SURFACE TRANSPORTATION BOARD 01/29/98 FD #33388 1-27

UNITED STATES OF AMERICA

SURFACE TRANSPORTATION BOARD

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DISCOVERY CONFERENCE

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CSX CORPORATION AND CSX
TRANSPORTATION, INC., NORFOLK
SOUTHERN CORPORATION AND NORFOLK
SCUTHERN RAILWAY COMPANY -CONTROL AND OPERATING LEASES/
AGREEMENTS -- CONRAIL INC. AND
CONSOLIDATED RAIL CORPORATION -TRANSFER OF RAILROAD LINE BY
NORFOLK SOUTHERN RAILWAY COMPANY
TO CSX TRANSPORTATION, INC.

Finance Docket No. 33388

Thursday, January 29, 1998

Washington, D.C.

The above-entitled matter came on for a oral argument in Hearing Room 4 of the Federal Energy Regulatory Commission, 888 First Street, N.E. at 9:30 a.m.

BEFORE:

THE HONORABLE JACOB LEVENTHAL Administrative Law Judge

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APPEARANCES:

On Behalf of Conrail:

GERALD P. NORTON, ESQ. of: Harkins Cunningham Suite 600 1300 19th Street, N.W. Washington, D.C. 20036 (202) 973-7605 (GPN)

On Behalf of CSX:

DREW A. HARKER, ESQ. of: Arnold & Porter 555 12th Street, N.W. Washington, D.C. 20004 (202) 942-5022 (DAH)

On Behalf of Norfolk Southern Corporation and Norfolk Southern Railway Company:

PATRICIA E. BRUCE, ESQ. Zuckert, Scoutt & Rasenberger of: 888 17th Street, N.W. Washington, D.C. 20006-3939 (202) 298-8660

On Behalf of APL, Limited:

LOUIS E. GITOMER, ESQ. of: Ball Janik, LLP Suite 225 1455 F Street, N.W. Washington, D.C. 20005 (202) 638-3307

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(9:30 a.m.)

P-R-O-C-E-E-D-I-N-G-S

JUDGE LEVENTHAL: All right, the discovery conference will come to order, this discovery conference dealing with the motion of APL, Limited to

compel discovery responses.

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All right, for the movement.

MR. GITOMER: Good morning, Your Honor.

Louis Gitomer representing APL, Limited.

JUDGE LEVENTHAL: All right.

MS. BRUCE: Good morning, Your Honor.

Patricia Bruce, Zucker, Scoutt & Rasenberg

for Norfolk Southern.

MR. HARKER: Drew Harker with Arnold & Porter for CSX.

MR. NORTON: Gerald Norton, Harkins Cunningham for Conrail.

JUDGE LEVENTHAL: All right.

Well, I'm ready to hear argument, and I have your motion. I have the motion of APL and the Applicant's opposition to the motion to compel.

Before I hear argument, it seems to me

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that we're revisiting the ruling I made on January 8th with regard to the motion to compel written responses to discovery.

My ruling is up on appeal, and it seems to me that whatever the Commission rules on the appeal to my ruling is going to control what should be done with this motion.

Having said that, I think that this is a slightly different situation which confronted me on January 8th.

And let's go off the record.

(Whereupon, the foregoing matter went off the record at 9:32 a.m. and went back on the record at 9:46 a.m.)

JUDGE LEVENTHAL: Let's go back on the record.

All right, on our off record discussion,

I attempted to see if we could broker a compromise
between the parties. My attempt was futile.

All right, let me hear argument from you, Mr. Gitomer.

MR. GITOMER: Thank you, Your Honor.

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There are two points which APL is seeking discovery on. One involves the NIT League settlement and the other is the CSC acquisition of the South Kearney terminal in New Jersey. Let me address the NIT League settlement first.

Section 2(c) of the NIT League agreement seeks to solve the problem involving contracts between shippers and Conrail. The NIT League agreement was entered between the Applicants and the NIT League on December 12, 1997, three days before rebuttal and after all parties had had an opportunity to respond in opposition to the application.

The NIT League settlement was filed on December 15th. And the Applicant said this will resolve problems involving contracts. It will give shippers an option.

APL has a contract with Conrail which will be affected by this transaction. APL is seeking to determine whether the NIT League agreement actually provides any relief to other shippers.

It may well be that the APL contract and several others are the only ones which will continue

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to exist by the time the mechanism created by the NIT League settlement takes effect.

The NIT League settlement provides that, after the closing date, which is a date unknown at this point in time, shippers and the railroads can negotiate and to a about service.

But if the shipper is unhappy with service, has notified the railroad, and then six months after the closing date, the shipper can file for arbitration with the Applicants to have its contract moved from perhaps CSX to Norfolk Southern or Norfolk Southern to CSX.

But it has to prove that service is poor, that it's tried to work with the Applicant to improve that service.

Six months after closing. According to Mr. Prillaman's definition of the closing date, that's October 1, 1998. It can't be any earlier than that. So we're now looking at April 1, 1999 before contract shippers can receive any relief.

And the only possible relief is moving from one carrier to another.

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We want to know how many contracts there are. Is it one? Is it ten? Is it 5,000? And the way we've done that is we've asked how many contracts are there today -- or how many contracts were there on December 15th, how many contracts will expire between December 15th and August 22nd, which we will expect

Surface Transportation Board has said it will issue a

will be the control date, which is 30 days ter the

decision.

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We then want to know what -- how many contracts will further expire by the closing date to reduce this universe. Some contracts are very long term. Some are short term. There could be contracts expiring, entered into and expire again.

We're not really looking for that. We're just looking for a base period, December 15th, how many contracts expire by the control date, the closing da and then how many expire by the April 1st date when shippers can first seek relief.

We think this is a brand new issue that was first introduced on December 15th. Up until that time, the parties couldn't know that the Applicants

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would be making this claim, so we couldn't take discovery.

And that's why we sought this discovery. We just want these raw numbers from Applicants. We're not asking for confidential information. We don't even need to have the exact number. Conrail doesn't have to say we have 4,325 contracts.

If they say there are 4,300 contracts today or on December 15th, that would be fine with us. But we need this information, and we would not present a witness to argue about this information. We would take the information, present it as an exhibit to our brief and then go ahead and argue it.

Or, if we find it not favorable, we wouldn't argue it and the Applicants would probably argue it. But this is just a testing of the Applicant's case. We're not putting on new APL evidence.

As APL argued before the Board on the appeals from your prior discovery rulings, in the past, when the ICC heard merger cases, there were provisions for cross examination of all witnesses.

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has said we will grant the Applicant's request to expedite. The Board has not said we will eliminate the due process rights of the other parties. And that's what the Applicants are seeking to do here.

They're seeking to say we can come to the Board at the last minute and our last filing, when nobody can respond to us and tell the Board here's a solution, and nobody can seek to test that.

APL is seeking to test that.

As far as the second issue --

JUDGE LEVENTHAL: Let's stick with the

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MR. GITOMER: Yes, Your Honor.

JUDGE LEVENTHAL: -- and then we'll hear

argument on the second.

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Are you telling me that, in the case you cited, that the Interstate Commerce Commission permitted all types of discovery prior to the filing of rebuttal testimony or after?

MR. GITOMER: After the filing of rebuttal testimony because that's when cross examination was scheduled.

Between the time the rebuttal testimony was filed and the witnesses sat for cross examination, the ICC allowed discovery on their rebuttal testimony.

JUDGE LEVENTHAL: In my last ruling on January 8th, I drew a line between discovery by written interrogatories or discovery of documents and discovery by deposition.

What would you do with it if you got a document -- well, you're asking for a compilation of contracts and revenue, etc. What would you do with it?

MR. GITOMER: Your Honor, to respond to our discovery request, we would expect that that information be placed on one page and we would attach it to our brief. If the Board wanted to accept it,

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they would accept it. If they didn't, they would reject it. In the past, the Board has accepted excerpts of discovery and depositions as attachments to briefs. JUDGE LEVENTHAL: The cases that were cited to me in our last argument indicated the acceptance of deposition testimony. It did not indicate that there were any written documents that were permitted standing alone.

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Isn't there a difference between a document and oral testimony that is subject to cross examination and redirect examination?

MR. GITOMER: Well, let me -- let's go back to the past again, Your Honor, to when the ICC held oral hearing for cross examination of witnesses. And discovery had been taken of these -- on these verified statements.

And counsel for the party that was conducting cross examination would take a document, present it to the witness, make it an exhibit as part of the cross examination, cross examine the witness on

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the document.

There would be redirect on the document, and that would then be part of the record in the case before the Commission.

JUDGE LEVENTHAL: That's right, but we don't have oral testimony now, do we?

MR. GITOMER: We do not, but I think the use of depositions in discovery and in an attempt to expedite this case, the Board has replaced cross examination with these other types of discovery.

JUDGE LEVENTHAL: All right.

Mr. Norton.

MR. HARKER: Your Honor, if it --

JUDGE LEVENTHAL: Or Mr. Harker.

MR. HARKER: -- is all right with you, what I'm going to do is address the -- I guess this issue from 30,000 feet, if you will, from the point of view of APL's rights to discovery at all.

Mr. Norton, to the extent it's necessary, will discuss the specifics of the request and the burden to Conrail basically of the request.

But, you know, in the immortal words of

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Yogi Berra, I feel like this is déjà vu all over again. You know, we have heard today no new arguments than what you heard on January 8th.

You very perceptively indicated at the beginning your reaction to the issue. Nothing that Mr. Gitomer has said is any different than what you heard from Mr. Bercovici and Mr. Wood.

You know, he said this was a brand new issue. Well, that's what Mr. Wood told you. If you will recall, Mr. Wood's issue was that there was a settlement agreement that was entered into between CSX and Canadian Pacific.

And that agreement was entered into after October 21, after Mr. Wood, on behalf of Erie Niagara, submitted his comments. And he argued that, since that was "brand new evidence," he needed the opportunity to get written discovery as to the agreement.

And you -- that argument was unavailing for Mr. Wood. It is no more appropriate here for you to grant relief for Mr. Gitomer than it was for you to grant relief for Mr. Wood.

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He indicates clearly that his -- that Mr.

Gitomer indicates that his plan is to attach this to
a brief. It is going to be new evidence going to the

Board -- new written evidence going to the Board.

Again, you drew the line in your ruling on January 8th and indicated that that was inappropriate. That basically means that we don't get an opportunity to close the record on our case.

Mr. Gitomer, both in his paper and today, says this is testing of the Applicant's case -- all he's doing is testing the Applicant's case. Well, this is exactly -- these are exactly the same words that Mr. Bercovici used on January 8th in support of his request for written discovery against Norfolk Southern.

And again, you found that the way to test
Applicant's case was to cross examine witnesses who
have offered rebuttal verified statements. And
indeed, you ordered the Applicants to make those
people available for testing.

So there really is nothing new here. In the law of the case -- the law of the case is that

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commenters are not entitled to written discovery. And neither in his paper nor today during argument has Mr. Gitomer given you any reason why it is -- why APL is entitled to a different ruling than Eighty-Four Mining or Erie Niagara.

Indeed, as we've indicated in our paper, we -- there is no basis to distinguish whether you're talking about testing the Applicant's evidence or whether or not the existence of this NIT League settlement is so-called new evidence or what have you.

Or this notion that, quite honestly, I still haven't been able to fathom as there's a difference between APL evidence and Applicant's evidence when they attach the document to their brief.

I mean, that's just -- that doesn't make any sense. It's clearly APL's evidence. They're putting it in. It's their evidence no matter the source of it.

APL has taken the deposition of Mr. Prillaman. He did testify about the application of Section 2.2(c) of the transaction agreement. NS voluntarily made him available. Under your ruling,

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they have the right to take his deposition, and they took it.

They had the opportunity to test his understanding of 2.2(c). And they in fact did take the deposition. I don't think anybody else did. But they did take the deposition.

So I don't want to belabor this because you heard from me, chapter and verse, on January 8th.

But clearly, this is not -- this discovery is prohibited both by decision number six and your January 8th ruling.

The other thing that I think Mr. Gitomer points out, and we can get into this in more detail if you desire, but the discovery that he is seeking -- what is interesting here is, is that APL concedes that the NIT League settlement, the terms of -- whether they take advantage of the arbitration or not, who knows.

But nevertheless, APL's contract, rail transportation contract, will be in effect and will be -- could be subject to the terms of the NIT League settlement. It is not expiring. They can take

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advantage of it.

All they are doing is engaged in a big fishing expedition as to who else may or may not be benefitted by it.

But it's interesting that the NIT League settlement -- NIT League being the largest rail transportation association in the country with many hundreds, if not thousands of members -- endorse this agreement. They clearly thought it was in their interest.

APL can take advantage of the agreement because they fit within its terms. But nevertheless, they're on a big fishing expedition as to other shippers who are not -- who may not benefit by it.

Well, where are the other shippers? Why aren't they here today with APL? Where are all the 180 parties in the case if they have the same concern that Mr. Gitomer does?

So all you're doing, if you rule in Mr. Gitomer's favor, is you're imposing a very significant burden on Conrail, which, if you want to hear from Mr. Norton, he will tell you about, in exchange for

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basically irrelevant evidence because, as far as APL is concerned, the NIT League settlement works for them and we have no indication at all that any other shipper is dissatisfied by the NIT League settlement.

Your Honor, I'm glad to answer any questions that you have at this point.

JUDGE LEVENTHAL: All right.

Now, Mr. Norton, do you wish to be heard? MR. NORTON: Well, Your Honor, I have a lot I can say about the problems of the burden and relevance, but maybe there's a threshold question which --

JUDGE LEVENTHAL: No, I'm going to give Mr. Gitomer an opportunity to give me further argument if he so desires. On your side, I'm ready to rule.

However, let me point out to you a difficulty. In the event that the Board overrules me, you're going to be faced with the same problem once again.

So I don't know whether you want to make your complete argument now and have the Board rule, if they get to it, on whether or not you're entitled --

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APL's entitled to this discovery or not.

Let's go off the record.

(Whereupon, the foregoing matter went off the record at 10:02 a.m. and went back on the record at 10:11 a.m.)

JUDGE LEVENTHAL: In our off the record discussion, I noted that, at least with the first portion of the motion to compel before us this morning, was subject really to the same type of ruling that I had made on January 8th denying further written discovery -- further discovery of written evidence by commenters.

My prior ruling is subject to an appeal before the Board. Well, I've inquired of the parties whether they would be interested in my deferring my ruling to next Thursday.

The movement indicated that he was, so he -- that he was willing to go along with that suggestion, and Mr. Harker indicated he'd prefer a ruling this morning, and Mr. Norton was noncommittal.

However, I do think that that is the most efficient way of disposing of the argument before me

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this morning.

If the Commission -- if the Board sustains me in my prior ruling, that certainly will dispose of the -- at least the first half of the motion made today. So I'm going to reserve decision until next Thursday, which is -- what's the date?

MR. GITOMER: February 5th, Your Honor.

I believe February 5th.

JUDGE LEVENTHAL: February 5th at 9:30.

If the Board comes down with its decision prior to that time, and if that satisfies the movement, I trust that he will withdraw his motion.

MR. GITOMER: Certainly, Your Honor.

JUDGE LEVENTHAL: Let's go off the record.

(Whereupon, the foregoing matter went off

the record briefly.)

JUDGE LEVENTHAL: On the record.

In our off the record, I indicated that my comments and my reservation of decision apply to the first half of Applicant's motion. The second half of Applicant's motion, APL -- I'm sorry, not Applicant.

MR. GITOMER: APL's motion.

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JUDGE LEVENTHAL: In the second half of the motion, APL is seeking documents relating to the allocation of APINY, which is within the New Jersey shared asset area.

I'll hear argument on that. I indicated I don't really understand what you're looking for here.

You state APL wants to understand the reason why CSX is concerned about APL's lease of APINY, and that relates to a lease agreement which you furnished the Applicants voluntarily at an earlier time.

Well, what exactly are you looking for here?

MR. GITOMER: Your Honor, that's part of APL's problem. APL has leased a terminal area from Consolidated Rail Corporation, and it is a long term lease. In their rebuttal, Applicants suddenly say that this is an unfair lease, that APL may be taking advantage of Applicants.

And in fact, let me correct that. It is not Applicant saying that, I believe, in the papers;

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it's CSX took this position. NS did not take a position on this issue because the South Kearney terminal facility has been allocated to CSX by agreement between CSX and Norfolk Southern.

APL would like to know why, all of the sudden, CSX is concerned. Numerous CSX witnesses in deposition said we are willing to accept a great deal of risk. Well, apparently this is one of the risks that CSX took.

They were acquiring -- or they were being allocated this terminal with no guarantee that they would have the APL traffic. And CSX is complaining that the rent for the terminal is extremely low. In fact, CSX included some highly confidential information in its public version when it said that the rent was, I think, a dollar a year.

APL wants to know why, all of the sudden, CSX is concerned that it may lose the APL traffic and not have some income from being allocated this terminal. CSX should have known this from the very beginning that they were taking the risk.

Why now, on rebuttal, do they claim that

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this is such a terrible risk; and therefore, the Board should ignore APL's arguments?

JUDGE LEVENTHAL: All right.

MR. HARKER: This is written discovery.

I know it's documents versus interrogatories, but it's got the same problems that Erie Niagara and EightyFour Mining's request had. They were both seeking production of documents, which is what this is.

This is just as controlled, as far as I'm controlled, by the January 8th ruling as the interrogatories.

APL has noticed the deposition of Mr. Rutski. They know that Mr. Rutski is the person who is very interested in intermodal traffic and has been involved in discussions with APL.

And again, Your Honor, you indicated on January 8th that somebody -- that rebuttal verified statement givers can be available for -- should be available for deposition. They're going to take Mr. Rutski's deposition, assuming that CSX's appeal is denied of your earlier ruling on depositions.

And they can get into all of these issues

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with Mr. Rutski, as you indicated that Eighty-Four Mining could get into these -- to different issues with Mr. Fox, NS's witness; and that Mr. Wood, on behalf of Erie Niagara, could explore issues with Mr. Jenkins, the CSX's witness, on the CP/CSX settlement agreement that was of such interest to Mr. Wood.

This is -- you know, this is no different.

If you grant this discovery to APL on some kind of an exception, and the exception of which I guess is, is that we made an argument in our rebuttal, then that exception basically is going to swallow the whole rule because we made a lot of different arguments in the rebuttal.

And if that suddenly becomes new evidence such that discovery is allowed, then we have no right to close our record and everybody is entitled to discovery. I mean, those are the same arguments that Mr. Bercovici and Mr. Wood made.

And so I would submit to you that this issue is controlled by the January 8th ruling. And assuming that they take Mr. Rutski's deposition, I'm assuming that these will be issues that they'll get

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into with Mr. Rutski.

JUDGE LEVENTHAL: All right.

MR. GITOMER: Your Honor, I just have a couple of brief points to make in response.

One thing that Mr. Harker hasn't told you is that Mr. Rutski is not an employee of CSX Corporation. He's not an employee of CSX Transportation. He's an employee of CSX Intermodal, Inc., a non-applicant in this case.

Mr. Rutski testified for the first time on rebuttal, and that's the reason that APL has noticed his deposition.

Now Mr. Harker also seems to be holding Mr. Rutski out with one hand and taking him away with the other. CSX moved to cross in the deposition.

So, you know, obviously is CSX is willing to drop that motion, voluntarily produce Mr. Rutski and direct him to bring documents which relate to the South Kearney terminal, APL will be more than glad to withdraw its document request and its motion to compel.

I see no reason why we can't request Mr.

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Rutski to bring certain documents with him for the deposition, and that would resolve our problem completely.

JUDGE LEVENTHAL: Mr. Harker.

MR. HARKER: Well, the deposition has been noticed. As I recall, it is scheduled.

We've responded to your notice of deposition. I don't recall whether or not it instructed him to bring documents. We'll follow the notice of deposition. It's contingent upon the result of the appeal.

And that's -- you know, that's the status of it and that's where things stand.

Whether or not he's a CSX employee or not I think is sort of -- I don't -- I guess I fail to see the relevance. He offered a verified statement. And as I said, he will be cross examined on it assuming that CSX's appeal is denied.

JUDGE LEVENTHAL: All right.

I'll reserve on both portions of the motion to our conference next week.

Off the record.

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(Whereupon, the foregoing matter went off 1 the record briefly.) 2 JUDGE LEVENTHAL: Back on the record. 3 All right, I'm reserving on the motion to compel until Thursday, February 5 at the conference to 5 be held on that day. 6 The parties will advise me if the conference isn't necessary. 8 All right, the argument stands closed. 9 Off the record. 10 (Whereupon, the proceedings were adjourned 11 at 10:23 a.m.) 12 13 14 15 16 17 18 19 20 22

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