly, the crucial Dunn letter is ambiguous. We generally prefer not to have to resolve controversies about what parties intended in their off-the-record correspondence, but we will reluctantly do so here. Ultimately, OxyChem’s request must be denied because we do not believe that the Dunn letter, read in its entirety and taken in context, was regarded at the time by either OxyChem or CSX as making the commitment that OxyChem now insists it does.

The Dunn letter does state that, “[i]n acceptance of your request [i.e., a request previously made by OxyChem’s Mr. Evans], Niagara Falls, NY will be treated as a 2 to 1 point under the terms of the acquisition.” This might be construed as a binding commitment that OxyChem was entitled to 2-to-1 status with all that entails if the letter had ended there. But the letter immediately goes on to state that “Access will be granted via Buffalo, NY for a $390/car charge” and that “CSXT is hopeful to receive your support of the acquisition in the form of a verified statement.” This additional language suggests that the 2-to-1 “representation” is not a representation, but an offer to grant “access” at $390 per car, which OxyChem could have accepted for its unconditional support of the transaction, which it did not provide.20

An additional CSX letter dated June 30, 1997 (CSX’s 6/30/97 Dunn letter) states, in pertinent part:

Our offer for Niagara Falls is to provide linehaul service at $390 to NS at Buffalo. It is not reciprocal switching. Our share of any through rates established would be $390. The rate will be valid for 25 years, subject to escalation at RCAF.

That second letter by Mr. Dunn indicates that his earlier letter, taken in context, should be regarded as an offer for a particular type of access at a particular rate, not a representation or a unilateral commitment to accord OxyChem 2-to-1 status. And the context makes clear that this offer had not

19 Decision No. 89, slip op. at 21, n.36.

20 OxyChem cites its 10/20/97 Orbegoso statement as the support it offered for the transaction. That statement, although it expressed general support for the transaction, also sought a variety of conditions.
yet been accepted. Although Dunn’s second letter seems to resolve the ambiguity in CSX’s favor, OxyChem insists that it never received it.21

We find another letter (OxyChem’s 10/17/97 Evans letter), addressed to an ENRSC official, sufficient by itself to clarify the parties’ intentions. This letter, which appears in the record as an attachment to ENRS-6 filed October 21, 1997,22 states in pertinent part:

Before CSX Transportation pulled out of the Niagara Falls area, I believe in 1996, and Conrail canceled the reciprocal switching charge with CSX at Niagara Falls, we had some competitive rail competition between major Class I carriers. It’s time for the STB to restore rail competition for Niagara Falls, NY. Niagara Falls is only 27 rail miles from Buffalo. The STB could order that CSX provide a reasonable charge from Niagara Falls to Buffalo to be absorbed by NS, CN, [CP], and BPRR in their pricing. Those carriers should show as serving Niagara Falls under reciprocal switching arrangement so direct contracts can be negotiated with them without CSX concurrence, which would restrict pricing freedom. Another alternative would be trackage rights between Buffalo and Niagara Falls for NS or others.

The relief sought in the Evans letter is not the sort of relief that OxyChem (through ENRSC) would have been seeking at that stage of the proceeding had it actually believed that CSX had already promised that OxyChem’s Niagara Falls plant would be accorded 2-to-1 status. The Evans letter says that the time has come to restore rail competition at Niagara Falls. That request is inconsistent with the notion that CSX had already promised to restore rail competition to OxyChem at Niagara Falls.

The Evans letter suggests that competition at Niagara Falls should be restored either by requiring CSX to establish reciprocal switching or by requiring CSX to grant trackage rights to one or more other carriers. OxyChem would not have sought that relief had it really believed that CSX had already committed to treating OxyChem’s Niagara Falls plant as a 2-to-1 facility. OxyChem would have at least attempted to explain just why the relief it sought was justified, given CSX’s commitment. The fact that OxyChem provided no such explanation, and did not even mention this

21 It is well settled that letters such as this one that are mailed in the ordinary course of business are presumed to have been received.

22 See ENRS-6, Tab C (OxyChem’s 10/17/97 Evans letter is one of several items appearing in Tab C). Although OxyChem’s 10/20/97 Orbegoso statement was submitted into the record by OxyChem and was referenced in Decision No. 89 (see Decision No. 89, slip op. at 278), OxyChem’s 10/17/97 Evans letter was submitted into the record by ENRSC and was not referenced in Decision No. 89.
supposed commitment, severely undercuts OxyChem's interpretation of the first Dunn letter as a binding unilateral commitment.

We therefore conclude that CSX's 5/30/97 Dunn letter must be regarded as stating an offer, not a representation. And because this offer was never accepted by OxyChem's provision of unconditional support for the transaction, it never became binding on CSX.

5. Enforcement of the Existing Condition. OxyChem requests that CSX be required to implement the Niagara Falls condition with respect to OxyChem traffic moving to and from OxyChem's Niagara Falls plant over the Niagara River bridges (traffic, OxyChem notes, that is clearly within the scope of the Niagara Falls condition as imposed in Decision No. 89). CSX is obliged to implement the Niagara Falls condition with respect to all traffic that is subject to it. If it does not do so, we will take appropriate action to enforce our condition.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. OxyChem's reply is accepted for filing.

2. OxyChem's petition for additional relief is denied.

3. This decision is effective on the date of service.

By the Board, Chairman Morgan, Vice Chairman Clyburn, and Commissioner Burkes.

Vernon A. Williams
Secretary

23 OxyChem claims that its 10/17/97 Evans letter "does nothing more than reiterate the hope and expectation that OxyChem will receive the 2-to-1 treatment that CSX had already represented that it would provide," see OxyChem's 3/3/99 reply at 4. A literal reading of OxyChem's 10/17/97 Evans letter does not support that interpretation.
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HONORABLE TILLIE K FOWLER  
US HOUSE REPRESENTATIVES  
WASHINGTON DC 20515 US

HON. ROBERT MENENDEZ  
U.S. HOUSE OF REPRESENTATIVES  
WASH DC 20515 US

HON JAMES TRAFICANT JR  
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WASHINGTON DC 20515 US

HON. JOHN J. DUNCAN  
U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HON. JAMES L. ØBERSTAR  
US HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HONORABLE BOB CLEMENT  
US HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HON. TOM BLILEY  
U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HONORABLE MIKE DOYLE  
U.S. HOUSE OF REPRESENTATIVES  
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HONORABLE BENJAMIN A. GILMAN  
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WASHINGTON DC 20515 US

HON. WILLIAM J. COYNE  
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HON NANCY JOHNSON  
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WASHINGTON DC 20515 US

HONORABLE FRANK NAMCA  
U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HON MARCY KAPTUR  
U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HON BOB WISE  
U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HONORABLE PAUL E. GILLMOR  
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WASHINGTON DC 20515 US

HON. WILLIAM O. LIPINSKI  
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WASHINGTON DC 20515 US

HON. THOMAS C SAWYER  
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WASHINGTON DC 20515 US

HONORABLE PETER J. VISCLOSKY  
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WASHINGTON DC 20515 US

HONORABLE JOHN D. DINGELL  
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WASHINGTON DC 20515 US

HONORABLE SAM GEJDENSON  
U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HONORABLE MAJOR R. OWENS  
UNITED STATES HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US

HON. BUD SHUSTER  
ATTN: MIKE RICK  
U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515 US
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<tr>
<td>Honorable Rod R. Blagojevich</td>
<td>U.S. House of Representatives</td>
<td>Washington DC 20515-1305 US</td>
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<tr>
<td>James L. Oberstar</td>
<td>Ranking Democratic Member Committee on Transp US House of Representatives</td>
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<tr>
<td>Honorable Richard Burr</td>
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<tr>
<td>Paul Samuel Smith</td>
<td>US Department of Transportation</td>
<td>400 Seventh Street SW, Room 4102 C-30 Washington DC 20590 US</td>
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<tr>
<td>Jolene Molitoris, Admin.</td>
<td>Federal Railroad Admns.</td>
<td>400 7th Street SW Washington DC 20590 US</td>
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<tr>
<td>Michael P Harmonis</td>
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<td>Joseph R. Pomponio</td>
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<tr>
<td>David G Abraham</td>
<td>Transportation - Communications International</td>
<td>3 Research Place Rockville MD 20850 US</td>
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<tr>
<td>John M Robinson</td>
<td>W W Whitehurst &amp; Associates Inc</td>
<td>12421 Happy Hollow Road Cockeysville MD 21030-1711 US</td>
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<td>Robert J Will</td>
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<tr>
<td>Linda A Janey J D</td>
<td>Maryland Office of Planning</td>
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<td>Garret G Smith</td>
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<td>John P Wing Chairman</td>
<td>Citizens Advisory Committee</td>
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<tr>
<td>Charles H Chadwick</td>
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05/20/1999
RAN MARQUARDET
LOCAL UNION 1810 UMWA
R D #3
RAYLAND OH 43943 US

CHARLES S HESS
CHARLES HESS ASSOCIATES
7777 BAINBRIDGE ROAD
CAGHRIN FALLS OH 44023-2124 US

COLETTA MCMAMER.SR
CUBELL IMPROVEMENT INC
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C L LITTLE
UNITED TRANSPORTATION UNION
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CHRISTOPHER C MCCrackEN
ULMER & BERNE LLP
1300 EAST NINTH STREET SUITE 900
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INAO DAVIS CHAPPELL
ASHTA CHEMICALS INC
1300 EAST NINTH STREET SUITE 900
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MICHAEL J GARRIGAN
BP CHEMICALS INC
4440 WARRENSVILLE CTR RD
CLEVELAND OH 44128 US

GARY A EBERT
CITY OF BAY VILLAGE
350 DOVER CENTER ROAD
BAY VILLAGE OH 44140 US

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NEFCO
969 COLEY ROAD
AKRON OH 44320 US

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FRUERLIAK, WILKINS, GRIFFITHS & DOUGHERTY CO.
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CANTON OH 44735-6963 US

MAYOR VINCENT M URBIN
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BARBARA O'KEEFE
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EUCLID OH 44132 US

CHARLES ZUMKOH
ROETZEL & ANDRESS CO LPA
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AKRON OH 44308 US

CHARLES E ALLENBAUGH JR
EAST OHIO STONE COMPANY
2000 W BESSON ST
ALLIANCE OH 44601 US

D G STRUNK JR
GENERAL CHAIRPERSON UTU
817 KILBOURNE STREET
BELLEVUE OH 44811 US
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<tr>
<td>R A Grice</td>
<td>General Chairperson UTU</td>
<td>817 Kilbourne St, Bellevue, OH 44811-9431 US</td>
</tr>
<tr>
<td>Richard B Kerth</td>
<td>Champion International Corporation</td>
<td>101 Knightsbridge Drive, Hamilton, OH 45020-0001 US</td>
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<td>Brad F Huston</td>
<td>Cyprus Amax Coal Sales Corp</td>
<td>400 Techncenter Drive, Ste 320, Milford, OH 45150 US</td>
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<tr>
<td>Fay D Dupuis</td>
<td>City of Cincinnati</td>
<td>801 Plum Street, Cincinnati, OH 45202 US</td>
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<td>Robert Edwards</td>
<td>Eastern Transport and Logistics</td>
<td>Utu, 817 Kilbourne St, Bellville, OH 44811-9431 US</td>
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<td>Thomas R Rydman</td>
<td>President Indian Creek Railroad Company</td>
<td>3905 N 600 North, Anderson, IN 46011 US</td>
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<td>F Ronalds Walker</td>
<td>Citizens Gas &amp; Coke Utility</td>
<td>2020 N Meridian St, Indianapolis, IN 46202-1393 US</td>
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<tr>
<td>Michael P Maxwell Jr</td>
<td>Mchale, Cook &amp; Welch</td>
<td>320 N Meridian St, 1100 Chamber of Commerce Bl, Indianapolis, IN 46204 US</td>
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<tr>
<td>J Patrick Latz</td>
<td>Heavy Lift Cargo System</td>
<td>PO Box 51451, Indianapolis, IN 46251-0451 US</td>
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<tr>
<td>Michael Connelly</td>
<td>City of East Chicago</td>
<td>4525 Indianapolis Blvd, East Chicago, IN 46312 US</td>
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<tr>
<td>Hamilton L Carmouche,</td>
<td>Corporation Counsel</td>
<td>City of Gary, 401 Broadway, 4th Floor, Gary, IN 46402 US</td>
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<tr>
<td>Michael Connolly</td>
<td>U. S. House of Representatives</td>
<td>215 West 35th Avenue, Gary, IN 46408 US</td>
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<td>Carl Feller</td>
<td>Dekalb Agra Inc</td>
<td>P. O. Box 127, 4743 County Road 28, Waterloo, IN 46793-0127 US</td>
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<tr>
<td>William A Bon, General Counsel</td>
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<tr>
<td>Christopher J Burger,</td>
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<tr>
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<td>Nicole Harvey</td>
<td>The Dow Chemical Company</td>
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<tr>
<td>Leo J Wasescha</td>
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</tbody>
</table>
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