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BEFORE THE
SURFACE TRANSPORTATION BOARD

E.I. DUPONT DE NEMOURS & COMPANY Complainant v. NORFOLK SOUTHERN RAILWAY COMPANY Defendant	)	Docket No. NOR 42125

OPENING EVIDENCE AND ARGUMENT OF

E.I. DU PONT DE NEMOURS AND COMPANY

Volume IV: Exhibits

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CASE GLOSSARY

AEP Texas 2006	*AEP Texas Northern Co v. BNSF Ry.*, STB Docket No. 41191 (Sub-No. 1) (served Nov. 8, 2006)
AEP Texas	*AEP Texas Northern Company v. BNSF Railway,* STB Docket No. 41191 (Sub-No. 1) (served Sept. 10, 2007)
AEPCO	*Arizona Electric Power Cooperative, Inc. v. BNSF Railway Company and Union Pacific Railroad Company,* STB Docket No. 42113 (served Nov. 22, 2011)
APS	*Arizona Pub. Serv. Co. and Pacificorp. v. The Atchison, T. and Santa Fe Ry.*, 2 S.T.B. 367 (1997)
Bottleneck Decision	*Central Power & Light Company v. Southern Pac. Transp. Co, et al.*, 1 STB 1059 (1996), aff'd sub nom. *MidAmerican Energy Company v. Surface Transportation Board,* 169 F.3d 1099 (8th Cir. 1999)
Coal Rate Guidelines or Guidelines	*Coal Rate Guidelines, Nationwide,* 1 I.C.C. 2d 520 (1985), aff'd sub nom. *Consolidated Rail Corp. v. United States*, 812 F.2d 1444 (3rd Cir. 1987)
Coal Trading Corp.	*Coal Trading Corp. v. The Baltimore & Ohio R.R., et al.*, 6 I.C.C. 2d 361 (1990)
Consolidated Papers	*Consol. Papers, Inc. v. Chi.& Nw. Transp., Inc.*, 7 I.C.C.2d 330 (1991)
CP&L	*Carolina Power & Light Co. v. Norfolk Southern Ry,* STB Docket No. 42072 (served Dec. 23, 2003)
DMIR I and II	*Minnesota Power, Inc. v. Duluth, Missabe & Iron Range Ry.*, 4 S.T.B. 64 (1998), on reconsideration, 4 S.T.B. 288 (1999)
Duke/CSXT	*Duke Energy Corp. v. CSX Transportation Inc.,* STB Docket No. 42070 (served Feb. 4, 2004)
Duke/NS	*Duke Energy Corp. v. Norfolk Southern Railway,* STB Docket No. 42069 (served Nov. 6, 2003)

CASE GLOSSARY

DuPont (Nitrobenzene)	*E.I. du Pont de Nemours and Company v. CSX Transportation, Inc.,* STB Docket No. 42101 (served June 30, 2008)
DuPont (Plastics)	*E.I. du Pont de Nemours and Company v. CSX Transportation, Inc.,* STB Docket No. 42099 (served June 30, 2008)
FMC	*FMC Wyo. Corp. v. Union Pacific Railroad Company,* 4 S.T.B. 699 (2000)
General Electric	*Gen. Elec. Co. v. Balt.& Ohio R.R.,* No. 38125S, 1984 ICC LEXIS 206 (ICC served Oct. 12, 1984)
General Procedures	*General Procedures for Presenting Evidence in Stand-Alone Cost Rate Cases,* STB Ex Parte No. 347 (Sub-No. 3) (served March 12, 2001).
IPA	*Intermountain Power Agency v. Union Pacific Railroad Company,* STB Docket No. 42127 (Public Version of UP Reply dated Nov. 10, 2011)
KCPL	*Kansas City P & L Co. v. Union Pac. R.R. Co.*, STB Docket No. 42095 (served May 19, 2008)
Major Issues	*Major Issues in Rail Rate Cases,* STB Ex Parte No. 657 (Sub-No. 1) (served Oct. 30, 2006)
Market Dominance Determinations	*Mkt. Dominance Determinations & Consideration of Prod. Competition*, 365 I.C.C. 118 (1981)
McCarty Farms	*McCarty Farms v. Burlington N., Inc.*, 3 I.C.C.2d 822 (1987)
Nevada Power II	*Bituminous Coal – Hiawatha, Utah to Moapa, Nevada,* 10 I.C.C.2d 259 (1994)
OG&E	*Oklahoma Gas & Electric Co., v. Union Pacific Railroad Company,* STB Docket No. 42111 (served July 24, 2009)
Otter Tail	*Otter Tail Power Co., v. BNSF Ry.,* STB Docket No. 42071 (served Jan. 27, 2006)

CASE GLOSSARY

PP&L	*PPL Montana, LLC v. The Burlington Northern and Santa Fe Ry. Co.*, 6 S.T.B. 286 (2002)
PSCo/Xcel	*Public Service Co. of Colorado d/b/a Xcel Energy v. Burlington Northern and Santa Fe Railway,* STB Docket No. 42057 (served June 8, 2004)
PSCo/Xcel II	*Public Service Co. of Colorado d/b/a Xcel Energy v. Burlington Northern and Santa Fe Railway,* STB Docket No. 42057 (served Jan. 19, 2005)
Special Procedures	*Special Procedures for Making Findings of Mkt. Dominance as Required by the R.R. Revitalization and Regulatory Reform Act of 1976,* 353 I.C.C. 874 (1976)
TMPA	*Texas Municipal Power Agency v. Burlington Northern and Santa Fe Railway,* 6 S.T.B. 573 (2003)
WFA/Basin	*Western Fuels Ass'n, Inc. and Basin Electric Power Coop. v. BNSF Railway,* STB Docket No. 42088 (served Sept. 10, 2007)
WFA/Basin II	*Western Fuels Ass'n, Inc. and Basin Electric Power Coop. v. BNSF Railway,* STB Docket No. 42088 (served Feb. 18, 2009)
Wisconsin P&L	*Wisconsin Power and Light Co., v. Union Pacific Railroad,* 5 S.T.B. 955 (2001)
West Texas Utilities	*West Texas Utilities Co. v. Burlington Northern Railroad,* 1 STB 638 (1996), aff'd sub nom. *Burlington Northern Railroad v. STB,* 114 F.3d 206 (D.C. Cir. 1997)

ACRONYMS

The following acronyms are used:

AAR	Association of American Railroads
AASHTO	American Association of State Highway Officials
AEI	Automatic Equipment Identification
AEO	EIA's Annual Energy Outlook Forecast
AHM	Anhydrous Methylamines
AII-LF	All-Inclusive Less Fuel Index, published by AAR
AQM	Aqueous Methylamines
AREMA	American Railway Engineering and Maintenance-of-Way Assoc.
ARRA	American Reinvestment and Recovery Act of 2009
ATC	Average Total Cost
ATF	Across-the-Fence
ATV	All-Terrain Vehicle
B&B	Bridge and Building
BNSF	Burlington Northern Santa Fe Railway Company
C&S	Communications and Signals
CAGR	Compound Annual Growth Rate
CFS	2007 Commodity Flow Survey
cmp	Corrugated Aluminized Metal Pipe
CMP	Constrained Market Pricing
CN	Canadian National Railway
CNW	Chicago & NorthWestern
COBRA	Consolidated Omnibus Budget Reconciliation Act
CPI	Consumer Price Index
CSXT	CSX Transportation, Inc.
CTC	Central Traffic Control
CWR	Continuous Welded Rail
CY	Cubic Yards
DCF	Discounted Cash Flow
DFE	Difluoroethane
DME	Dimethyl Ether
DMF	Dimethyl Formamide
DMS	Dimethyl Sulfate
DOT	U.S. Department of Transportation
DP	Distributed Power
DRR	DuPont Stand-Alone Railroad
DTL	Direct to Locomotive Fueling
EDI	Electronic Data Interchange
EEO	Equal Employment Opportunity
EIA	Energy Information Administration
EOTD	End of Train Device
FED	Failed-equipment Detector
FRA	Federal Railroad Administration
FSC	Fuel Surcharges

G&A	General and Administrative
GDP-IPD	Gross Domestic Product – Implicit Price Deflator
GWR	Gross Weight on Rail
HCl	Hydrochloric Acid (a/k/a Muriatic Acid)
HDF	On-Highway Diesel Fuel Index
HR	Human Resources
ICC	Interstate Commerce Commission
IDC	Interest During Construction
IDS/IPS	Intrusion Detection System/Intrusion Prevention System
ISS	Interline Settlement System
IT	Information Technology
KCS	Kansas City Southern Lines
LAN	Local Area Network
MACRS	Modified Accelerated Cost Recovery System
MIT	Massachusetts Institute of Technology
MGT	Million Gross Tons
MLO	Manager of Locomotive Operations
MMF	Monomethyl Formamide
MMM	Maximum Markup Methodology
MOW	Maintenance of Way
MTO	Manager of Train Operations
NCREIF	National Council of Real Estate Investment Fiduciaries
NDGPS	Nationwide Differential GPS
NPI	NCREIF Property Index
NS	Norfolk Southern Railway Company
NT/PC	Network Personal Computer
O/D	Origin/Destination
OS	Operating Station
OSHA	Occupational Safety and Health Administration
PDO	Bio-Propanediol
Pet Coke	Calcined Petroleum Coke
PPI	Producer Price Index
PTC	Positive Train Control
R/VC	Revenue to Variable Cost
RCAF-A	Rail Cost Adjustment Factor, adjusted for productivity
RCAF-U	Rail Cost Adjustment Factor, unadjusted for productivity
RMI	A GE Transportation Company
RMS	RMI's Revenue Management Services System
ROW	Right of Way
RSIA	Rail Safety Improvement Act of 2010
RTC	Rail Traffic Controller Model
SAC	Stand-Alone Cost
SARR	Stand-Alone Railroad
SEC	Securities Exchange Commission
SO3	Sulfur Trioxide
SPLC	Standard Point Location Code
STB	Surface Transportation Board

STCC	Standard Transportation Commodity Code
STEO	Short-Term Energy Outlook
T&E	Train and Engine
TCS	Triple Crown Services
TDIS	Thoroughbred Direct Intermodal Services
TiCl4	Titanium Tetrachloride
TiO2	Titanium Dioxide
TMS	RMI's Transportation Management Services System
TRN	NS Train Event Train Symbol
UP	Union Pacific Railroad
UPS	Uninterruptible Power Supply
URCS	Uniform Railroad Costing System
WAN	Wide Area Network
WFL	Waste, Flammable Liquid
WTI	West Texas Intermediate

TABLE OF CONTENTS

Case Glossary i
Acronyms iv
I. COUNSEL'S ARGUMENT AND SUMMARY OF EVIDENCE I-1
A. Market Dominance Evidence and Argument I-3
1. NS Possesses Quantitative Market Dominance. I-3
2. NS Possesses Qualitative Market Dominance. I-5
a. Intramodal competition does not exist for the issue movements. I-5
b. Intermodal Competition either does not exists or is not an effective competitive constraint upon the challenged rates I-6
(1) Trucking of hazardous materials is undesirable as a matter of public policy when rail is a viable option I-8
(2) Alternative transportation for joint line movements must be between the origin or destination served by NS and the interchange point with the connecting carrier. I-12
(3) Higher-Priced transportation alternatives provide conclusive evidence of NS's market dominance I-14
(a) Higher-cost direct trucking alternatives I-16
(b) Higher-cost truck transloading alternatives I-18
(c) Higher-cost barge alternatives I-20
(4) Extremely aggressive NS rate increases prove that comparable, or even lower, rates for alternative transportation modes are not an effective competitive constraint I-22
(5) The high cost of infrastructure needed to increase, or in some cases enable, the use of alternative modes renders even lower-priced alternatives uneconomical. I-29
(a) Anhydrous Methylamines I-30
(b) Aqueous Methylamines I-31
(c) Dimethyl Ether and Difluoroethane I-32
(d) Glycolic Acid I-32
(e) Monomethly Formamide I-32
(f) Dimethyl Formamide I-33
(g) Sodium Caustic I-33
(h) Chlorine, Titanium Dioxide, Titanium Tetrachloride, and Petroleum Coke I-34
(i) Sulfuric Acid I-36
(j) Lime I-37
(k) Sodium Methylate I-37
(l) Sulfur Trioxide I-38
(6) Product integrity concerns preclude the use of alternative modes for 8 of the issue commodities. I-38

(7) Reliance upon rail cars for storage precludes the extensive use of alternative modes for 11 of the issue commodities. I-41
(8) The Delaware Coastal Zone Act precludes the use of barges for shipments to and from DuPont's Edge Moor and Reybold facilities. I-42
(9) Some customers and suppliers require DuPont to ship by rail. .. I-47

B. SAC Evidence and Argument I-50
1. Introduction – Governing Principles I-50
2. DuPont Has Carefully Followed the Board's Well-Defined Set of Rules and Precedent to Guide Parties In Developing Stand-Alone Cost Evidence. I-53
3. The DuPont Railroad I-57
4. The Stand-Alone Traffic Group I-58
5. The DRR System and Operating Plan I-62
6. Operating Expenses I-65
7. Road Property Investment Cost I-71
8. Discounted Cash Flow Analysis and Application to SAC Analysis I-74
9. After Careful Application of the Procedures Called For By the Board's Principles and Rules in *Guidelines, Major Issues,* and By Board Precedent, DuPont's SAC Analysis Shows That the Rates Charged by NS Far Exceed a Reasonable Maximum I-78
10. Rate Relief and Damages I-78
C. CONCLUSION I-79

II. MARKET DOMINANCE II-A-1
A. QUANTITATIVE MARKET DOMINANCE II-A-1
1. Traffic and Operating Characteristics II-A-2
a. Loaded Miles II-A-2
b. Tons per Car II-A-4
c. Car Type II-A-4
2. Variable Cost Calculations II-A-5
3. Rates II-A-5
B. QUALITATIVE MARKET DOMINANCE II-B-1
1. Intramodal Competition II-B-2
2. Intermodal Competition II-B-3
a. Glycolic Acid II-B-4
b. Sulfuric Acid II-B-10
c. Spent Sulfuric Acid II-B-26
d. Fuming Sulfuric Acid ("Oleum") II-B-30
e. Muriatic Acid (HCI") II-B-36
f. Aniline Oil II-B-39

g. Bio-Propanediol ("PDO") II-B-44
h. Potassium Caustic II-B-51
i. Sodium Caustic II-B-57
j. Chlorine II-B-67
k. Dimethyl Ether ("DME") II-B-75
l. Difluoroethane ("DFE") II-B-83
m. Dimethyl Formamide ("DMF") II-B-86
n. Dimethyl Sulfate ("DMS") II-B-93
o. Lime II-B-98
p. Anhydrous Methylamines ("AHMs") II-B-103
q. Aqueous Methylamines ("AQMs") II-B-114
r. Monomethyl Formamide ("MMF") II-B-120
s. Coke Petroleum ("Pet Coke") II-B-123
t. Polyethylene II-B-129
u. Sodium Methylate II-B-136
v. Sulfur Trioxide II-B-141
w. Titanium Dioxide II-B-146
x. Titanium Tetrachloride II-B-162
y. Waste, Flammable Liquid ("WFL") II-B-167
z. Zircon Sand II-B-169

III. STAND-ALONE COST III-A-1
A. STAND-ALONE TRAFFIC GROUP III-A-1
1. Stand-Alone Railroad Traffic III-A-3
2. Re-routed Traffic III-A-5
a. Bannon, OH to Kellysville, WV III-A-5
b. Altavista, VA to Riverton Jct., VA III-A-6
c. Roanoke, VA to Abilene Cross, VA III-A-6
d. Green, GA to Bremen, GA III-A-6
3. Volumes (Historical and Projected) III-A-7
a. Merchandise Traffic III-A-10
b. Intermodal Traffic III-A-10
c. Coal Traffic III-A-11
d. Peak Year Traffic III-A-13
4. Revenues (Historical and Projected) III-A-13
a. Historical Revenues III-A-14
b. Projected Revenues III-A-15
c. Revenue By Traffic Type III-A-18
i. Single-Line Traffic III-A-19
ii. Interline Traffic III-A-19
iii. Cross-Over Traffic III-A-20
iv. Re-routes III-A-22

B. STAND-ALONE RAILROAD SYSTEM III-B-1
1. Routes and Mileage III-B-1
2. Track Miles and Weight of Track III-B-4
   a. Main Line III-B-5
   b. Branch Lines III-B-6
   c. Sidings III-B-6
   d. Other Tracks III-B-6
   e. Helper pocket and other setout tracks III-B-6
3. Yards III-B-7
   a. Major Yard Characteristics III-B-7
   b. Miles and Weight of Yard Track III-B-8
4. Other III-B-8
   a. Joint Facilities III-B-8
   b. Signal/Communications System III-B-8
   c. Turnouts, FEDs and AEI Scanners III-B-9

C. STAND-ALONE RAILROAD OPERATING PLAN III-C-1
1. General Parameters III-C-2
   a. Traffic Flow and Interchange Points III-C-3
   b Joint Use and Interchange Agreements III-C-5
   c. Track and Yard Facilities III-C-5
   d. Crew-Change Locations/Times III-C-6
      i. Road Crews III-C-6
      ii. Helper Crews III-C-7
   e. Switching and Yard Activity III-C-7
      i. Locomotive Inspections and Fueling III-C-7
      ii. Railcar Inspections III-C-7
         (a) Inspection Procedures III-C-7
         (b) Trains Requiring Inspection III-C-8
   f. Trains and Equipment III-C-8
      i. Train Sizes III-C-8
      ii. Locomotives III-C-9
         (a) Road Locomotives III-C-10
         (b) Helper Locomotives III-C-12
         (c) Switch/Work Train Locomotives III-C-13
      iii. Railcars III-C-13
   g. RTC Model Procedures and Results III-C-14
2. Cycle Time III-C-16
3. Other III-C-17
   a. Rerouted Traffic III-C-17
      i. Bannon, OH to Kellysville, WV III-C-19
      ii. Riverton, VA to Altavista, VA III-C-19

iii. Roanoke, VA to Abilene Cross, VA III-C-19
iv. Green, GA to Bremen, GA III-C-20
b. Train Control and Communications III-C-21
c. Miscellaneous Aspects of the Operating Plan III-C-22

D. OPERATING EXPENSES III-D-1
1. Locomotives III-D-3
a. Acquisition III-D-3
b. Maintenance III-D-4
c. Servicing (Fuel, Sand and Lubrication) III-D-5
i. Fuel Cost III-D-6
ii. Fuel Consumption III-D-6
iii. Locomotive Servicing III-D-6
2. Railcars III-D-6
a. Acquisition III-D-6
b. Maintenance III-D-8
c. Private Car Allowances III-D-8
3. Operating Personnel III-D-9
a. Train/Switch Crew Personnel III-D-10
b. Non-Train Operating Personnel III-D-10
c. Compensation III-D-11
d. Taxi and Hotel Expense III-D-12
e. Materials, Supplies and Equipment III-D-12
4. General and Administrative Expense III-D-13
a. Staffing Requirements III-D-13
i. Executive Department III-D-14
ii. Traffic and Marketing Department III-D-15
iii. Finance and Accounting Department III-D-15
iv. Law and Administration Department III-D-15
v. Information Technology Department III-D-16
b. Compensation III-D-16
c. Materials, Supplies and Equipment III-D-17
d. Other G&A Expense III-D-17
i. IT Systems III-D-17
ii. Other Out-Sourced Functions III-D-19
iii. Start-Up and Training Costs III-D-20
iv. Travel Expense III-D-21
5. Maintenance-of-Way III-D-21
6. Leased Facilities III-D-23
7. Loss and Damage III-D-24
8. Insurance III-D-24
9. Ad Valorem Taxes III-D-24
10. Other III-D-25

a. Intermodal Lift and Ramp Cost III-D-25
b. Automotive Handling Cost III-D-25
c. Costs Related to Rerouted Traffic III-D-26
d. Calculation of Annual Operating Expenses III-D-26

E. NON-ROAD PROPERTY INVESTMENT III-E-1
1. Locomotives III-E-1
2. Railcars III-E-1
3. Other III-E-1

F. ROAD PROPERTY INVESTMENT III-F-1
1. Land III-F-2
a. Right-of-Way Acreage III-F-3
b. Yard Acreage III-F-3
c. Other Acreage III-F-3
d. Property Values III-F-3
2. Roadbed Preparation III-F-6
a. Clearing and Grubbing III-F-8
b. Earthwork III-F-9
i. ROW Quantities III-F-10
ii. Yard Quantities III-F-11
iii. Earthwork Unit Costs III-F-12
(a) Common Earthwork III-F-12
(b) Loose Rock Excavation III-F-15
(c) Solid Rock Excavation III-F-16
(d) Embankment/Borrow III-F-16
(e) Land for Waste Excavation III-F-17
(f) Total Earthwork Cost III-F-17
c. Drainage III-F-17
i. Lateral Drainage III-F-17
ii. Yard Drainage III-F-18
d. Culverts III-F-18
i. Culvert Unit Costs III-F-18
ii. Culvert Installation Plans III-F-19
iii. Culvert Quantities III-F-20
iv. Total Culvert Costs III-F-20
e. Other III-F-20
i. Ditches III-F-20
ii. Retaining Walls III-F-20
iii. Rip Rap III-F-21
iv. Relocating and Protecting Utilities III-F-21
v. Seeding/Topsoil Placement III-F-22

vi. Water for Compaction III-F-22
vii. Surfacing for Detour Roads III-F-23
viii. Construction Site Access Roads III-F-23
ix. Environmental Compliance III-F-24
3. Track Construction III-F-24
a. Geotextile Fabric III-F-25
b. Ballast III-F-25
c. Ties III-F-27
d. Track (Rail) III-F-28
i. Main Line III-F-28
ii. Yard and Other Tracks III-F-28
iii. Field Welds III-F-29
iv. Insulated Joints III-F-29
v. Switches (Turnouts) III-F-29
e. Other III-F-30
i. Rail Lubrication III-F-30
ii. Plates, Spikes and Anchors III-F-30
iii. Derails and Wheel Stops III-F-31
iv. Materials Transportation III-F-32
v. Track Labor and Equipment III-F-32
4. Tunnels III-F-32
5. Bridges III-F-33
a. Bridge Inventory III-F-33
b. Bridge Design and Cost Overview III-F-33
i. Type I Bridges III-F-36
ii. Type II Bridges III-F-36
iii. Type III Bridges III-F-36
iv. Type IV Bridges III-F-37
v. Highway Overpasses III-F-38
6. Signals and Communications III-F-38
a. PTC Signal System III-F-38
b. Detectors III-F-40
c. Communications System III-F-41
7. Buildings and Facilities III-F-43
a. Headquarters Building III-F-44
b. Fueling Facilities III-F-44
i. Fueling Platforms and Fueling by Truck III-F-44
ii. Lube Oil & Sanding III-F-45
c. Locomotive Shop III-F-45
d. Car Repair Shop III-F-46
e. Crew Change Facilities III-F-46
f. Yard Offices III-F-47

g. Maintenance of Way Buildings (Roadway Buildings) III-F-47
h. Wastewater Treatment III-F-47
i. Other Facilities / Site Costs III-F-48
8. Public Improvements III-F-48
a. Fences III-F-48
b. Signs III-F-48
c. Highway Crossings and Road Crossing Devices III-F-49
9. Mobilization III-F-49
10. Engineering III-F-49
11. Contingencies III-F-50
12. Other III-F-50
a. Construction Time Period III-F-50

G. DISCOUNTED CASH FLOW ANALYSIS III-G-1
1. Cost of Capital III-G-2
2. Inflation Indices III-G-4
3. Tax Liability III-G-7
4. Capital Cost Recovery III-G-8

H. RESULTS OF SAC ANALYSIS III-H-1
1. Results of SAC DCF Analysis III-H-1
a. Cost of Capital III-H-1
b. Road Property Investment Values III-H-1
c. Interest During Construction III-H-2
d. Interest Schedule of Assets Purchased With Debt Capital III-H-2
e. Present Value of Replacement Cost III-H-4
f. Tax Depreciation Schedules III-H-4
g. Average Annual Inflation in Asset Prices III-H-7
h. Discounted Cash Flow III-H-7
i. Computation of Tax Liability – Taxable Income III-H-10
j. Operating Expenses III-H-11
k. Summary of SAC III-H-11
2. Maximum Rate Calculations III-H-11

IV. WITNESS QUALIFICATIONS AND VERIFICATIONS IV-1
Travis Bond IV-2
Michael Faciszewski IV-5
Jeff Jirak IV-8
James Kanicky IV-11
Paul Kostrzewski IV-13
Brad Kulesza IV-15
John Leuszler IV-18
Mark McLendon IV-20
Nicky Mills IV-23
Edward L. Morris, Jr IV-25
Leslie Muir IV-27
Matthew Nowicki IV-30
Mary Pileggi IV-32
Suneet Ranganath IV-35
Greg Rupert IV-38
Katie Snyder IV-40
Pamela J. Wilson IV-42
Richard H. McDonald IV-45
Harvey A. Crouch, P. E IV-48
Thomas D. Crowley IV-52
Philip H. Burris IV-56
Charles A. Stedman IV-59
Michael E. Lillis IV-62
Daniel L. Fapp IV-65
Robert D. Mulholland IV-70
Timothy D. Crowley IV-73
Sean D. Nolan IV-76
William W. Humphrey IV-79
Richard R. Harps, MAI, CRE IV-82
John G. Pinto, CRE IV-84
Elizabeth W. Vandermause, MAI IV-86
Daniel C. Vandermause IV-88
Joseph A. Kruzich IV-90
Victor F. Grappone IV-93

EXHIBITS

Exhibit II-A

1. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 2Q09
2. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 3Q09
3. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 4Q09
4. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 1Q10
5. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 2Q10
6. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 3Q10
7. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 4Q10
8. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 1Q11
9. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 2Q11
10. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 3Q11
11. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 4Q11
12. Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements – 1Q12
13. Joint Submission of Operating Characteristics
14. Predominant Miles Analysis
15. Summary of Traffic and Operating Parameters for DuPont Movements
16. Summary of Tariff Rates for DuPont Movements 2Q09 - 1Q12

17. Lane A09 – Belle, WV to Wyandotte, MI
18. Lane A16 – Lemoyne, AL to Giant, SC
19. Lane A17 – Loudon, TN to Braithwaite, LA
20. Lane A22 – McIntosh, AL to Lemoyne, AL
21. Lane B18 – Belle, WV to Garyville, LA
22. Lane B49 – Dowling, TX to Fort Mill, SC
23. Lane B82 – Orange, TX to Greenville, SC
24. Lane B84 – Pascagoula, MS to Fort Mill, SC
25. Lane B85 – Pascagoula, MS to Lemoyne, AL
26. Lane B89 – Belle, WV to Gainesville, GA
27. Lane B90 – Belle, WV to Port Bienville, MS
28. Lane B91 – Belle, WV to Theodore, AL
29. Lane B93 – Bellwood, VA to Fort Mill, SC
30. Lane B99 – Loudon, TN to Graingers, NC
31. Lane B100 – Loudon, TN, Graingers, NC
32. Lane B106 – Miami Fort, OH to Pepper, VA
33. Lane B107 – Natrium, WV to Belle, WV
34. Lane B111 – New Johnsonville, TN to Morrow, GA
35. Lane B118 – Wurtland, KY to Fort Mill, SC
36. Lane B124 – New Johnsonville, TN to McDonough, GA

Exhibit II-B

1. Direct Truck Costs
2. Transload Cost Analysis
3. Case Lane Rate History

Exhibit III-A

1. Schematic of DuPont Railroad
2. Problems With NS Provided Traffic Data
3. Problems With NS Provided Traffic Data Needed For ATC Calculations

Exhibit III-C

1. Problems with NS Provided Train Event Data
2. Summary of Joint Use and Trackage Rights Agreements
3. DRR Crew Districts and Assignments
4. DRR Helper Districts
5. DRR RTC Modeling Procedures and Results
6. DRR RTC System Diagram

Exhibit III-D

1. DRR Operating Personnel
2. General and Administrative Expense
3. Maintenance Of Way

Exhibit III-F

1. Road Property Investment

Exhibit III-H

1. Summary of SAC Results
2. Railroad Industry Debt - 1998 to 2009

3. Maximum Markup Methodology R/VC Ratios

4. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 2Q09

5. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 3Q09

6. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 4Q09

7. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 1Q10

8. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 2Q10

9. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 3Q10

10. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 4Q10

11. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 1Q11

12. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 2Q11

13. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 3Q11

14. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 4Q11

15. Comparison of NS Tariff Rates and STB Maximum Rates Per Car for DuPont Movements - - 1Q12

EXHIBIT II-A

EXHIBIT NO. 1

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 2Q09

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2009	2Q2009 Index to 2Q09	2Q2009 Phase III Cost 1/	2Q2009 Jurisdictional Threshold 2/	2Q2009 Tariff Rate 3/	2Q2009 Revenue/Variable Cost Ratio 4/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,268	0.9867	$2,238	$4,028	xxx	xxx
3. Belle	WV	Danville	IL	NS	2813980	$1,651	0.9867	$1,629	$2,932	xxx	xxx
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,239	0.9867	$1,222	$2,200	xxx	xxx
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,254	0.9867	$2,224	$4,004	xxx	xxx
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,252	0.9867	$2,222	$4,000	xxx	xxx
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,195	0.9867	$2,166	$3,899	xxx	xxx
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,896	0.9867	$2,858	$5,144	xxx	xxx
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,614	0.9867	$2,579	$4,642	xxx	xxx
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,305	0.9867	$2,274	$4,094	xxx	xxx
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,149	0.9867	$2,120	$3,817	xxx	xxx
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,754	0.9867	$1,731	$3,116	xxx	xxx
18. Louisville	KY	Decatur	IL	NS	2819450	$1,239	0.9867	$1,222	$2,200	xxx	xxx
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,517	0.9867	$1,497	$2,695	xxx	xxx
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$404	0.9867	$398	$717	xxx	xxx
23. Reybold	DE	Detroit	MI	NS	2819315	$1,805	0.9867	$1,781	$3,205	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,809	0.9867	$1,785	$3,213	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$573	0.9867	$565	$1,017	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,534	0.9867	$1,513	$2,724	$7,715	510%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,916	0.9867	$1,891	$3,403	$4,537	240%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,908	0.9867	$1,882	$3,388	$4,537	241%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,534	0.9867	$1,513	$2,724	$7,715	510%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,389	0.9867	$2,358	$4,244	$9,563	406%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,760	0.9867	$1,737	$3,127	$4,537	261%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,664	0.9867	$1,642	$2,956	$8,561	521%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,898	0.9867	$1,873	$3,372	$8,093	432%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,802	0.9867	$1,778	$3,201	$8,093	455%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,507	0.9867	$1,487	$2,677	$5,132	345%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,817	0.9867	$1,793	$3,227	$8,093	451%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,525	0.9867	$1,505	$2,709	$7,715	513%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,681	0.9867	$1,659	$2,986	$4,537	273%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,726	0.9867	$2,690	$4,841	$10,560	393%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,502	0.9867	$2,469	$4,443	$10,560	428%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,502	0.9867	$1,482	$2,667	$7,715	521%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,908	0.9867	$1,882	$3,388	$4,537	241%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,908	0.9867	$1,882	$3,388	$8,093	430%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,502	0.9867	$1,482	$2,668	$7,715	521%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,703	0.9867	$1,681	$3,025	$6,649	396%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,519	0.9867	$1,499	$2,697	$5,132	342%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,472	0.9867	$1,452	$2,614	$7,715	531%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,656	0.9867	$1,634	$2,942	$5,132	314%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,546	0.9867	$1,526	$2,746	$7,715	506%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,718	0.9867	$2,681	$4,827	$10,560	394%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,364	0.9867	$2,333	$4,200	$6,465	277%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$1,970	0.9867	$1,944	$3,499	$4,537	233%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,625	0.9867	$1,604	$2,887	$8,093	505%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,744	0.9867	$1,720	$3,097	$4,157	242%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,811	0.9867	$1,787	$3,216	$8,093	453%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,889	0.9867	$1,863	$3,354	$8,093	434%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,381	0.9867	$2,350	$4,230	$9,563	407%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,302	0.9867	$2,272	$4,089	$8,939	393%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,898	0.9867	$1,873	$3,372	$8,093	432%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,638	0.9867	$1,617	$2,910	$5,713	353%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,310	0.9867	$2,280	$4,103	$9,013	395%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,022	0.9867	$1,009	$1,816	$1,911	189%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$630	0.9867	$622	$1,120	$2,341	376%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,461	0.9867	$1,441	$2,594	$4,450	309%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,811	0.9867	$2,774	$4,992	$6,246	225%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,153	0.9867	$2,125	$3,824	$5,689	268%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,489	0.9867	$2,456	$4,421	$6,093	248%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,277	0.9867	$1,260	$2,269	$3,530	280%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,470	0.9867	$2,437	$4,387	$10,747	441%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,672	0.9867	$1,650	$2,970	$4,880	296%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,283	0.9867	$1,266	$2,280	$3,149	249%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,174	0.9867	$2,145	$3,862	$5,689	265%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,152	0.9867	$2,123	$3,822	$5,689	268%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,288	0.9867	$1,271	$2,287	$3,149	248%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,258	0.9867	$1,242	$2,235	$3,149	254%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,287	0.9867	$1,270	$2,287	$3,149	248%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 2Q09

	Origin		Destination						2Q2009			
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2009	Index to 2Q09	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,171	0.9867	$2,143	$3,857	$5,689	266%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,337	0.9867	$2,306	$4,151	$5,101	221%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,168	0.9867	$2,139	$3,850	$5,689	266%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,815	0.9867	$2,777	$4,999	$6,246	225%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,150	0.9867	$2,122	$3,819	$5,689	268%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,468	0.9867	$2,435	$4,383	$5,364	220%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$492	0.9867	$486	$874	$2,373	489%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,646	0.9867	$2,611	$4,700	$10,123	388%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,019	0.9867	$1,992	$3,586	$4,608	231%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,213	0.9867	$1,197	$2,155	$3,550	297%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$303	0.9867	$299	$539	$1,092	365%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$307	0.9867	$303	$546	$2,184	721%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$313	0.9867	$308	$555	$1,993	646%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,553	0.9867	$1,532	$2,758	$3,658	239%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$312	0.9867	$308	$554	$1,993	647%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,403	0.9867	$1,384	$2,492	$5,713	413%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,133	0.9867	$2,104	$3,788	$9,013	428%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,736	0.9867	$1,713	$3,083	$4,068	237%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$264	0.9867	$260	$469	$1,092	419%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,706	0.9867	$1,683	$3,029	$4,003	238%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,335	0.9867	$1,317	$2,371	xxx	xxx
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$939	0.9867	$927	$1,668	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$1,971	0.9867	$1,945	$3,500	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$965	0.9867	$952	$1,713	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,205	0.9867	$2,176	$3,916	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$267	0.9867	$263	$474	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$895	0.9867	$883	$1,589	xxx	xxx
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$594	0.9867	$587	$1,056	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,067	0.9867	$2,039	$3,670	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,041	0.9867	$3,000	$5,401	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$397	0.9867	$391	$705	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$419	0.9867	$413	$743	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,493	0.9867	$1,473	$2,652	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,422	0.9867	$1,403	$2,526	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$942	0.9867	$930	$1,673	xxx	xxx
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,330	0.9867	$1,313	$2,363	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,009	0.9867	$995	$1,792	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$362	0.9867	$357	$643	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,065	0.9867	$2,037	$3,667	xxx	xxx
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$627	0.9867	$618	$1,113	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$698	0.9867	$689	$1,240	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,339	0.9867	$1,321	$2,378	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,409	0.9867	$1,390	$2,503	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,155	0.9867	$1,139	$2,051	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$269	0.9867	$266	$478	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$459	0.9867	$453	$815	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$267	0.9867	$264	$475	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$752	0.9867	$742	$1,336	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,436	0.9867	$1,417	$2,550	xxx	xxx
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,278	0.9867	$1,261	$2,269	xxx	xxx
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,854	0.9867	$1,829	$3,292	xxx	xxx
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,554	0.9867	$2,520	$4,536	xxx	xxx
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$633	0.9867	$625	$1,125	$2,951	472%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,009	0.9867	$996	$1,793	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,235	0.9867	$2,206	$3,970	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$361	0.9867	$356	$641	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,073	0.9867	$2,046	$3,682	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,343	0.9867	$2,311	$4,161	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,622	0.9867	$1,600	$2,881	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$2,987	0.9867	$2,948	$5,306	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,073	0.9867	$2,046	$3,682	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,709	0.9867	$2,674	$4,812	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,073	0.9867	$2,046	$3,682	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,864	0.9867	$1,840	$3,311	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,073	0.9867	$2,046	$3,682	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,478	0.9867	$2,445	$4,401	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,235	0.9867	$2,206	$3,970	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,073	0.9867	$2,046	$3,682	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,553	0.9867	$1,533	$2,759	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$616	0.9867	$608	$1,095	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 2

Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements - 3Q09

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2009	Index to 3Q09	Phase III Cost 1/	3Q2009 Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,268	1.0077	$2,286	$4,114	xxx	xxx
3. Belle	WV	Danville	IL	NS	2813980	$1,651	1.0077	$1,663	$2,994	xxx	xxx
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,239	1.0077	$1,248	$2,247	xxx	xxx
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,254	1.0077	$2,271	$4,089	xxx	xxx
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,252	1.0077	$2,269	$4,085	xxx	xxx
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,195	1.0077	$2,212	$3,982	xxx	xxx
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,896	1.0077	$2,918	$5,253	xxx	xxx
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,614	1.0077	$2,634	$4,741	xxx	xxx
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,305	1.0077	$2,323	$4,181	xxx	xxx
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,149	1.0077	$2,165	$3,898	xxx	xxx
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,754	1.0077	$1,768	$3,182	xxx	xxx
18. Louisville	KY	Decatur	IL	NS	2819450	$1,239	1.0077	$1,248	$2,247	xxx	xxx
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,517	1.0077	$1,529	$2,752	xxx	xxx
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$404	1.0077	$407	$732	xxx	xxx
23. Reybold	DE	Detroit	MI	NS	2819315	$1,805	1.0077	$1,818	$3,273	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,809	1.0077	$1,823	$3,281	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$573	1.0077	$577	$1,038	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,534	1.0077	$1,545	$2,782	$7,715	499%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,916	1.0077	$1,931	$3,475	$4,851	251%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,908	1.0077	$1,922	$3,460	$4,851	252%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,534	1.0077	$1,545	$2,781	$7,715	499%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,389	1.0077	$2,407	$4,333	$8,086	336%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,760	1.0077	$1,774	$3,193	$5,019	283%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,664	1.0077	$1,677	$3,019	$8,561	510%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,898	1.0077	$1,913	$3,443	$8,093	423%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,802	1.0077	$1,816	$3,269	$8,093	446%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,507	1.0077	$1,519	$2,733	$5,516	363%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,817	1.0077	$1,831	$3,296	$8,093	442%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,525	1.0077	$1,537	$2,766	$7,715	502%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,681	1.0077	$1,694	$3,049	$4,851	286%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,726	1.0077	$2,747	$4,944	$10,560	384%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,502	1.0077	$2,521	$4,538	$10,560	419%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,502	1.0077	$1,513	$2,724	$7,715	510%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,908	1.0077	$1,922	$3,460	$4,851	252%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,908	1.0077	$1,922	$3,460	$8,093	421%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,502	1.0077	$1,513	$2,724	$7,715	510%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,703	1.0077	$1,716	$3,089	$6,649	387%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,519	1.0077	$1,530	$2,755	$5,324	348%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,472	1.0077	$1,483	$2,669	$7,715	520%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,656	1.0077	$1,669	$3,004	$5,411	324%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,546	1.0077	$1,558	$2,804	$7,715	495%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,718	1.0077	$2,738	$4,929	$10,560	386%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,364	1.0077	$2,383	$4,289	$6,465	271%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$1,970	1.0077	$1,985	$3,574	$4,778	241%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,625	1.0077	$1,638	$2,948	$8,093	494%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,744	1.0077	$1,757	$3,162	$4,157	237%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,811	1.0077	$1,824	$3,284	$8,093	444%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,889	1.0077	$1,903	$3,425	$8,093	425%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,381	1.0077	$2,400	$4,319	$7,875	328%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,302	1.0077	$2,320	$4,176	$8,939	385%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,898	1.0077	$1,913	$3,443	$8,093	423%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,638	1.0077	$1,651	$2,972	$5,713	346%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,310	1.0077	$2,328	$4,190	$9,013	387%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,022	1.0077	$1,030	$1,854	$1,911	185%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$630	1.0077	$635	$1,143	$2,341	369%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,461	1.0077	$1,472	$2,649	$4,450	302%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,811	1.0077	$2,832	$5,098	$7,028	248%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,153	1.0077	$2,170	$3,906	$5,814	268%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,489	1.0077	$2,508	$4,515	$6,093	243%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,277	1.0077	$1,287	$2,317	$3,677	286%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,470	1.0077	$2,489	$4,480	$11,817	475%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,672	1.0077	$1,685	$3,033	$4,880	290%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,283	1.0077	$1,293	$2,328	$3,392	262%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,174	1.0077	$2,191	$3,944	$5,779	264%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,152	1.0077	$2,168	$3,903	$6,095	281%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,288	1.0077	$1,297	$2,335	$3,362	259%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,258	1.0077	$1,268	$2,282	$3,433	271%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,287	1.0077	$1,297	$2,335	$3,514	271%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 3Q09

	Origin		Destination					Index		3Q2009		
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2009	to 3Q09	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,171	1.0077	$2,188	$3,939	$5,824	266%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,337	1.0077	$2,355	$4,239	$5,101	217%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,168	1.0077	$2,184	$3,932	$5,993	274%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,815	1.0077	$2,836	$5,105	$6,863	242%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,150	1.0077	$2,167	$3,900	$6,037	279%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,468	1.0077	$2,487	$4,476	$5,364	216%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$492	1.0077	$496	$893	$2,373	479%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,646	1.0077	$2,667	$4,800	$10,123	380%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,019	1.0077	$2,035	$3,662	$4,659	229%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,213	1.0077	$1,222	$2,200	$3,958	324%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$303	1.0077	$306	$550	$1,296	424%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$307	1.0077	$310	$557	$1,982	640%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$313	1.0077	$315	$567	$1,993	633%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,553	1.0077	$1,565	$2,816	$4,096	262%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$312	1.0077	$315	$566	$1,993	634%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,403	1.0077	$1,414	$2,545	$5,713	404%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,133	1.0077	$2,149	$3,868	$9,013	419%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,736	1.0077	$1,749	$3,149	$4,698	269%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$264	1.0077	$266	$479	$1,092	411%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,706	1.0077	$1,719	$3,094	$4,328	252%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,335	1.0077	$1,345	$2,421	xxx	xxx
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$939	1.0077	$946	$1,703	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$1,971	1.0077	$1,986	$3,574	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$965	1.0077	$972	$1,750	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,205	1.0077	$2,222	$3,999	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$267	1.0077	$269	$484	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$895	1.0077	$901	$1,623	xxx	xxx
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$594	1.0077	$599	$1,078	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,067	1.0077	$2,082	$3,748	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,041	1.0077	$3,064	$5,515	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$397	1.0077	$400	$719	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$419	1.0077	$422	$759	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,493	1.0077	$1,505	$2,708	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,422	1.0077	$1,433	$2,579	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$942	1.0077	$949	$1,709	xxx	xxx
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,330	1.0077	$1,341	$2,413	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,009	1.0077	$1,017	$1,830	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$362	1.0077	$365	$657	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,065	1.0077	$2,080	$3,745	xxx	xxx
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$627	1.0077	$631	$1,136	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$698	1.0077	$703	$1,266	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,339	1.0077	$1,349	$2,428	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,409	1.0077	$1,420	$2,556	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,155	1.0077	$1,163	$2,094	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$269	1.0077	$271	$488	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$459	1.0077	$463	$833	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$267	1.0077	$269	$485	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$752	1.0077	$758	$1,364	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,436	1.0077	$1,447	$2,604	$7,502	519%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,278	1.0077	$1,287	$2,317	$5,843	454%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,854	1.0077	$1,868	$3,362	$4,200	225%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,554	1.0077	$2,573	$4,632	xxx	xxx
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$633	1.0077	$638	$1,149	$2,951	462%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,009	1.0077	$1,017	$1,831	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,235	1.0077	$2,253	$4,055	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$361	1.0077	$364	$655	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,073	1.0077	$2,089	$3,760	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,343	1.0077	$2,360	$4,249	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,622	1.0077	$1,634	$2,942	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$2,987	1.0077	$3,010	$5,418	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,073	1.0077	$2,089	$3,760	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,709	1.0077	$2,730	$4,914	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,073	1.0077	$2,089	$3,760	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,864	1.0077	$1,879	$3,382	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,073	1.0077	$2,089	$3,760	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,478	1.0077	$2,497	$4,494	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,235	1.0077	$2,253	$4,055	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,073	1.0077	$2,089	$3,760	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,553	1.0077	$1,565	$2,817	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$616	1.0077	$621	$1,118	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 3

Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements - 4Q09

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	Phase III Cost Base Year 2009 (5)	Index to 4Q09 (6)	Phase III Cost 1/ (7)	4Q2009 Jurisdictional Threshold 2/ (8)	Tariff Rate 3/ (9)	Revenue/Variable Cost Ratio 4/ (10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,268	1.0199	$2,313	$4,164	xxx	xxx
3. Belle	WV	Danville	IL	NS	2813980	$1,651	1.0199	$1,683	$3,030	xxx	xxx
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,239	1.0199	$1,264	$2,274	xxx	xxx
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,254	1.0199	$2,299	$4,138	xxx	xxx
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,252	1.0199	$2,297	$4,134	xxx	xxx
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,195	1.0199	$2,239	$4,030	xxx	xxx
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,896	1.0199	$2,953	$5,316	xxx	xxx
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,614	1.0199	$2,666	$4,798	xxx	xxx
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,305	1.0199	$2,351	$4,231	xxx	xxx
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,149	1.0199	$2,192	$3,945	xxx	xxx
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,754	1.0199	$1,789	$3,221	xxx	xxx
18. Louisville	KY	Decatur	IL	NS	2819450	$1,239	1.0199	$1,264	$2,274	xxx	xxx
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,517	1.0199	$1,547	$2,785	xxx	xxx
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$404	1.0199	$412	$741	xxx	xxx
23. Reybold	DE	Detroit	MI	NS	2819315	$1,805	1.0199	$1,841	$3,313	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,809	1.0199	$1,845	$3,321	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$573	1.0199	$584	$1,051	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,534	1.0199	$1,564	$2,815	$7,715	493%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,916	1.0199	$1,954	$3,517	$5,500	281%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,908	1.0199	$1,946	$3,502	$5,500	283%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,534	1.0199	$1,564	$2,815	$7,715	493%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,389	1.0199	$2,437	$4,386	$7,875	323%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,760	1.0199	$1,795	$3,232	$5,500	306%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,664	1.0199	$1,697	$3,055	$8,561	504%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,898	1.0199	$1,936	$3,485	$8,093	418%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,802	1.0199	$1,838	$3,309	$8,093	440%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,507	1.0199	$1,537	$2,767	$5,900	384%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,817	1.0199	$1,853	$3,336	$8,093	437%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,525	1.0199	$1,556	$2,800	$7,715	496%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,681	1.0199	$1,715	$3,086	$5,500	321%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,726	1.0199	$2,780	$5,004	$10,560	380%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,502	1.0199	$2,551	$4,593	$10,560	414%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,502	1.0199	$1,532	$2,757	$7,715	504%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,908	1.0199	$1,946	$3,502	$5,500	283%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,908	1.0199	$1,946	$3,502	$8,093	416%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,502	1.0199	$1,532	$2,757	$7,715	504%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,703	1.0199	$1,737	$3,127	$6,649	383%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,519	1.0199	$1,549	$2,788	$5,900	381%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,472	1.0199	$1,501	$2,701	$7,715	514%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,656	1.0199	$1,689	$3,041	$5,900	349%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,546	1.0199	$1,577	$2,838	$7,715	489%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,718	1.0199	$2,772	$4,989	$10,560	381%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,364	1.0199	$2,411	$4,341	$6,465	268%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$1,970	1.0199	$2,009	$3,617	$5,500	274%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,625	1.0199	$1,658	$2,984	$8,093	488%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,744	1.0199	$1,778	$3,201	$4,157	234%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,811	1.0199	$1,847	$3,324	$8,093	438%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,889	1.0199	$1,926	$3,467	$8,093	420%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,381	1.0199	$2,429	$4,372	$7,875	324%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,302	1.0199	$2,348	$4,227	$8,939	381%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,898	1.0199	$1,936	$3,485	$8,093	418%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,638	1.0199	$1,671	$3,008	$5,713	342%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,310	1.0199	$2,356	$4,241	$9,013	383%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,022	1.0199	$1,043	$1,877	$1,911	183%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$630	1.0199	$643	$1,157	$2,341	364%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,461	1.0199	$1,490	$2,681	$4,450	299%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,811	1.0199	$2,867	$5,160	$8,200	286%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,153	1.0199	$2,196	$3,953	$6,500	296%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,489	1.0199	$2,538	$4,569	$6,093	240%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,277	1.0199	$1,303	$2,345	$4,000	307%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,470	1.0199	$2,519	$4,535	$13,600	540%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,672	1.0199	$1,705	$3,070	$4,880	286%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,283	1.0199	$1,309	$2,356	$4,000	306%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,174	1.0199	$2,218	$3,992	$6,500	293%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,152	1.0199	$2,195	$3,950	$6,500	296%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,288	1.0199	$1,313	$2,364	$4,000	305%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,258	1.0199	$1,283	$2,310	$4,000	312%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,287	1.0199	$1,313	$2,363	$4,000	305%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 4Q09

	Origin		Destination						4Q2009			
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2009	Index to 4Q09	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,171	1.0199	$2,215	$3,986	$6,500	294%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,337	1.0199	$2,384	$4,291	$5,101	214%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,168	1.0199	$2,211	$3,980	$6,500	294%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,815	1.0199	$2,871	$5,167	$8,200	286%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,150	1.0199	$2,193	$3,947	$6,500	296%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,468	1.0199	$2,517	$4,531	$5,364	213%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$492	1.0199	$502	$903	$2,373	473%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,646	1.0199	$2,699	$4,858	$10,123	375%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,019	1.0199	$2,059	$3,707	$4,905	238%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,213	1.0199	$1,237	$2,227	$4,800	388%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$303	1.0199	$309	$557	$1,603	518%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$307	1.0199	$313	$564	$1,700	543%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$313	1.0199	$319	$574	$1,500	471%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,553	1.0199	$1,584	$2,851	$5,000	316%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$312	1.0199	$318	$573	$1,500	471%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,403	1.0199	$1,431	$2,575	$5,713	399%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,133	1.0199	$2,175	$3,915	$9,013	414%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,736	1.0199	$1,771	$3,187	$6,000	339%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$264	1.0199	$269	$485	$1,092	406%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,706	1.0199	$1,740	$3,131	$5,000	287%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,335	1.0199	$1,362	$2,451	xxx	xxx
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$939	1.0199	$958	$1,724	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$1,971	1.0199	$2,010	$3,618	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$965	1.0199	$984	$1,771	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,205	1.0199	$2,249	$4,048	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$267	1.0199	$272	$490	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$895	1.0199	$912	$1,642	xxx	xxx
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$594	1.0199	$606	$1,091	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,067	1.0199	$2,108	$3,794	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,041	1.0199	$3,101	$5,582	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$397	1.0199	$405	$728	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$419	1.0199	$427	$768	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,493	1.0199	$1,523	$2,741	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,422	1.0199	$1,450	$2,610	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$942	1.0199	$961	$1,729	xxx	xxx
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,330	1.0199	$1,357	$2,442	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,009	1.0199	$1,029	$1,852	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$362	1.0199	$369	$665	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,065	1.0199	$2,106	$3,790	xxx	xxx
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$627	1.0199	$639	$1,150	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$698	1.0199	$712	$1,282	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,339	1.0199	$1,365	$2,458	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,409	1.0199	$1,437	$2,587	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,155	1.0199	$1,178	$2,120	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$269	1.0199	$275	$494	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$459	1.0199	$468	$843	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$267	1.0199	$273	$491	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$752	1.0199	$767	$1,381	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,436	1.0199	$1,464	$2,636	$7,502	512%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,278	1.0199	$1,303	$2,345	$5,843	448%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,854	1.0199	$1,890	$3,403	$4,200	222%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,554	1.0199	$2,605	$4,688	$5,641	217%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$633	1.0199	$646	$1,163	$2,951	457%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,009	1.0199	$1,029	$1,853	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,235	1.0199	$2,280	$4,104	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$361	1.0199	$368	$663	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,073	1.0199	$2,114	$3,806	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,343	1.0199	$2,389	$4,300	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,622	1.0199	$1,654	$2,977	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$2,987	1.0199	$3,047	$5,484	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,073	1.0199	$2,114	$3,806	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,709	1.0199	$2,763	$4,974	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,073	1.0199	$2,114	$3,806	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,864	1.0199	$1,901	$3,423	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,073	1.0199	$2,114	$3,806	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,478	1.0199	$2,527	$4,549	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,235	1.0199	$2,280	$4,104	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,073	1.0199	$2,114	$3,806	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,553	1.0199	$1,584	$2,851	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$616	1.0199	$629	$1,131	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 4

Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements - 1Q10

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 1Q10	Phase III Cost 1/	1Q2010 Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	0.9918	$2,305	$4,150	xxx	xxx
3. Belle	WV	Danville	IL	NS	2813980	$1,694	0.9918	$1,680	$3,025	xxx	xxx
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	0.9918	$1,252	$2,254	xxx	xxx
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	0.9918	$2,290	$4,121	xxx	xxx
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	0.9918	$2,289	$4,121	xxx	xxx
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	0.9918	$2,232	$4,017	xxx	xxx
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	0.9918	$2,947	$5,305	xxx	xxx
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	0.9918	$2,659	$4,786	xxx	xxx
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	0.9918	$2,344	$4,219	xxx	xxx
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	0.9918	$2,190	$3,941	xxx	xxx
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	0.9918	$1,789	$3,220	xxx	xxx
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	0.9918	$1,255	$2,259	xxx	xxx
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	0.9918	$1,539	$2,770	xxx	xxx
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	0.9918	$402	$724	xxx	xxx
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	0.9918	$1,831	$3,297	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	0.9918	$1,836	$3,305	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	0.9918	$575	$1,034	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	0.9918	$1,565	$2,816	$7,715	493%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	0.9918	$1,959	$3,526	$5,500	281%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	0.9918	$1,949	$3,508	$5,500	282%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	0.9918	$1,565	$2,816	$7,715	493%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	0.9918	$2,441	$4,395	$7,875	323%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	0.9918	$1,796	$3,233	$5,500	306%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	0.9918	$1,700	$3,059	$8,561	504%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	0.9918	$1,939	$3,490	$8,093	417%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	0.9918	$1,840	$3,312	$8,093	440%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	0.9918	$1,537	$2,767	$5,900	384%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	0.9918	$1,855	$3,340	$8,093	436%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	0.9918	$1,556	$2,802	$7,715	496%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	0.9918	$1,713	$3,084	$5,500	321%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	0.9918	$2,786	$5,016	$10,560	379%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	0.9918	$2,558	$4,605	$10,560	413%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	0.9918	$1,525	$2,744	$7,715	506%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	0.9918	$1,949	$3,508	$5,500	282%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	0.9918	$1,949	$3,508	$8,093	415%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	0.9918	$1,532	$2,758	$7,715	503%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	0.9918	$1,739	$3,130	$6,649	382%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	0.9918	$1,549	$2,788	$5,900	381%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	0.9918	$1,494	$2,689	$7,715	516%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	0.9918	$1,693	$3,048	$5,900	348%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	0.9918	$1,578	$2,840	$7,715	489%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	0.9918	$2,778	$5,000	$10,560	380%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	0.9918	$2,416	$4,348	$6,465	268%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	0.9918	$2,016	$3,628	$5,500	273%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	0.9918	$1,655	$2,979	$8,093	489%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	0.9918	$1,770	$3,186	$4,157	235%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	0.9918	$1,849	$3,328	$8,093	438%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	0.9918	$1,928	$3,471	$8,093	420%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	0.9918	$2,433	$4,380	$7,875	324%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	0.9918	$2,353	$4,235	$8,939	380%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	0.9918	$1,939	$3,489	$8,093	417%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	0.9918	$1,685	$3,032	$5,713	339%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	0.9918	$2,379	$4,281	$9,013	379%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	0.9918	$1,038	$1,869	$1,911	184%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	0.9918	$643	$1,158	$2,341	364%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	0.9918	$1,489	$2,681	$4,450	299%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	0.9918	$2,864	$5,154	$8,200	286%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	0.9918	$2,192	$3,946	$6,500	296%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	0.9918	$2,533	$4,559	$6,093	241%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	0.9918	$1,298	$2,337	$4,000	308%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	0.9918	$2,512	$4,522	$13,600	541%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	0.9918	$1,701	$3,062	$4,880	287%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	0.9918	$1,304	$2,348	$4,000	307%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	0.9918	$2,214	$3,985	$6,500	294%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	0.9918	$2,191	$3,944	$6,500	297%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	0.9918	$1,309	$2,355	$4,000	306%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	0.9918	$1,279	$2,301	$4,000	313%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	0.9918	$1,308	$2,355	$4,000	306%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 1Q10

	Origin		Destination							1Q2010		
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 1Q10	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	0.9918	$2,211	$3,980	$6,500	294%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	0.9918	$2,380	$4,284	$5,101	214%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	0.9918	$2,207	$3,973	$6,500	294%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	0.9918	$2,867	$5,161	$8,200	286%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	0.9918	$2,189	$3,940	$6,500	297%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	0.9918	$2,544	$4,579	$5,364	211%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	0.9918	$498	$896	$2,373	477%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	0.9918	$2,707	$4,873	$10,123	374%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	0.9918	$2,079	$3,742	$4,905	236%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	0.9918	$1,228	$2,211	$4,800	391%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	0.9918	$303	$546	$1,603	528%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	0.9918	$308	$554	$1,700	553%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	0.9918	$313	$564	$1,500	479%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	0.9918	$1,579	$2,843	$5,000	317%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	0.9918	$313	$563	$1,500	480%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	0.9918	$1,439	$2,589	$5,713	397%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	0.9918	$2,191	$3,945	$9,013	411%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	0.9918	$1,764	$3,175	$6,000	340%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	0.9918	$264	$475	$1,092	414%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	0.9918	$1,743	$3,138	$5,000	287%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	0.9918	$1,356	$2,440	xxx	xxx
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	0.9918	$956	$1,720	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	0.9918	$2,013	$3,623	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	0.9918	$982	$1,767	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	0.9918	$2,245	$4,041	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	0.9918	$266	$479	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	0.9918	$907	$1,633	xxx	xxx
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	0.9918	$605	$1,090	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	0.9918	$2,104	$3,787	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	0.9918	$3,087	$5,557	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	0.9918	$399	$717	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	0.9918	$423	$761	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	0.9918	$1,518	$2,732	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	0.9918	$1,444	$2,600	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	0.9918	$953	$1,715	xxx	xxx
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	0.9918	$1,351	$2,431	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	0.9918	$1,024	$1,843	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	0.9918	$364	$655	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	0.9918	$2,101	$3,782	xxx	xxx
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	0.9918	$633	$1,140	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	0.9918	$707	$1,272	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	0.9918	$1,360	$2,447	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	0.9918	$1,433	$2,580	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	0.9918	$1,171	$2,108	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	0.9918	$270	$486	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	0.9918	$435	$783	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	0.9918	$267	$480	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	0.9918	$762	$1,371	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	0.9918	$1,464	$2,635	$7,502	512%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	0.9918	$1,298	$2,337	$5,843	450%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	0.9918	$1,883	$3,389	$4,200	223%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	0.9918	$2,587	$4,657	$5,641	218%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	0.9918	$640	$1,153	$2,951	461%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	0.9918	$1,025	$1,844	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	0.9918	$2,274	$4,094	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	0.9918	$362	$652	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	0.9918	$2,109	$3,796	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	0.9918	$2,383	$4,290	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	0.9918	$1,648	$2,967	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	0.9918	$3,041	$5,474	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	0.9918	$2,109	$3,796	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	0.9918	$2,758	$4,964	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	0.9918	$2,109	$3,796	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	0.9918	$1,896	$3,412	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	0.9918	$2,109	$3,796	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	0.9918	$2,522	$4,539	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	0.9918	$2,274	$4,094	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	0.9918	$2,109	$3,796	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	0.9918	$1,578	$2,841	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	0.9918	$623	$1,121	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 5

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 2Q10

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	Phase III Cost Base Year 2010 (5)	Index to 2Q10 (6)	2Q2010 Phase III Cost 1/ (7)	2Q2010 Jurisdictional Threshold 2/ (8)	2Q2010 Tariff Rate 3/ (9)	2Q2010 Revenue/Variable Cost Ratio 4/ (10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	1.0029	$2,331	$4,196	$12,014	515%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	1.0029	$1,699	$3,059	$4,626	272%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	1.0029	$1,266	$2,279	$6,264	495%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	1.0029	$2,315	$4,168	$13,638	589%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	1.0029	$2,315	$4,167	$9,200	397%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	1.0029	$2,257	$4,062	$6,084	270%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	1.0029	$2,980	$5,364	$11,566	388%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	1.0029	$2,689	$4,840	$5,860	218%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	1.0029	$2,370	$4,266	$6,193	261%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	1.0029	$2,214	$3,986	$4,800	217%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	1.0029	$1,809	$3,257	$4,125	228%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	1.0029	$1,269	$2,284	$3,302	260%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	1.0029	$1,556	$2,801	$3,752	241%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	1.0029	$407	$732	$1,500	369%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	1.0029	$1,852	$3,334	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	1.0029	$1,857	$3,342	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	1.0029	$581	$1,046	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	1.0029	$1,582	$2,848	$7,937	502%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	1.0029	$1,981	$3,566	$5,500	278%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	1.0029	$1,971	$3,548	$5,579	283%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	1.0029	$1,582	$2,848	$7,715	488%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	1.0029	$2,469	$4,444	$8,495	344%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	1.0029	$1,816	$3,269	$5,569	307%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	1.0029	$1,719	$3,093	$8,561	498%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	1.0029	$1,960	$3,529	$8,214	419%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	1.0029	$1,861	$3,349	$8,093	435%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	1.0029	$1,555	$2,798	$5,900	380%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	1.0029	$1,876	$3,377	$8,163	435%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	1.0029	$1,574	$2,833	$8,975	570%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	1.0029	$1,733	$3,119	$5,500	317%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	1.0029	$2,818	$5,072	$11,892	422%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	1.0029	$2,587	$4,656	$11,262	435%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	1.0029	$1,542	$2,775	$7,715	500%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	1.0029	$1,971	$3,548	$5,579	283%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	1.0029	$1,971	$3,548	$8,252	419%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	1.0029	$1,550	$2,789	$7,715	498%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	1.0029	$1,758	$3,165	$7,283	414%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	1.0029	$1,567	$2,820	$5,917	378%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	1.0029	$1,511	$2,719	$7,967	527%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	1.0029	$1,712	$3,082	$5,917	346%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	1.0029	$1,596	$2,872	$8,975	562%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	1.0029	$2,809	$5,056	$11,226	400%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	1.0029	$2,443	$4,397	$6,465	265%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	1.0029	$2,038	$3,669	$5,590	274%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	1.0029	$1,673	$3,012	$8,093	484%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	1.0029	$1,790	$3,222	$4,157	232%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	1.0029	$1,869	$3,365	$8,093	433%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	1.0029	$1,950	$3,510	$8,660	444%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	1.0029	$2,461	$4,429	$7,875	320%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	1.0029	$2,379	$4,282	$8,939	376%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	1.0029	$1,960	$3,529	$9,000	459%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	1.0029	$1,703	$3,066	$5,713	335%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	1.0029	$2,405	$4,329	$9,013	375%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	1.0029	$1,050	$1,890	$3,000	286%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	1.0029	$650	$1,171	$2,519	387%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	1.0029	$1,506	$2,711	$4,450	296%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	1.0029	$2,896	$5,212	$8,200	283%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	1.0029	$2,217	$3,990	$6,976	315%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	1.0029	$2,561	$4,610	$6,828	267%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	1.0029	$1,313	$2,363	$4,088	311%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	1.0029	$2,540	$4,573	$13,733	541%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	1.0029	$1,720	$3,096	$5,171	301%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	1.0029	$1,319	$2,374	$4,140	314%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	1.0029	$2,239	$4,030	$7,100	317%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	1.0029	$2,215	$3,988	$6,500	293%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0029	$1,323	$2,382	$4,140	313%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	1.0029	$1,293	$2,327	$4,233	327%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0029	$1,323	$2,381	$4,140	313%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 2Q10

	Origin		Destination							2Q2010		
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 2Q10	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	1.0029	$2,236	$4,024	$6,500	291%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	1.0029	$2,407	$4,333	$5,101	212%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	1.0029	$2,232	$4,017	$6,950	311%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	1.0029	$2,900	$5,219	$8,286	286%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	1.0029	$2,214	$3,985	$6,745	305%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	1.0029	$2,572	$4,630	$5,881	229%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	1.0029	$503	$906	$2,387	474%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	1.0029	$2,738	$4,928	$11,325	414%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	1.0029	$2,102	$3,784	$5,223	248%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	1.0029	$1,242	$2,235	$5,432	437%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	1.0029	$307	$552	$1,645	536%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	1.0029	$311	$560	$1,700	547%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	1.0029	$317	$570	$1,535	485%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	1.0029	$1,597	$2,875	$5,635	353%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	1.0029	$316	$569	$1,535	485%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	1.0029	$1,455	$2,619	$5,713	393%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	1.0029	$2,216	$3,989	$9,013	407%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	1.0029	$1,784	$3,211	$6,052	339%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	1.0029	$267	$480	$1,353	507%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	1.0029	$1,763	$3,173	$5,038	286%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	1.0029	$1,371	$2,467	$7,022	512%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	1.0029	$966	$1,739	$7,281	754%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	1.0029	$2,035	$3,663	$9,585	471%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	1.0029	$993	$1,787	$7,281	733%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	1.0029	$2,270	$4,086	$5,051	223%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0029	$269	$485	$992	368%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	1.0029	$917	$1,651	$2,700	294%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	1.0029	$612	$1,102	$1,585	259%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	1.0029	$2,127	$3,829	$8,966	421%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	1.0029	$3,122	$5,619	$6,986	224%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	1.0029	$403	$725	$1,490	370%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	1.0029	$427	$769	$1,684	394%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	1.0029	$1,535	$2,763	$3,532	230%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	1.0029	$1,460	$2,629	$5,400	370%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	1.0029	$964	$1,734	$5,638	585%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	1.0029	$1,366	$2,458	$3,000	220%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	1.0029	$1,036	$1,864	$4,800	463%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	1.0029	$368	$662	$2,520	685%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	1.0029	$2,125	$3,825	$7,151	337%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	1.0029	$641	$1,153	$4,500	703%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	1.0029	$715	$1,287	$3,000	420%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	1.0029	$1,375	$2,475	$7,022	511%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	1.0029	$1,449	$2,609	$3,800	262%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	1.0029	$1,184	$2,132	$5,000	422%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	1.0029	$273	$492	$1,025	375%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	1.0029	$440	$792	$1,128	256%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0029	$270	$486	$992	368%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	1.0029	$770	$1,386	$2,000	260%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	1.0029	$1,481	$2,665	$7,502	507%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	1.0029	$1,313	$2,363	$6,106	465%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	1.0029	$1,904	$3,427	$5,044	265%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	1.0029	$2,616	$4,709	$5,788	221%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	1.0029	$648	$1,166	$3,467	535%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	1.0029	$1,036	$1,865	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	1.0029	$2,300	$4,140	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	1.0029	$366	$659	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	1.0029	$2,132	$3,838	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	1.0029	$2,410	$4,338	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	1.0029	$1,667	$3,000	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	1.0029	$3,075	$5,535	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	1.0029	$2,132	$3,838	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	1.0029	$2,789	$5,020	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	1.0029	$2,132	$3,838	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	1.0029	$1,917	$3,451	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	1.0029	$2,132	$3,838	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	1.0029	$2,550	$4,590	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	1.0029	$2,300	$4,139	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	1.0029	$2,132	$3,838	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	1.0029	$1,596	$2,873	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	1.0029	$630	$1,134	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 6

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 3Q10

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	Phase III Cost Base Year 2010 (5)	Index to 3Q10 (6)	3Q2010 Phase III Cost 1/ (7)	3Q2010 Jurisdictional Threshold 2/ (8)	3Q2010 Tariff Rate 3/ (9)	3Q2010 Revenue/Variable Cost Ratio 4/ (10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	0.9936	$2,310	$4,157	$12,014	520%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	0.9936	$1,683	$3,030	$4,626	275%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	0.9936	$1,254	$2,258	$6,264	499%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	0.9936	$2,294	$4,129	$13,638	595%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	0.9936	$2,293	$4,128	$9,200	401%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	0.9936	$2,236	$4,024	$6,084	272%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	0.9936	$2,952	$5,314	$11,566	392%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	0.9936	$2,664	$4,795	$5,860	220%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	0.9936	$2,348	$4,226	$6,193	264%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	0.9936	$2,193	$3,948	$4,800	219%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	0.9936	$1,792	$3,226	$4,125	230%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	0.9936	$1,257	$2,263	$3,302	263%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	0.9936	$1,542	$2,775	$3,752	243%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	0.9936	$403	$726	$1,500	372%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	0.9936	$1,835	$3,302	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	0.9936	$1,839	$3,311	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	0.9936	$576	$1,036	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	0.9936	$1,567	$2,821	$8,975	573%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	0.9936	$1,962	$3,532	$5,950	303%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	0.9936	$1,952	$3,514	$5,950	305%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	0.9936	$1,567	$2,821	$8,975	573%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	0.9936	$2,446	$4,402	$11,400	466%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	0.9936	$1,799	$3,239	$5,950	331%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	0.9936	$1,702	$3,064	$8,561	503%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	0.9936	$1,942	$3,496	$9,000	463%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	0.9936	$1,843	$3,318	$9,000	488%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	0.9936	$1,540	$2,772	$6,000	390%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	0.9936	$1,859	$3,346	$9,000	484%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	0.9936	$1,559	$2,806	$8,975	576%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	0.9936	$1,716	$3,090	$5,950	347%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	0.9936	$2,791	$5,024	$14,555	521%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	0.9936	$2,563	$4,613	$14,555	568%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	0.9936	$1,527	$2,749	$8,975	588%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	0.9936	$1,952	$3,514	$5,950	305%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	0.9936	$1,952	$3,514	$9,000	461%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	0.9936	$1,535	$2,763	$8,975	585%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	0.9936	$1,742	$3,136	$8,975	515%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	0.9936	$1,552	$2,793	$6,000	387%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	0.9936	$1,496	$2,694	$8,975	600%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	0.9936	$1,696	$3,054	$6,000	354%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	0.9936	$1,581	$2,845	$8,975	568%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	0.9936	$2,783	$5,009	$14,555	523%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	0.9936	$2,420	$4,356	$6,465	267%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	0.9936	$2,019	$3,635	$5,950	295%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	0.9936	$1,658	$2,984	$9,000	543%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	0.9936	$1,773	$3,191	$4,157	234%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	0.9936	$1,852	$3,334	$9,000	486%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	0.9936	$1,932	$3,477	$9,000	466%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	0.9936	$2,438	$4,388	$11,400	468%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	0.9936	$2,357	$4,242	$12,588	534%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	0.9936	$1,942	$3,496	$9,000	463%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	0.9936	$1,687	$3,037	$5,713	339%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	0.9936	$2,383	$4,289	$9,013	378%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	0.9936	$1,040	$1,872	$3,000	288%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	0.9936	$644	$1,160	$3,356	521%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	0.9936	$1,492	$2,685	$5,425	364%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	0.9936	$2,869	$5,163	$8,774	306%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	0.9936	$2,196	$3,953	$9,200	419%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	0.9936	$2,537	$4,567	$10,272	405%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	0.9936	$1,300	$2,341	$4,700	361%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	0.9936	$2,517	$4,530	$13,865	551%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	0.9936	$1,704	$3,067	$6,920	406%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	0.9936	$1,306	$2,352	$4,700	360%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	0.9936	$2,218	$3,992	$9,200	415%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	0.9936	$2,195	$3,951	$9,200	419%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	0.9936	$1,311	$2,359	$4,700	359%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	0.9936	$1,281	$2,305	$4,700	367%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	0.9936	$1,311	$2,359	$4,700	359%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 3Q10

	Origin		Destination						3Q2010			
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 3Q10	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	0.9936	$2,215	$3,987	$9,200	415%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	0.9936	$2,384	$4,292	$5,101	214%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	0.9936	$2,211	$3,980	$9,200	416%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	0.9936	$2,872	$5,170	$8,774	305%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	0.9936	$2,193	$3,947	$9,200	420%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	0.9936	$2,548	$4,587	$6,075	238%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	0.9936	$499	$898	$2,450	491%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	0.9936	$2,712	$4,882	$13,730	506%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	0.9936	$2,083	$3,749	$6,389	307%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	0.9936	$1,230	$2,214	$8,395	682%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	0.9936	$304	$547	$1,700	559%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	0.9936	$308	$555	$1,700	552%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	0.9936	$314	$565	$1,700	542%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	0.9936	$1,582	$2,848	$8,611	544%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	0.9936	$313	$564	$1,700	543%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	0.9936	$1,441	$2,594	$5,713	396%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	0.9936	$2,195	$3,952	$9,013	411%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	0.9936	$1,767	$3,181	$6,295	356%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	0.9936	$264	$476	$2,577	975%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	0.9936	$1,746	$3,143	$5,215	299%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	0.9936	$1,358	$2,444	$7,022	517%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	0.9936	$957	$1,723	$7,281	761%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	0.9936	$2,016	$3,629	$9,585	475%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	0.9936	$984	$1,770	$7,281	740%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	0.9936	$2,249	$4,048	$5,051	225%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	0.9936	$267	$480	$992	372%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	0.9936	$909	$1,635	$2,700	297%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	0.9936	$606	$1,092	$1,585	261%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	0.9936	$2,107	$3,793	$8,966	425%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	0.9936	$3,092	$5,566	$6,986	226%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	0.9936	$399	$719	$1,490	373%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	0.9936	$423	$762	$1,684	398%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	0.9936	$1,521	$2,737	$3,532	232%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	0.9936	$1,447	$2,604	$5,400	373%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	0.9936	$954	$1,718	$5,638	591%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	0.9936	$1,353	$2,435	$3,000	222%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	0.9936	$1,026	$1,847	$4,800	468%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	0.9936	$364	$656	$2,520	691%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	0.9936	$2,105	$3,789	$7,151	340%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	0.9936	$635	$1,142	$4,500	709%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	0.9936	$708	$1,274	$3,000	424%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	0.9936	$1,362	$2,452	$7,022	516%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	0.9936	$1,436	$2,584	$3,800	265%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	0.9936	$1,173	$2,112	$5,000	426%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	0.9936	$271	$487	$1,025	379%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	0.9936	$436	$784	$1,128	259%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	0.9936	$267	$481	$992	371%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	0.9936	$763	$1,373	$2,000	262%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	0.9936	$1,467	$2,640	$7,502	511%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	0.9936	$1,301	$2,341	$7,332	564%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	0.9936	$1,886	$3,395	$9,000	477%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	0.9936	$2,592	$4,665	$7,347	283%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	0.9936	$642	$1,155	$4,500	701%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	0.9936	$1,026	$1,847	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	0.9936	$2,278	$4,101	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	0.9936	$363	$653	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	0.9936	$2,113	$3,803	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	0.9936	$2,388	$4,298	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	0.9936	$1,651	$2,972	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	0.9936	$3,046	$5,484	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	0.9936	$2,112	$3,802	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	0.9936	$2,763	$4,973	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	0.9936	$2,112	$3,802	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	0.9936	$1,899	$3,418	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	0.9936	$2,113	$3,803	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	0.9936	$2,526	$4,547	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	0.9936	$2,278	$4,101	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	0.9936	$2,112	$3,802	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	0.9936	$1,581	$2,846	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	0.9936	$624	$1,123	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 7

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 4Q10

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 4Q10	Phase III Cost 1/	4Q2010 Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	1.0119	$2,352	$4,234	$12,014	511%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	1.0119	$1,714	$3,086	$4,626	270%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	1.0119	$1,277	$2,299	$6,264	490%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	1.0119	$2,336	$4,205	$13,638	584%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	1.0119	$2,336	$4,204	$9,200	394%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	1.0119	$2,277	$4,098	$6,084	267%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	1.0119	$3,007	$5,412	$11,566	385%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	1.0119	$2,713	$4,883	$5,860	216%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	1.0119	$2,391	$4,304	$6,193	259%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	1.0119	$2,234	$4,021	$4,800	215%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	1.0119	$1,825	$3,285	$4,125	226%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	1.0119	$1,280	$2,305	$3,302	258%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	1.0119	$1,570	$2,826	$3,752	239%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	1.0119	$411	$739	$1,500	365%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	1.0119	$1,868	$3,363	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	1.0119	$1,873	$3,372	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	1.0119	$586	$1,055	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	1.0119	$1,596	$2,873	$8,975	562%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	1.0119	$1,998	$3,597	$5,950	298%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	1.0119	$1,988	$3,579	$5,950	299%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	1.0119	$1,596	$2,873	$8,975	562%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	1.0119	$2,491	$4,483	$11,400	458%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	1.0119	$1,832	$3,298	$5,950	325%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	1.0119	$1,734	$3,121	$8,561	494%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	1.0119	$1,978	$3,560	$9,000	455%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	1.0119	$1,877	$3,379	$9,000	479%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	1.0119	$1,568	$2,823	$6,000	383%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	1.0119	$1,893	$3,407	$9,000	475%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	1.0119	$1,588	$2,858	$8,975	565%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	1.0119	$1,748	$3,146	$5,950	340%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	1.0119	$2,843	$5,117	$14,555	512%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	1.0119	$2,610	$4,698	$14,555	558%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	1.0119	$1,555	$2,800	$8,975	577%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	1.0119	$1,988	$3,579	$5,950	299%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	1.0119	$1,988	$3,579	$9,000	453%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	1.0119	$1,563	$2,814	$8,975	574%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	1.0119	$1,774	$3,193	$8,975	506%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	1.0119	$1,580	$2,845	$6,000	380%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	1.0119	$1,524	$2,743	$8,975	589%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	1.0119	$1,728	$3,110	$6,000	347%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	1.0119	$1,610	$2,898	$8,975	558%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	1.0119	$2,834	$5,101	$14,555	514%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	1.0119	$2,464	$4,436	$6,465	262%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	1.0119	$2,056	$3,702	$5,950	289%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	1.0119	$1,688	$3,039	$9,000	533%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	1.0119	$1,806	$3,250	$4,214	233%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	1.0119	$1,886	$3,395	$9,000	477%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	1.0119	$1,967	$3,541	$9,000	457%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	1.0119	$2,482	$4,468	$11,400	459%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	1.0119	$2,400	$4,320	$12,588	524%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	1.0119	$1,978	$3,560	$9,000	455%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	1.0119	$1,719	$3,093	$5,713	332%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	1.0119	$2,427	$4,368	$9,013	371%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	1.0119	$1,059	$1,906	$3,000	283%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	1.0119	$656	$1,181	$3,356	511%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	1.0119	$1,519	$2,735	$5,425	357%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	1.0119	$2,921	$5,259	$8,774	300%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	1.0119	$2,237	$4,026	$9,200	411%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	1.0119	$2,584	$4,651	$10,272	398%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	1.0119	$1,324	$2,384	$4,700	355%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	1.0119	$2,563	$4,613	$13,865	541%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	1.0119	$1,736	$3,124	$6,920	399%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	1.0119	$1,331	$2,395	$4,700	353%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	1.0119	$2,259	$4,066	$9,200	407%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	1.0119	$2,235	$4,023	$9,200	412%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0119	$1,335	$2,403	$4,700	352%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	1.0119	$1,304	$2,348	$4,700	360%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0119	$1,335	$2,403	$4,700	352%

Variable Cost, Jurisdictional Threshold, Tariff Rate and Revenue/Variable Cost Ratios Per Car for DuPont Movements - 4Q10

	Origin		Destination						4Q2010			
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 4Q10	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	1.0119	$2,256	$4,060	$9,200	408%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	1.0119	$2,428	$4,371	$5,101	210%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	1.0119	$2,252	$4,053	$9,200	409%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	1.0119	$2,925	$5,266	$8,774	300%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	1.0119	$2,233	$4,020	$9,200	412%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	1.0119	$2,595	$4,671	$6,075	234%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	1.0119	$508	$914	$2,450	482%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	1.0119	$2,762	$4,971	$13,730	497%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	1.0119	$2,121	$3,818	$6,389	301%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	1.0119	$1,253	$2,255	$8,395	670%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	1.0119	$310	$557	$1,700	549%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	1.0119	$314	$565	$1,700	542%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	1.0119	$319	$575	$1,700	532%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	1.0119	$1,611	$2,900	$8,611	534%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	1.0119	$319	$574	$1,700	533%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	1.0119	$1,468	$2,642	$5,713	389%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	1.0119	$2,236	$4,024	$9,013	403%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	1.0119	$1,800	$3,239	$6,295	350%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	1.0119	$269	$485	$2,577	957%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	1.0119	$1,779	$3,201	$5,215	293%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	1.0119	$1,383	$2,489	$7,022	508%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	1.0119	$975	$1,755	$7,281	747%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	1.0119	$2,053	$3,696	$9,585	467%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	1.0119	$1,002	$1,803	$7,281	727%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	1.0119	$2,290	$4,122	$5,051	221%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0119	$272	$489	$992	365%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	1.0119	$925	$1,666	$2,700	292%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	1.0119	$618	$1,112	$1,585	257%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	1.0119	$2,146	$3,863	$8,966	418%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	1.0119	$3,149	$5,669	$6,986	222%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	1.0119	$407	$732	$1,490	366%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	1.0119	$431	$776	$1,684	391%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	1.0119	$1,549	$2,788	$3,532	228%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	1.0119	$1,473	$2,652	$5,400	366%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	1.0119	$972	$1,750	$5,638	580%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	1.0119	$1,378	$2,480	$3,000	218%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	1.0119	$1,045	$1,881	$4,800	459%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	1.0119	$371	$668	$2,520	679%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	1.0119	$2,144	$3,859	$7,151	334%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	1.0119	$646	$1,163	$4,500	696%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	1.0119	$721	$1,298	$3,000	416%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	1.0119	$1,387	$2,497	$7,022	506%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	1.0119	$1,462	$2,632	$3,800	260%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	1.0119	$1,195	$2,151	$5,000	418%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	1.0119	$276	$496	$1,025	372%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	1.0119	$444	$799	$1,128	254%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0119	$272	$490	$992	364%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	1.0119	$777	$1,399	$2,000	257%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	1.0119	$1,494	$2,689	$7,502	502%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	1.0119	$1,324	$2,384	$7,332	554%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	1.0119	$1,921	$3,458	$9,000	468%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	1.0119	$2,639	$4,751	$7,347	278%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	1.0119	$653	$1,176	$4,500	689%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	1.0119	$1,045	$1,881	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	1.0119	$2,320	$4,176	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	1.0119	$370	$665	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	1.0119	$2,151	$3,873	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	1.0119	$2,432	$4,377	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	1.0119	$1,682	$3,027	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	1.0119	$3,103	$5,585	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	1.0119	$2,151	$3,872	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	1.0119	$2,813	$5,064	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	1.0119	$2,151	$3,872	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	1.0119	$1,934	$3,481	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	1.0119	$2,151	$3,873	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	1.0119	$2,573	$4,631	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	1.0119	$2,320	$4,176	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	1.0119	$2,151	$3,873	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	1.0119	$1,610	$2,898	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	1.0119	$635	$1,144	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 8

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 1Q11

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 1Q11	Phase III Cost 1/	1Q2011 Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	1.0431	$2,425	$4,364	$12,855	530%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	1.0431	$1,767	$3,181	$11,836	670%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	1.0431	$1,317	$2,370	$8,814	669%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	1.0431	$2,408	$4,334	$18,562	771%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	1.0431	$2,408	$4,334	$9,844	409%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	1.0431	$2,347	$4,225	$6,510	277%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	1.0431	$3,099	$5,579	$12,376	399%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	1.0431	$2,796	$5,034	$6,270	224%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	1.0431	$2,465	$4,437	$6,627	269%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	1.0431	$2,303	$4,145	$5,136	223%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	1.0431	$1,882	$3,387	$4,125	219%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	1.0431	$1,320	$2,376	$4,596	348%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	1.0431	$1,619	$2,913	$6,139	379%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	1.0431	$423	$762	$1,605	379%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	1.0431	$1,926	$3,467	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	1.0431	$1,931	$3,476	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	1.0431	$604	$1,088	xxx	xxx
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	1.0431	$1,646	$2,962	$12,100	735%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	1.0431	$2,060	$3,708	$11,812	573%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	1.0431	$2,050	$3,690	$11,812	576%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	1.0431	$1,646	$2,962	$12,100	735%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	1.0431	$2,568	$4,622	$19,539	761%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	1.0431	$1,889	$3,400	$11,812	625%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	1.0431	$1,787	$3,217	$10,242	573%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	1.0431	$2,039	$3,670	$14,136	693%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	1.0431	$1,935	$3,483	$14,136	730%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	1.0431	$1,617	$2,910	$8,533	528%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	1.0431	$1,951	$3,513	$14,136	724%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	1.0431	$1,637	$2,946	$12,100	739%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	1.0431	$1,802	$3,244	$11,812	655%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	1.0431	$2,931	$5,275	$22,732	776%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	1.0431	$2,690	$4,843	$22,732	845%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	1.0431	$1,603	$2,886	$12,100	755%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	1.0431	$2,050	$3,690	$11,812	576%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	1.0431	$2,050	$3,690	$14,136	690%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	1.0431	$1,612	$2,901	$12,100	751%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	1.0431	$1,829	$3,292	$13,450	735%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	1.0431	$1,629	$2,933	$8,533	524%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	1.0431	$1,571	$2,828	$12,100	770%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	1.0431	$1,781	$3,206	$8,533	479%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	1.0431	$1,660	$2,987	$12,100	729%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	1.0431	$2,922	$5,259	$22,732	778%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	1.0431	$2,540	$4,573	$13,535	533%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	1.0431	$2,120	$3,816	$11,812	557%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	1.0431	$1,740	$3,133	$14,136	812%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	1.0431	$1,861	$3,351	$4,531	243%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	1.0431	$1,944	$3,500	$14,136	727%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	1.0431	$2,028	$3,651	$14,136	697%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	1.0431	$2,559	$4,606	$19,539	763%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	1.0431	$2,474	$4,454	$19,888	804%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	1.0431	$2,039	$3,670	$14,136	693%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	1.0431	$1,772	$3,189	$6,113	345%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	1.0431	$2,502	$4,503	$9,644	386%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	1.0431	$1,092	$1,965	$4,170	382%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	1.0431	$676	$1,218	$3,591	531%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	1.0431	$1,566	$2,819	$7,690	491%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	1.0431	$3,012	$5,421	$9,388	312%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	1.0431	$2,306	$4,150	$9,844	427%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	1.0431	$2,664	$4,795	$10,991	413%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	1.0431	$1,365	$2,457	$5,029	368%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	1.0431	$2,642	$4,756	$24,453	926%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	1.0431	$1,789	$3,220	$7,404	414%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	1.0431	$1,372	$2,469	$5,029	367%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	1.0431	$2,328	$4,191	$9,844	423%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	1.0431	$2,304	$4,148	$9,844	427%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0431	$1,376	$2,477	$5,029	365%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	1.0431	$1,345	$2,420	$5,029	374%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0431	$1,376	$2,477	$5,029	365%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 1Q11

	Origin		Destination					1Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 1Q11	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	1.0431	$2,325	$4,186	$9,844	423%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	1.0431	$2,503	$4,506	$6,205	248%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	1.0431	$2,321	$4,178	$9,844	424%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	1.0431	$3,016	$5,428	$9,388	311%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	1.0431	$2,302	$4,144	$9,844	428%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	1.0431	$2,675	$4,815	$12,624	472%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	1.0431	$524	$942	$2,486	475%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	1.0431	$2,847	$5,125	$21,912	770%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	1.0431	$2,187	$3,936	$8,384	383%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	1.0431	$1,292	$2,325	$8,983	695%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	1.0431	$319	$574	$2,400	752%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	1.0431	$323	$582	$2,900	897%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	1.0431	$329	$593	$2,400	729%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	1.0431	$1,661	$2,990	$9,214	555%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	1.0431	$329	$592	$2,400	730%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	1.0431	$1,513	$2,723	$6,113	404%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	1.0431	$2,305	$4,149	$9,644	418%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	1.0431	$1,855	$3,339	$8,928	481%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	1.0431	$278	$500	$2,758	994%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	1.0431	$1,833	$3,300	$6,899	376%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	1.0431	$1,426	$2,566	$12,375	868%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	1.0431	$1,005	$1,809	$10,487	1044%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	1.0431	$2,117	$3,810	$12,839	607%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	1.0431	$1,033	$1,859	$10,487	1016%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	1.0431	$2,361	$4,250	$8,926	378%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0431	$280	$504	$1,061	379%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	1.0431	$954	$1,717	$3,431	360%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	1.0431	$637	$1,146	$1,585	249%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	1.0431	$2,212	$3,982	$9,085	411%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	1.0431	$3,247	$5,844	$8,409	259%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	1.0431	$419	$754	$1,490	355%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	1.0431	$444	$800	$1,684	379%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	1.0431	$1,597	$2,874	$3,825	240%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	1.0431	$1,519	$2,734	$6,224	410%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	1.0431	$1,002	$1,804	$6,210	620%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	1.0431	$1,420	$2,557	$3,411	240%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	1.0431	$1,077	$1,939	$5,505	511%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	1.0431	$383	$689	$2,553	667%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	1.0431	$2,210	$3,978	$7,246	328%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	1.0431	$666	$1,199	$4,560	684%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	1.0431	$743	$1,338	$3,051	410%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	1.0431	$1,430	$2,574	$8,033	562%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	1.0431	$1,507	$2,713	$3,922	260%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	1.0431	$1,232	$2,217	$5,066	411%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	1.0431	$284	$511	$1,025	361%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	1.0431	$457	$823	$1,128	247%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0431	$281	$505	$1,005	358%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	1.0431	$801	$1,442	$2,120	265%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	1.0431	$1,540	$2,772	$8,265	537%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	1.0431	$1,365	$2,458	$7,845	575%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	1.0431	$1,980	$3,565	$10,777	544%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	1.0431	$2,721	$4,897	$9,864	363%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	1.0431	$674	$1,212	$4,500	668%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	1.0431	$1,078	$1,940	$9,265	860%
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	1.0431	$2,392	$4,305	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	1.0431	$381	$686	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	1.0431	$2,218	$3,992	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	1.0431	$2,507	$4,512	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	1.0431	$1,734	$3,121	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	1.0431	$3,198	$5,757	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	1.0431	$2,218	$3,992	xxx	xxx
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	1.0431	$2,900	$5,221	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	1.0431	$2,218	$3,992	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	1.0431	$1,994	$3,589	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	1.0431	$2,218	$3,992	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	1.0431	$2,652	$4,774	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	1.0431	$2,392	$4,305	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	1.0431	$2,218	$3,992	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	1.0431	$1,660	$2,988	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	1.0431	$655	$1,179	xxx	xxx

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 9

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 2Q11

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	Phase III Cost Base Year 2010 (5)	Index to 2Q11 (6)	Phase III Cost 1/ (7)	2Q2011 Jurisdictional Threshold 2/ (8)	Tariff Rate 3/ (9)	Revenue/Variable Cost Ratio 4/ (10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	1.0853	$2,523	$4,541	$12,855	510%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	1.0853	$1,839	$3,310	$11,836	644%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	1.0853	$1,370	$2,466	$8,814	643%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	1.0853	$2,505	$4,510	$18,562	741%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	1.0853	$2,505	$4,509	$9,844	393%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	1.0853	$2,442	$4,396	$6,510	267%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	1.0853	$3,225	$5,805	$12,376	384%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	1.0853	$2,910	$5,237	$6,270	215%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	1.0853	$2,565	$4,616	$6,627	258%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	1.0853	$2,396	$4,313	$5,136	214%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	1.0853	$1,958	$3,524	$4,125	211%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	1.0853	$1,373	$2,472	$4,596	335%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	1.0853	$1,684	$3,031	$6,139	365%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	1.0853	$440	$793	$1,605	364%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	1.0853	$2,004	$3,607	$7,812	390%
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	1.0853	$2,009	$3,616	$6,108	304%
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	1.0853	$629	$1,132	$3,614	575%
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	1.0853	$1,712	$3,082	$12,100	707%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	1.0853	$2,144	$3,859	$11,812	551%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	1.0853	$2,133	$3,839	$11,812	554%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	1.0853	$1,712	$3,082	$12,100	707%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	1.0853	$2,672	$4,809	$19,539	731%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	1.0853	$1,966	$3,538	$11,812	601%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	1.0853	$1,860	$3,348	$10,242	551%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	1.0853	$2,121	$3,819	$14,136	666%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	1.0853	$2,014	$3,624	$14,136	702%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	1.0853	$1,682	$3,028	$8,533	507%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	1.0853	$2,030	$3,655	$14,136	696%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	1.0853	$1,703	$3,066	$12,100	710%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	1.0853	$1,875	$3,375	$11,812	630%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	1.0853	$3,049	$5,489	$22,732	745%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	1.0853	$2,799	$5,039	$22,732	812%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	1.0853	$1,668	$3,003	$12,100	725%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	1.0853	$2,133	$3,839	$11,812	554%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	1.0853	$2,133	$3,839	$14,136	663%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	1.0853	$1,677	$3,019	$12,100	722%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	1.0853	$1,903	$3,425	$13,450	707%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	1.0853	$1,695	$3,051	$8,533	503%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	1.0853	$1,635	$2,942	$12,100	740%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	1.0853	$1,853	$3,336	$8,533	460%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	1.0853	$1,727	$3,108	$12,100	701%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	1.0853	$3,040	$5,472	$22,732	748%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	1.0853	$2,643	$4,758	$13,535	512%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	1.0853	$2,206	$3,970	$11,812	536%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	1.0853	$1,811	$3,260	$14,136	781%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	1.0853	$1,937	$3,486	$4,606	238%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	1.0853	$2,023	$3,641	$14,136	699%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	1.0853	$2,110	$3,798	$14,136	670%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	1.0853	$2,663	$4,793	$19,539	734%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	1.0853	$2,574	$4,634	$19,888	773%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	1.0853	$2,121	$3,818	$14,136	666%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	1.0853	$1,843	$3,318	$6,113	332%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	1.0853	$2,603	$4,685	$9,644	371%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	1.0853	$1,136	$2,045	$4,170	367%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	1.0853	$704	$1,267	$3,591	510%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	1.0853	$1,630	$2,933	$7,690	472%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	1.0853	$3,134	$5,640	$9,388	300%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	1.0853	$2,399	$4,318	$9,844	410%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	1.0853	$2,772	$4,989	$10,991	397%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	1.0853	$1,421	$2,557	$5,029	354%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	1.0853	$2,749	$4,948	$24,453	890%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	1.0853	$1,862	$3,351	$7,404	398%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	1.0853	$1,427	$2,569	$5,029	352%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	1.0853	$2,423	$4,361	$9,844	406%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	1.0853	$2,397	$4,315	$9,844	411%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0853	$1,432	$2,577	$5,029	351%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	1.0853	$1,399	$2,518	$5,029	359%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0853	$1,432	$2,577	$5,029	351%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 2Q11

	Origin		Destination					2Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 2Q11	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	1.0853	$2,419	$4,355	$9,844	407%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	1.0853	$2,605	$4,688	$10,944	420%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	1.0853	$2,415	$4,347	$9,844	408%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	1.0853	$3,138	$5,648	$9,388	299%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	1.0853	$2,396	$4,312	$9,844	411%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	1.0853	$2,784	$5,010	$12,624	454%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	1.0853	$545	$981	$2,486	456%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	1.0853	$2,962	$5,332	$21,912	740%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	1.0853	$2,275	$4,095	$8,384	369%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	1.0853	$1,344	$2,419	$8,983	668%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	1.0853	$332	$598	$2,400	723%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	1.0853	$337	$606	$2,900	862%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	1.0853	$343	$617	$2,400	700%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	1.0853	$1,728	$3,111	$9,214	533%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	1.0853	$342	$616	$2,400	701%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	1.0853	$1,574	$2,834	$6,113	388%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	1.0853	$2,398	$4,317	$9,644	402%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	1.0853	$1,930	$3,474	$8,928	463%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	1.0853	$289	$520	$2,758	955%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	1.0853	$1,908	$3,434	$6,899	362%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	1.0853	$1,483	$2,670	$12,375	834%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	1.0853	$1,046	$1,882	$10,487	1003%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	1.0853	$2,202	$3,964	$12,839	583%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	1.0853	$1,074	$1,934	$10,487	976%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	1.0853	$2,456	$4,422	$8,926	363%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0853	$291	$525	$1,061	364%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	1.0853	$993	$1,787	$3,431	346%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	1.0853	$662	$1,192	$1,585	239%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	1.0853	$2,302	$4,144	$8,966	389%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	1.0853	$3,378	$6,080	$6,986	207%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	1.0853	$436	$785	$1,490	342%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	1.0853	$462	$832	$1,684	364%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	1.0853	$1,661	$2,990	$3,532	213%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	1.0853	$1,580	$2,845	$5,400	342%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	1.0853	$1,043	$1,877	$5,638	541%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	1.0853	$1,478	$2,660	$3,000	203%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	1.0853	$1,121	$2,017	$4,800	428%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	1.0853	$398	$717	$2,520	633%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	1.0853	$2,299	$4,139	$7,151	311%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	1.0853	$693	$1,248	$4,500	649%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	1.0853	$773	$1,392	$3,000	388%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	1.0853	$1,488	$2,678	$7,022	472%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	1.0853	$1,568	$2,823	$3,800	242%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	1.0853	$1,282	$2,307	$5,000	390%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	1.0853	$296	$532	$1,025	347%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	1.0853	$476	$857	$1,128	237%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0853	$292	$526	$992	340%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	1.0853	$834	$1,500	$2,000	240%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	1.0853	$1,602	$2,884	$7,502	468%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	1.0853	$1,421	$2,557	$7,845	552%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	1.0853	$2,061	$3,709	$9,000	437%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	1.0853	$2,831	$5,096	$9,864	348%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	1.0853	$701	$1,261	$4,815	687%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	1.0853	$1,121	$2,018	$9,265	826%
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	1.0853	$2,489	$4,480	$10,844	436%
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	1.0853	$396	$714	$3,900	984%
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	1.0853	$2,308	$4,154	$10,008	434%
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	1.0853	$2,608	$4,695	$10,476	402%
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	1.0853	$1,804	$3,247	$5,844	324%
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	1.0853	$3,328	$5,990	$14,928	449%
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	1.0853	$2,308	$4,154	$10,008	434%
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	1.0853	$3,018	$5,432	$12,882	427%
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	1.0853	$2,308	$4,154	$10,008	434%
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	1.0853	$2,075	$3,734	$8,880	428%
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	1.0853	$2,308	$4,154	$10,008	434%
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	1.0853	$2,759	$4,967	$12,192	442%
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	1.0853	$2,489	$4,480	$10,844	436%
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	1.0853	$2,308	$4,154	$10,008	434%
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	1.0853	$1,727	$3,109	$7,200	417%
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	1.0853	$681	$1,227	$6,444	946%

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 10

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 3Q11

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	Phase III Cost Base Year 2010 (5)	3Q2011 Index to 3Q11 (6)	3Q2011 Phase III Cost 1/ (7)	3Q2011 Jurisdictional Threshold 2/ (8)	3Q2011 Tariff Rate 3/ (9)	3Q2011 Revenue/Variable Cost Ratio 4/ (10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	1.0838	$2,519	$4,535	$12,855	510%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	1.0838	$1,836	$3,305	$11,836	645%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	1.0838	$1,368	$2,463	$8,814	644%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	1.0838	$2,502	$4,503	$18,562	742%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	1.0838	$2,502	$4,503	$9,844	394%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	1.0838	$2,439	$4,389	$6,510	267%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	1.0838	$3,220	$5,796	$12,376	384%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	1.0838	$2,905	$5,230	$6,270	216%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	1.0838	$2,561	$4,610	$6,627	259%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	1.0838	$2,393	$4,307	$5,136	215%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	1.0838	$1,955	$3,519	$4,125	211%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	1.0838	$1,371	$2,468	$4,596	335%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	1.0838	$1,682	$3,027	$6,139	365%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	1.0838	$440	$791	$1,605	365%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	1.0838	$2,001	$3,602	$7,812	390%
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	1.0838	$2,006	$3,611	$6,108	304%
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	1.0838	$628	$1,130	$3,614	576%
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	1.0838	$1,710	$3,078	$12,100	708%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	1.0838	$2,140	$3,853	$11,812	552%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	1.0838	$2,130	$3,833	$11,812	555%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	1.0838	$1,710	$3,077	$12,100	708%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	1.0838	$2,668	$4,802	$19,539	732%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	1.0838	$1,963	$3,533	$11,812	602%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	1.0838	$1,857	$3,343	$10,242	552%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	1.0838	$2,118	$3,813	$14,136	667%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	1.0838	$2,011	$3,619	$14,136	703%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	1.0838	$1,680	$3,024	$8,533	508%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	1.0838	$2,027	$3,649	$14,136	697%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	1.0838	$1,701	$3,061	$12,100	711%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	1.0838	$1,872	$3,370	$11,812	631%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	1.0838	$3,045	$5,481	$22,732	747%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	1.0838	$2,795	$5,031	$22,732	813%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	1.0838	$1,666	$2,998	$12,100	726%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	1.0838	$2,130	$3,833	$11,812	555%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	1.0838	$2,130	$3,833	$14,136	664%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	1.0838	$1,674	$3,014	$12,100	723%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	1.0838	$1,900	$3,420	$13,450	708%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	1.0838	$1,693	$3,047	$8,533	504%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	1.0838	$1,632	$2,938	$12,100	741%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	1.0838	$1,850	$3,331	$8,533	461%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	1.0838	$1,724	$3,104	$12,100	702%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	1.0838	$3,035	$5,464	$22,732	749%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	1.0838	$2,639	$4,751	$13,535	513%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	1.0838	$2,203	$3,965	$11,812	536%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	1.0838	$1,808	$3,255	$14,136	782%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	1.0838	$1,934	$3,481	$5,011	259%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	1.0838	$2,020	$3,636	$14,136	700%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	1.0838	$2,107	$3,793	$14,136	671%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	1.0838	$2,659	$4,786	$19,539	735%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	1.0838	$2,571	$4,627	$19,888	774%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	1.0838	$2,118	$3,813	$14,136	667%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	1.0838	$1,841	$3,313	$6,113	332%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	1.0838	$2,599	$4,678	$9,644	371%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	1.0838	$1,134	$2,042	$4,170	368%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	1.0838	$703	$1,265	$3,591	511%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	1.0838	$1,627	$2,929	$7,690	473%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	1.0838	$3,129	$5,632	$9,388	300%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	1.0838	$2,395	$4,312	$9,844	411%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	1.0838	$2,768	$4,982	$10,991	397%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	1.0838	$1,418	$2,553	$5,029	355%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	1.0838	$2,745	$4,941	$24,453	891%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	1.0838	$1,859	$3,346	$7,404	398%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	1.0838	$1,425	$2,565	$5,029	353%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	1.0838	$2,419	$4,354	$9,844	407%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	1.0838	$2,394	$4,309	$9,844	411%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0838	$1,430	$2,574	$5,029	352%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	1.0838	$1,397	$2,515	$5,029	360%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0838	$1,430	$2,573	$5,029	352%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 3Q11

	Origin		Destination						3Q2011			
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 3Q11	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	1.0838	$2,416	$4,349	$9,844	407%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	1.0838	$2,601	$4,682	$10,944	421%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	1.0838	$2,412	$4,341	$9,844	408%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	1.0838	$3,133	$5,640	$9,388	300%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	1.0838	$2,392	$4,306	$9,844	412%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	1.0838	$2,779	$5,003	$12,624	454%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	1.0838	$544	$979	$2,486	457%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	1.0838	$2,958	$5,325	$21,912	741%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	1.0838	$2,272	$4,089	$8,384	369%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	1.0838	$1,342	$2,416	$8,983	669%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	1.0838	$332	$597	$2,400	724%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	1.0838	$336	$605	$2,900	863%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	1.0838	$342	$616	$2,400	701%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	1.0838	$1,726	$3,106	$9,214	534%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	1.0838	$342	$615	$2,400	702%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	1.0838	$1,572	$2,829	$6,113	389%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	1.0838	$2,395	$4,310	$9,644	403%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	1.0838	$1,927	$3,469	$8,928	463%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	1.0838	$288	$519	$2,758	956%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	1.0838	$1,905	$3,429	$6,899	362%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	1.0838	$1,481	$2,666	$12,375	835%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	1.0838	$1,044	$1,879	$10,487	1004%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	1.0838	$2,199	$3,958	$12,839	584%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	1.0838	$1,073	$1,931	$10,487	978%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	1.0838	$2,453	$4,415	$8,926	364%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0838	$291	$524	$1,061	365%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	1.0838	$991	$1,784	$3,431	346%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	1.0838	$661	$1,191	$1,691	256%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	1.0838	$2,299	$4,138	$9,594	417%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	1.0838	$3,373	$6,072	$14,518	430%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	1.0838	$435	$784	$1,490	342%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	1.0838	$462	$831	$1,684	365%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	1.0838	$1,659	$2,986	$5,084	306%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	1.0838	$1,578	$2,841	$9,761	619%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	1.0838	$1,041	$1,874	$8,664	832%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	1.0838	$1,476	$2,656	$5,174	351%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	1.0838	$1,119	$2,014	$8,532	762%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	1.0838	$398	$716	$2,696	678%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	1.0838	$2,296	$4,133	$7,652	333%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	1.0838	$692	$1,246	$4,815	696%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	1.0838	$772	$1,390	$3,269	423%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	1.0838	$1,486	$2,674	$12,375	833%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	1.0838	$1,566	$2,819	$4,444	284%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	1.0838	$1,280	$2,303	$5,350	418%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	1.0838	$295	$531	$1,314	445%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	1.0838	$475	$855	$1,383	291%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0838	$292	$525	$1,061	364%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	1.0838	$832	$1,498	$2,633	316%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	1.0838	$1,600	$2,880	$11,542	721%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	1.0838	$1,419	$2,553	$7,845	553%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	1.0838	$2,058	$3,704	$18,406	895%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	1.0838	$2,827	$5,088	$9,864	349%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	1.0838	$700	$1,260	$4,815	688%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	1.0838	$1,119	$2,015	$9,265	828%
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	1.0838	$2,485	$4,473	$10,844	436%
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	1.0838	$396	$713	$3,900	985%
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	1.0838	$2,304	$4,148	$10,008	434%
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	1.0838	$2,604	$4,688	$10,476	402%
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	1.0838	$1,801	$3,242	$5,844	324%
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	1.0838	$3,323	$5,981	$14,928	449%
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	1.0838	$2,304	$4,148	$10,008	434%
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	1.0838	$3,013	$5,424	$12,882	427%
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	1.0838	$2,304	$4,148	$10,008	434%
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	1.0838	$2,071	$3,729	$8,880	429%
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	1.0838	$2,304	$4,148	$10,008	434%
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	1.0838	$2,755	$4,960	$12,192	442%
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	1.0838	$2,485	$4,473	$10,844	436%
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	1.0838	$2,304	$4,148	$10,008	434%
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	1.0838	$1,725	$3,104	$7,200	417%
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	1.0838	$680	$1,225	$6,444	947%

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 11

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 4Q11

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 4Q11	4Q2011 Phase III Cost 1/	4Q2011 Jurisdictional Threshold 2/	4Q2011 Tariff Rate 3/	4Q2011 Revenue/Variable Cost Ratio 4/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	1.0758	$2,501	$4,501	$12,855	514%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	1.0758	$1,823	$3,281	$11,836	649%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	1.0758	$1,358	$2,445	$8,814	649%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	1.0758	$2,484	$4,470	$18,562	747%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	1.0758	$2,483	$4,470	$9,844	396%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	1.0758	$2,421	$4,357	$6,510	269%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	1.0758	$3,197	$5,754	$12,376	387%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	1.0758	$2,884	$5,192	$6,270	217%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	1.0758	$2,542	$4,576	$6,627	261%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	1.0758	$2,375	$4,275	$5,136	216%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	1.0758	$1,941	$3,493	$4,125	213%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	1.0758	$1,361	$2,450	$4,596	338%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	1.0758	$1,669	$3,005	$6,139	368%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	1.0758	$436	$786	$1,605	368%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	1.0758	$1,987	$3,576	$7,812	393%
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	1.0758	$1,992	$3,585	$6,108	307%
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	1.0758	$623	$1,122	$3,614	580%
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	1.0758	$1,697	$3,055	$12,100	713%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	1.0758	$2,125	$3,825	$11,812	556%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	1.0758	$2,114	$3,805	$11,812	559%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	1.0758	$1,697	$3,055	$12,100	713%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	1.0758	$2,648	$4,767	$19,539	738%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	1.0758	$1,948	$3,507	$11,812	606%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	1.0758	$1,843	$3,318	$10,242	556%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	1.0758	$2,103	$3,785	$14,136	672%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	1.0758	$1,996	$3,593	$14,136	708%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	1.0758	$1,668	$3,002	$8,533	512%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	1.0758	$2,013	$3,623	$14,136	702%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	1.0758	$1,688	$3,039	$12,100	717%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	1.0758	$1,859	$3,345	$11,812	636%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	1.0758	$3,023	$5,441	$22,732	752%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	1.0758	$2,775	$4,995	$22,732	819%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	1.0758	$1,654	$2,977	$12,100	732%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	1.0758	$2,114	$3,805	$11,812	559%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	1.0758	$2,114	$3,805	$14,136	669%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	1.0758	$1,662	$2,992	$12,100	728%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	1.0758	$1,886	$3,395	$13,450	713%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	1.0758	$1,680	$3,025	$8,533	508%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	1.0758	$1,620	$2,917	$12,100	747%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	1.0758	$1,837	$3,306	$8,533	465%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	1.0758	$1,712	$3,081	$12,100	707%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	1.0758	$3,013	$5,424	$22,732	754%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	1.0758	$2,620	$4,716	$13,535	517%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	1.0758	$2,186	$3,936	$11,812	540%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	1.0758	$1,795	$3,231	$14,136	787%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	1.0758	$1,920	$3,456	$5,139	268%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	1.0758	$2,005	$3,610	$14,136	705%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	1.0758	$2,092	$3,765	$14,136	676%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	1.0758	$2,639	$4,751	$19,539	740%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	1.0758	$2,552	$4,593	$19,888	779%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	1.0758	$2,103	$3,785	$14,136	672%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	1.0758	$1,827	$3,289	$6,113	335%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	1.0758	$2,580	$4,644	$9,644	374%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	1.0758	$1,126	$2,027	$4,170	370%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	1.0758	$698	$1,256	$3,591	515%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	1.0758	$1,615	$2,908	$7,690	476%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	1.0758	$3,106	$5,591	$9,388	302%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	1.0758	$2,378	$4,280	$9,844	414%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	1.0758	$2,747	$4,945	$10,991	400%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	1.0758	$1,408	$2,535	$5,029	357%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	1.0758	$2,725	$4,905	$24,453	897%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	1.0758	$1,845	$3,322	$7,404	401%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	1.0758	$1,415	$2,546	$5,029	355%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	1.0758	$2,401	$4,323	$9,844	410%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	1.0758	$2,377	$4,278	$9,844	414%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0758	$1,419	$2,555	$5,029	354%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	1.0758	$1,387	$2,496	$5,029	363%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0758	$1,419	$2,554	$5,029	354%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 4Q11

	Origin		Destination						4Q2011			
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 4Q11	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	1.0758	$2,398	$4,317	$9,844	410%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	1.0758	$2,582	$4,647	$10,944	424%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	1.0758	$2,394	$4,309	$9,844	411%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	1.0758	$3,110	$5,599	$9,388	302%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	1.0758	$2,375	$4,274	$9,844	415%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	1.0758	$2,759	$4,967	$12,624	458%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	1.0758	$540	$972	$2,486	460%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	1.0758	$2,937	$5,286	$21,912	746%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	1.0758	$2,255	$4,059	$8,384	372%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	1.0758	$1,332	$2,398	$8,983	674%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	1.0758	$329	$592	$2,400	729%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	1.0758	$334	$600	$2,900	869%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	1.0758	$340	$611	$2,400	707%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	1.0758	$1,713	$3,083	$9,214	538%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	1.0758	$339	$611	$2,400	708%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	1.0758	$1,560	$2,809	$6,113	392%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	1.0758	$2,377	$4,279	$9,644	406%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	1.0758	$1,913	$3,444	$8,928	467%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	1.0758	$286	$515	$2,758	963%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	1.0758	$1,891	$3,404	$6,899	365%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	1.0758	$1,470	$2,647	$12,375	842%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	1.0758	$1,037	$1,866	$10,487	1012%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	1.0758	$2,183	$3,929	$12,839	588%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	1.0758	$1,065	$1,917	$10,487	985%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	1.0758	$2,435	$4,383	$8,926	367%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0758	$289	$520	$1,061	367%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	1.0758	$984	$1,771	$3,431	349%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	1.0758	$657	$1,182	$1,910	291%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	1.0758	$2,282	$4,107	$9,594	420%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	1.0758	$3,348	$6,027	$14,518	434%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	1.0758	$432	$778	$1,490	345%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	1.0758	$458	$825	$1,684	367%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	1.0758	$1,647	$2,964	$5,084	309%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	1.0758	$1,567	$2,820	$9,761	623%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	1.0758	$1,034	$1,860	$8,664	838%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	1.0758	$1,465	$2,637	$5,174	353%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	1.0758	$1,111	$2,000	$8,532	768%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	1.0758	$395	$710	$2,696	683%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	1.0758	$2,279	$4,103	$7,652	336%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	1.0758	$687	$1,237	$4,815	701%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	1.0758	$767	$1,380	$3,269	426%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	1.0758	$1,475	$2,655	$12,375	839%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	1.0758	$1,555	$2,798	$4,444	286%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	1.0758	$1,270	$2,287	$5,350	421%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	1.0758	$293	$527	$1,910	652%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	1.0758	$472	$849	$1,910	405%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0758	$289	$521	$1,061	367%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	1.0758	$826	$1,487	$2,633	319%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	1.0758	$1,588	$2,859	$11,542	727%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	1.0758	$1,408	$2,535	$7,845	557%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	1.0758	$2,043	$3,677	$18,406	901%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	1.0758	$2,806	$5,051	$9,864	352%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	1.0758	$695	$1,250	$4,815	693%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	1.0758	$1,111	$2,000	$9,265	834%
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	1.0758	$2,467	$4,440	$10,844	440%
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	1.0758	$393	$707	$3,900	992%
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	1.0758	$2,287	$4,117	$10,008	438%
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	1.0758	$2,585	$4,654	$10,476	405%
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	1.0758	$1,788	$3,219	$5,844	327%
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	1.0758	$3,299	$5,938	$14,928	453%
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	1.0758	$2,287	$4,117	$10,008	438%
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	1.0758	$2,991	$5,384	$12,882	431%
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	1.0758	$2,287	$4,117	$10,008	438%
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	1.0758	$2,056	$3,701	$8,880	432%
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	1.0758	$2,287	$4,117	$10,008	438%
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	1.0758	$2,735	$4,923	$12,192	446%
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	1.0758	$2,467	$4,440	$10,844	440%
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	1.0758	$2,287	$4,117	$10,008	438%
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	1.0758	$1,712	$3,082	$7,200	421%
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	1.0758	$676	$1,216	$6,444	954%

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 12

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 1Q12

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	1Q2012 Index to 1Q12	1Q2012 Phase III Cost 1/	1Q2012 Jurisdictional Threshold 2/	1Q2012 Tariff Rate 3/	1Q2012 Revenue/Variable Cost Ratio 4/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Exhibit A - Local Moves											
1. **Removed**											
2. Bayway	NJ	Waynesville	NC	NS	2819315	$2,324	1.0790	$2,508	$4,515	$12,855	513%
3. Belle	WV	Danville	IL	NS	2813980	$1,694	1.0790	$1,828	$3,291	$11,836	647%
4. **Removed**											
5. **Removed**											
6. **Removed**											
7. **Removed**											
8. **Removed**											
9. Belle	WV	Wyandotte	MI	NS	2813934	$1,263	1.0790	$1,362	$2,452	$8,814	647%
10. Charleston	TN	Edgemoor	DE	NS	2812815	$2,308	1.0790	$2,491	$4,484	$18,562	745%
11. Edgemoor	DE	Chicago	IL	NS	2816130	$2,308	1.0790	$2,491	$4,483	$9,844	395%
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$2,250	1.0790	$2,428	$4,370	$6,510	268%
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$2,971	1.0790	$3,206	$5,771	$12,376	386%
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$2,681	1.0790	$2,893	$5,207	$6,270	217%
15. Edgemoor	DE	Wabash	IN	NS	2816130	$2,363	1.0790	$2,550	$4,590	$6,627	260%
16. Lemoyne	AL	Giant	SC	NS	4810560	$2,208	1.0790	$2,382	$4,288	$5,136	216%
17. Loudon	TN	Braithwaite	LA	NS	2818512	$1,804	1.0790	$1,946	$3,504	$4,125	212%
18. Louisville	KY	Decatur	IL	NS	2819450	$1,265	1.0790	$1,365	$2,458	$4,596	337%
19. Louisville	KY	Lafayette	IN	NS	2819450	$1,552	1.0790	$1,674	$3,014	$6,139	367%
20. **Removed**											
21. **Removed**											
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$406	1.0790	$438	$788	$1,605	367%
23. Reybold	DE	Detroit	MI	NS	2819315	$1,847	1.0790	$1,992	$3,586	$7,812	392%
24. Reybold	DE	Fort Mill	SC	NS	2819315	$1,851	1.0790	$1,997	$3,595	$6,108	306%
25. Reybold	DE	Morrisville	PA	NS	2819315	$579	1.0790	$625	$1,125	$3,614	578%
Exhibit B - Joint Moves											
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$1,578	1.0790	$1,702	$3,064	$12,100	711%
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$1,975	1.0790	$2,131	$3,836	$11,812	554%
3. **Removed**											
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$1,965	1.0790	$2,120	$3,817	$11,812	557%
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$1,578	1.0790	$1,702	$3,064	$12,100	711%
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$2,462	1.0790	$2,656	$4,781	$19,539	736%
7. **Removed**											
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$1,811	1.0790	$1,954	$3,517	$11,812	604%
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$1,714	1.0790	$1,849	$3,328	$10,242	554%
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$1,955	1.0790	$2,109	$3,796	$14,136	670%
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$1,855	1.0790	$2,002	$3,603	$14,136	706%
12. **Removed**											
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$1,550	1.0790	$1,673	$3,011	$8,533	510%
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$1,871	1.0790	$2,019	$3,634	$14,136	700%
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$1,569	1.0790	$1,693	$3,048	$12,100	715%
16. **Removed**											
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$1,728	1.0790	$1,864	$3,355	$11,812	634%
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$2,809	1.0790	$3,032	$5,457	$22,732	750%
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$2,579	1.0790	$2,783	$5,009	$22,732	817%
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$1,537	1.0790	$1,659	$2,985	$12,100	730%
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$1,965	1.0790	$2,120	$3,817	$11,812	557%
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$1,965	1.0790	$2,120	$3,817	$14,136	667%
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$1,545	1.0790	$1,667	$3,001	$12,100	726%
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$1,753	1.0790	$1,892	$3,405	$13,450	711%
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$1,562	1.0790	$1,685	$3,034	$8,533	506%
26. **Removed**											
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$1,506	1.0790	$1,625	$2,925	$12,100	745%
28. **Removed**											
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$1,707	1.0790	$1,842	$3,316	$8,533	463%
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$1,591	1.0790	$1,717	$3,090	$12,100	705%
31. **Removed**											
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$2,801	1.0790	$3,022	$5,440	$22,732	752%
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$2,435	1.0790	$2,628	$4,730	$13,535	515%
34. **Removed**											
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$2,032	1.0790	$2,193	$3,947	$11,812	539%
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$1,669	1.0790	$1,800	$3,241	$14,136	785%
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$1,784	1.0790	$1,926	$3,466	$5,139	267%
38. **Removed**											
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$1,864	1.0790	$2,011	$3,620	$14,136	703%
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$1,944	1.0790	$2,098	$3,776	$14,136	674%
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$2,453	1.0790	$2,647	$4,765	$19,539	738%
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$2,372	1.0790	$2,560	$4,607	$19,888	777%
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$1,955	1.0790	$2,109	$3,796	$14,136	670%
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,698	1.0790	$1,833	$3,299	$6,113	334%
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,398	1.0790	$2,588	$4,658	$9,644	373%
46. **Removed**											
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,047	1.0790	$1,129	$2,033	$4,170	369%
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$649	1.0790	$700	$1,260	$3,591	513%
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$1,501	1.0790	$1,620	$2,916	$7,690	475%
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$2,887	1.0790	$3,115	$5,608	$9,388	301%
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$2,210	1.0790	$2,385	$4,293	$9,844	413%
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$2,554	1.0790	$2,756	$4,960	$10,991	399%
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$1,309	1.0790	$1,412	$2,542	$5,029	356%
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$2,533	1.0790	$2,733	$4,920	$24,453	895%
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$1,715	1.0790	$1,851	$3,331	$7,404	400%
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,315	1.0790	$1,419	$2,554	$5,029	354%
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$2,232	1.0790	$2,409	$4,336	$9,844	409%
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$2,209	1.0790	$2,384	$4,290	$9,844	413%
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0790	$1,424	$2,562	$5,029	353%
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,289	1.0790	$1,391	$2,504	$5,029	362%
61. **Removed**											
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$1,319	1.0790	$1,423	$2,562	$5,029	353%

Variable Cost, Jurisdictional Threshold, Tariff Rate and
Revenue/Variable Cost Ratios Per Car for DuPont Movements - 1Q12

	Origin		Destination							1Q2012		
	City	ST	City	ST	Railroad(s)	Commodity	Phase III Cost Base Year 2010	Index to 1Q12	Phase III Cost 1/	Jurisdictional Threshold 2/	Tariff Rate 3/	Revenue/Variable Cost Ratio 4/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$2,229	1.0790	$2,405	$4,330	$9,844	409%
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$2,400	1.0790	$2,590	$4,661	$10,944	423%
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$2,225	1.0790	$2,401	$4,322	$9,844	410%
66.	**Removed**											
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$2,891	1.0790	$3,120	$5,615	$9,388	301%
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$2,207	1.0790	$2,382	$4,287	$9,844	413%
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$2,565	1.0790	$2,767	$4,981	$12,624	456%
70.	**Removed**											
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$502	1.0790	$542	$975	$2,486	459%
72.	**Removed**											
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$2,730	1.0790	$2,945	$5,302	$21,912	744%
74.	**Removed**											
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,096	1.0790	$2,262	$4,071	$8,384	371%
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$1,238	1.0790	$1,336	$2,405	$8,983	672%
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$306	1.0790	$330	$594	$2,400	727%
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$310	1.0790	$335	$602	$2,900	867%
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$316	1.0790	$341	$613	$2,400	704%
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$1,592	1.0790	$1,718	$3,093	$9,214	536%
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$315	1.0790	$340	$612	$2,400	705%
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$1,450	1.0790	$1,565	$2,817	$6,113	391%
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$2,210	1.0790	$2,384	$4,291	$9,644	405%
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$1,778	1.0790	$1,919	$3,454	$8,928	465%
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$266	1.0790	$287	$517	$2,758	961%
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$1,758	1.0790	$1,897	$3,414	$6,899	364%
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,367	1.0790	$1,475	$2,654	$12,375	839%
88.	**Removed**											
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$963	1.0790	$1,040	$1,871	$10,487	1009%
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$2,029	1.0790	$2,190	$3,941	$12,839	586%
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$990	1.0790	$1,068	$1,923	$10,487	982%
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$2,263	1.0790	$2,442	$4,396	$8,926	365%
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0790	$290	$522	$1,061	366%
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$914	1.0790	$987	$1,776	$3,431	348%
95.	**Removed**											
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$610	1.0790	$659	$1,185	$1,910	290%
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$2,121	1.0790	$2,289	$4,120	$9,594	419%
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$3,112	1.0790	$3,358	$6,045	$14,518	432%
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$402	1.0790	$434	$780	$1,490	344%
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$426	1.0790	$460	$827	$1,684	366%
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$1,531	1.0790	$1,652	$2,973	$5,084	308%
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$1,456	1.0790	$1,571	$2,828	$9,761	621%
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$961	1.0790	$1,037	$1,866	$8,664	836%
104.	**Removed**											
105.	**Removed**											
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$1,362	1.0790	$1,469	$2,645	$5,174	352%
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$1,033	1.0790	$1,114	$2,006	$8,532	766%
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$367	1.0790	$396	$712	$2,696	681%
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$2,119	1.0790	$2,286	$4,115	$7,652	335%
110.	**Removed**											
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$639	1.0790	$689	$1,240	$4,815	699%
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$713	1.0790	$769	$1,384	$3,269	425%
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$1,371	1.0790	$1,479	$2,663	$12,375	837%
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$1,445	1.0790	$1,559	$2,807	$4,444	285%
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$1,181	1.0790	$1,274	$2,293	$5,350	420%
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$272	1.0790	$294	$529	$1,910	650%
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$438	1.0790	$473	$852	$1,910	404%
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$269	1.0790	$290	$523	$1,061	365%
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$768	1.0790	$829	$1,492	$2,633	318%
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$1,476	1.0790	$1,593	$2,867	$11,542	725%
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$1,309	1.0790	$1,412	$2,542	$7,845	555%
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$1,899	1.0790	$2,049	$3,688	$18,406	898%
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$2,608	1.0790	$2,815	$5,066	$9,864	350%
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$646	1.0790	$697	$1,254	$4,815	691%
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$1,033	1.0790	$1,115	$2,006	$9,265	831%
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$2,293	1.0790	$2,474	$4,454	$10,844	438%
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$365	1.0790	$394	$710	$3,900	989%
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$2,126	1.0790	$2,294	$4,130	$10,008	436%
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$2,403	1.0790	$2,593	$4,667	$10,476	404%
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$1,662	1.0790	$1,793	$3,228	$5,844	326%
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$3,066	1.0790	$3,309	$5,955	$14,928	451%
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$2,126	1.0790	$2,294	$4,130	$10,008	436%
133.	**Removed**											
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$2,780	1.0790	$3,000	$5,400	$12,882	429%
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$2,126	1.0790	$2,294	$4,130	$10,008	436%
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$1,911	1.0790	$2,062	$3,712	$8,880	431%
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$2,126	1.0790	$2,294	$4,130	$10,008	436%
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$2,542	1.0790	$2,743	$4,938	$12,192	444%
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$2,293	1.0790	$2,474	$4,454	$10,844	438%
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$2,126	1.0790	$2,294	$4,130	$10,008	436%
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$1,591	1.0790	$1,717	$3,091	$7,200	419%
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$628	1.0790	$678	$1,220	$6,444	951%

1/ Column (5) x Column (6)
2/ Column (7) x 1.8
3/ Tariff Rate from Exhibit II-A-16
4/ Column (9)/Column (7)

EXHIBIT NO. 13

	Origin		Destination			Shipment	Cars Per		Car	Commodity	Movement
	City	ST	City	ST	Route	Type(s)	Train	Car Type	Owner	(Full STCC)	Type
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
1.	**Removed**										
2.	Bayway	NJ	Waynesville	NC	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
3.	Belle	WV	Danville	IL	NS	ORIG & TERM	1.0	Tank Car > 22,000 Gallons	Private	2813980	Single Car
4.	**Removed**										
5.	**Removed**										
6.	**Removed**										
7.	**Removed**										
8.	**Removed**										
9.	Belle	WV	Wyandotte	MI	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2813934	Single Car
10.	Charleston	TN	Edgemoor	DE	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812815	Single Car
11.	Edgemoor	DE	Chicago	IL	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
12.	Edgemoor	DE	Chillicothe	OH	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
13.	Edgemoor	DE	Mahrt	AL	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
14.	Edgemoor	DE	Riverwood Intl	GA	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
15.	Edgemoor	DE	Wabash	IN	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
16.	Lemoyne	AL	Giant	SC	NS	ORIG & TERM	1.0	Tank Car > 22,000 Gallons	Private	4810560	Single Car
17.	Loudon	TN	Braithwaite	LA	NS	ORIG & TERM	1.0	Tank Car > 22,000 Gallons	Private	2818512	Single Car
18.	Louisville	KY	Decatur	IL	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819450	Single Car
19.	Louisville	KY	Lafayette	IN	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819450	Single Car
20.	**Removed**										
21.	**Removed**										
22.	McIntosh	AL	Lemoyne	AL	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
23.	Reybold	DE	Detroit	MI	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
24.	Reybold	DE	Fort Mill	SC	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
25.	Reybold	DE	Morrisville	PA	NS	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
	Exhibit B - Joint Moves										
1.	Belle	WV	Anaheim	CA	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818221	Single Car
2.	Belle	WV	Bayport	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818620	Single Car
3.	**Removed**										
4.	Belle	WV	Brownsville	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818221	Single Car
5.	Belle	WV	Burley	ID	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
6.	Belle	WV	Cadet	MO	NS-KCITY-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
7.	**Removed**										
8.	Belle	WV	Channelview	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818130	Single Car
9.	Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818221	Single Car
10.	Belle	WV	Conroe	TX	NS-ESTL-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
11.	Belle	WV	Corsicana	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
12.	**Removed**										
13.	Belle	WV	East Billings	MT	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818130	Single Car
14.	Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
15.	Belle	WV	Finley	WA	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
16.	**Removed**										
17.	Belle	WV	Freeport	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818130	Single Car
18.	Belle	WV	Garyville	LA	NS-NEWOR-CN	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
19.	Belle	WV	Geismar	LA	NS-NEWOR-CN	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
20.	Belle	WV	Janesville	WI	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2818131	Single Car
21.	Belle	WV	Laredo	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818221	Single Car
22.	Belle	WV	Laredo	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818131	Single Car
23.	Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813980	Single Car
24.	Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
25.	Belle	WV	Los Angeles	CA	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818130	Single Car
26.	**Removed**										
27.	Belle	WV	Millsdale	IL	NS-CHGO-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2818131	Single Car
28.	**Removed**										
29.	Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818221	Single Car
30.	Belle	WV	San Dimas	CA	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813980	Single Car
31.	**Removed**										
32.	Belle	WV	St Gabriel	LA	NS-NEWOR-CN	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
33.	Belle	WV	St Joseph	MO	NS-KCITY-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818130	Single Car
34.	**Removed**										
35.	Belle	WV	Strang	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818221	Single Car
36.	Belle	WV	Strang	TX	NS-ESTL-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
37.	Belle	WV	Strang	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819183	Single Car
38.	**Removed**										
39.	Belle	WV	Texas City	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
40.	Belle	WV	Verona	MO	NS-ESTL-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
41.	Belle	WV	West Memphis	AR	NS-KCITY-UP	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
42.	Belle	WV	Winford Spur	LA	NS-MERID-KCS	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813980	Single Car
43.	Belle	WV	Wichita	KS	NS-ESTL-BNSF	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
44.	Bloomington	TX	Greenville	SC	UP-NEWOR-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	2821142	Single Car
45.	Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	2821142	Single Car
46.	**Removed**										
47.	Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
48.	Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	2991315	Single Car
49.	Dowling	TX	Fort Mill	SC	KCS-MERID-NS	RECEIVE & TERM	1.0	1/	Private	2815112	Single Car
50.	Edgemoor	DE	Garland	TX	NS-MERID-KCS	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car

	Origin		Destination			Shipment	Cars Per		Car	Commodity	Movement
	City	ST	City	ST	Route	Type(s)	Train	Car Type	Owner	(Full STCC)	Type
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819971	Single Car
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	2991315	Single Car
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	2813984	Single Car
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	2813984	Single Car
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	2991315	Single Car
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	4810560	Single Car
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819330	Single Car
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2812815	Single Car
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	2821142	Single Car
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	2821142	Single Car
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	RECEIVE & TERM	1.0	1/	Private	2815112	Single Car
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	2815112	Single Car
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	2812350	Single Car
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812815	Single Car
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813980	Single Car
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	ORIG & DELIVER	1.0	Covered Hopper	Private	3274110	Single Car
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	RECEIVE & TERM	1.0	Covered Hopper	Railroad	2991315	Single Car
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2818512	Single Car
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2818512	Single Car
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819325	Single Car
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819340	Single Car
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819345	Single Car
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812815	Single Car
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2812220	Single Car
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	RECEIVE & TERM	1.0	1/	Private	2815112	Single Car
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	RECEIVE & TERM	1.0	Covered Hopper	Private	1441325	Single Car
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	RECEIVE & TERM	1.0	Covered Hopper	Railroad	1441325	Single Car
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
120.	Belle	WV	Divine	IL	NS-PINE-CN	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813980	Single Car
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	2813934	Single Car
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2819325	Single Car
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	RECEIVE & TERM	1.0	Covered Hopper	Railroad	2991315	Single Car
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	2816130	Single Car
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2812410	Single Car
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car

	Origin		Destination			Shipment	Cars Per		Car	Commodity	Movement
	City	ST	City	ST	Route	Type(s)	Train	Car Type	Owner	(Full STCC)	Type
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	2819315	Single Car

1/ DuPont and NS did not agree on car type for this lane at the time of submission on December 22, 2011. After further review DuPont agrees with NS' proposed car type for these three lanes.

EXHIBIT NO. 14

Highly Confidential Information

Redacted

EXHIBIT NO. 15

Summary of Traffic and Operating Parameters for DuPont Movements

Origin City (1)	ST	Destination City (2)	ST	Route (3)	Miles (4)	Shipment Type(s) (5)	Cars Per Train (6)	Car Type (7)	Car Owner (8)	Tons Per Car (9)	Commodity (Full STCC) (10)	Movement Type (11)
Exhibit A - Local Moves												
1. **Removed**												
2. Bayway	NJ	Waynesville	NC	NS	836	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.3	2819315	Single Car
3. Belle	WV	Danville	IL	NS	595	ORIG & TERM	1.0	Tank Car > 22,000 Gallons	Private	78.6	2813980	Single Car
4. **Removed**												
5. **Removed**												
6. **Removed**												
7. **Removed**												
8. **Removed**												
9. Belle	WV	Wyandotte	MI	NS	435	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	77.9	2813934	Single Car
10. Charleston	TN	Edgemoor	DE	NS	870	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	89.9	2812815	Single Car
11. Edgemoor	DE	Chicago	IL	NS	822	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	99.9	2816130	Single Car
12. Edgemoor	DE	Chillicothe	OH	NS	798	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	99.8	2816130	Single Car
13. Edgemoor	DE	Mahrt	AL	NS	1,098	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	100.5	2816130	Single Car
14. Edgemoor	DE	Riverwood Intl	GA	NS	976	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	100.5	2816130	Single Car
15. Edgemoor	DE	Wabash	IN	NS	841	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	100.7	2816130	Single Car
16. Lemoyne	AL	Giant	SC	NS	841	ORIG & TERM	1.0	Tank Car > 22,000 Gallons	Private	74.8	4810560	Single Car
17. Loudon	TN	Braithwaite	LA	NS	591	ORIG & TERM	1.0	Tank Car > 22,000 Gallons	Private	93.7	2818512	Single Car
18. Louisville	KY	Decatur	IL	NS	385	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.6	2819450	Single Car
19. Louisville	KY	Lafayette	IN	NS	508	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.1	2819450	Single Car
20. **Removed**												
21. **Removed**												
22. McIntosh	AL	Lemoyne	AL	NS	22	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.3	2812220	Single Car
23. Reybold	DE	Detroit	MI	NS	651	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
24. Reybold	DE	Fort Mill	SC	NS	653	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
25. Reybold	DE	Morrisville	PA	NS	97	ORIG & TERM	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
Exhibit B - Joint Moves												
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	607	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.0	2813980	Single Car
2. Belle	WV	Bayport	TX	NS-ESTL-UP	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	90.2	2818620	Single Car
3. **Removed**												
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	757	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	83.2	2818221	Single Car
5. Belle	WV	Burley	ID	NS-CHGO-UP	607	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.0	2813934	Single Car
6. Belle	WV	Cadet	MO	NS-KCITY-UP	1,001	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.1	2813934	Single Car
7. **Removed**												
8. Belle	WV	Channelview	TX	NS-ESTL-UP	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	73.1	2818130	Single Car
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	648	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	83.2	2818221	Single Car
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	772	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.7	2813934	Single Car
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	77.7	2813934	Single Car
12. **Removed**												
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	598	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	77.0	2818130	Single Car
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	79.3	2813934	Single Car
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	598	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	79.5	2813934	Single Car
16. **Removed**												
17. Belle	WV	Freeport	TX	NS-ESTL-UP	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	64.4	2818130	Single Car
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	1,151	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.8	2813934	Single Car
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	1,023	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	83.2	2813934	Single Car
20. Belle	WV	Janesville	WI	NS-CHGO-UP	600	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	86.5	2818131	Single Car
21. Belle	WV	Laredo	TX	NS-ESTL-UP	757	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	83.2	2818221	Single Car
22. Belle	WV	Laredo	TX	NS-ESTL-UP	757	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	83.2	2818131	Single Car
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	589	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.9	2813980	Single Car
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	678	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	79.9	2813934	Single Car
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	607	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	76.0	2818130	Single Car
26. **Removed**												
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	585	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	86.8	2818131	Single Car
28. **Removed**												
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	598	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	97.0	2818221	Single Car
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	607	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	79.7	2813980	Single Car
31. **Removed**												
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	1,151	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.3	2813934	Single Car
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	1,001	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	76.1	2818130	Single Car
34. **Removed**												
35. Belle	WV	Strang	TX	NS-ESTL-UP	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	96.2	2818221	Single Car
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	58.3	2813934	Single Car
37. Belle	WV	Strang	TX	NS-ESTL-UP	732	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	82.1	2819183	Single Car
38. **Removed**												
39. Belle	WV	Texas City	TX	NS-ESTL-UP	732	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.6	2813934	Single Car
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	772	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	77.7	2813934	Single Car
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	1,001	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	77.4	2813934	Single Car
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	957	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.8	2813980	Single Car
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	772	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.7	2813934	Single Car
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	669	RECEIVE & TERM	1.0	Covered Hopper	Private	93.9	2821142	Single Car
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	1,027	RECEIVE & TERM	1.0	Covered Hopper	Private	87.3	2821142	Single Car
46. **Removed**												
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	352	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	98.0	2812220	Single Car
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	195	RECEIVE & TERM	1.0	Covered Hopper	Private	94.0	2991315	Single Car
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	589	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	73.3	2815112	Single Car
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	1,123	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.2	2816130	Single Car
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	837	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.4	2816130	Single Car
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	1,021	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2816130	Single Car
53. Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	457	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.8	2816130	Single Car
54. Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	1,039	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	88.8	2819971	Single Car
55. Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	627	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.9	2816130	Single Car
56. Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	462	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	99.9	2816130	Single Car
57. Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	844	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.9	2816130	Single Car
58. Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	837	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.3	2816130	Single Car
59. Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	462	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.6	2816130	Single Car
60. Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	449	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.7	2816130	Single Car
61. **Removed**												
62. Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	462	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.6	2816130	Single Car
63. Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	844	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.6	2816130	Single Car

Summary of Traffic and Operating Parameters for DuPont Movements

	Origin		Destination				Shipment	Cars Per		Car	Tons Per	Commodity	Movement
	City	ST	City	ST	Route	Miles	Type(s)	Train	Car Type	Owner	Car	(Full STCC)	Type
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	914	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	101.0	2816130	Single Car
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	844	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.3	2816130	Single Car
66.	**Removed**												
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	1,123	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.4	2816130	Single Car
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	837	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	100.1	2816130	Single Car
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	1,040	RECEIVE & TERM	1.0	Covered Hopper	Private	97.7	2991315	Single Car
70.	**Removed**												
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	120	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	87.2	2813984	Single Car
72.	**Removed**												
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	1,072	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	85.8	2813984	Single Car
74.	**Removed**												
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	838	RECEIVE & TERM	1.0	Covered Hopper	Private	96.6	2991315	Single Car
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	492	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	76.8	4810560	Single Car
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	41	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	83.3	2819330	Single Car
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	41	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	89.6	2812815	Single Car
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	41	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	98.9	2812220	Single Car
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	585	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	97.9	2812220	Single Car
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	41	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	98.5	2812220	Single Car
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	662	RECEIVE & TERM	1.0	Covered Hopper	Private	67.2	2821142	Single Car
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	1,087	RECEIVE & TERM	1.0	Covered Hopper	Private	65.1	2821142	Single Car
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	699	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	89.1	2815112	Single Car
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	19	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	95.0	2815112	Single Car
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	645	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	89.1	2812350	Single Car
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	514	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	89.2	2812815	Single Car
88.	**Removed**												
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	331	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.9	2813980	Single Car
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	810	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	77.7	2813934	Single Car
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	344	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	78.3	2813934	Single Car
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	863	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	99.6	2819315	Single Car
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	21	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	99.8	2819315	Single Car
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	297	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	97.5	2819315	Single Car
95.	**Removed**												
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	189	ORIG & DELIVER	1.0	Covered Hopper	Private	83.9	3274110	Single Car
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	802	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	99.8	2816130	Single Car
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	1,044	RECEIVE & TERM	1.0	Covered Hopper	Railroad	93.4	2991315	Single Car
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	84	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	86.0	2818512	Single Car
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	84	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	95.0	2818512	Single Car
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	555	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	99.2	2819315	Single Car
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	545	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	92.1	2819325	Single Car
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	365	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	74.2	2819340	Single Car
104.	**Removed**												
105.	**Removed**												
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	508	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	90.5	2819345	Single Car
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	344	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	99.2	2812220	Single Car
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	63	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.2	2812220	Single Car
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	807	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.5	2816130	Single Car
110.	**Removed**												
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	180	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	96.8	2816130	Single Car
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	210	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.1	2812220	Single Car
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	514	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	89.7	2812815	Single Car
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	514	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	100.7	2812220	Single Car
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	433	RECEIVE & TERM	1.0	Tank Car > 22,000 Gallons	Private	88.4	2815112	Single Car
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	24	RECEIVE & TERM	1.0	Covered Hopper	Private	98.2	1441325	Single Car
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	24	RECEIVE & TERM	1.0	Covered Hopper	Railroad	98.8	1441325	Single Car
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	21	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	101.3	2819315	Single Car
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	231	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	100.3	2819315	Single Car
120.	Belle	WV	Divine	IL	NS-PINE-CN	571	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	75.2	2813980	Single Car
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	581	ORIG & DELIVER	1.0	Tank Car > 22,000 Gallons	Private	50.4	2813934	Single Car
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	765	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	86.4	2819325	Single Car
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	838	RECEIVE & TERM	1.0	Covered Hopper	Railroad	96.7	2991315	Single Car
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	181	RECEIVE & TERM	1.0	Tank Car < 22,000 Gallons	Private	98.8	2816130	Single Car
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	352	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	95.0	2812410	Single Car
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	907	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	64	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	834	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	955	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	631	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	1,245	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	834	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
133.	**Removed**												
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	1,120	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	834	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	740	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	834	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	1,016	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	907	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	834	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	600	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	179	ORIG & DELIVER	1.0	Tank Car < 22,000 Gallons	Private	93.4	2819315	Single Car

EXHIBIT NO. 16

Summary of Tariff Rates for DuPont Movements 2Q09 - 1Q12

	Origin		Destination		Commodity	2Q09 Average Rate	3Q09 Average Rate 1/	4Q09 Average Rate	1Q10 Average Rate	2Q10 Average Rate 1/	3Q10 Average Rate	4Q10 Average Rate	1Q11 Average Rate	2Q11 Average Rate	3Q11 Average Rate	4Q11 Average Rate	1Q12 Average Rate
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Exhibit A - Local Moves																	
1.	**Removed**																
2.	Bayway	NJ	Waynesville	NC	SULFURIC ACID	xxx	xxx	xxx	xxx	$12,014	$12,014	$12,014	$12,855	$12,855	$12,855	$12,855	$12,855
3.	Belle	WV	Danville	IL	DIMETHYL ETHER	xxx	xxx	xxx	xxx	$4,626	$4,626	$4,626	$11,836	$11,836	$11,836	$11,836	$11,836
4.	**Removed**																
5.	**Removed**																
6.	**Removed**																
7.	**Removed**																
8.	**Removed**																
9.	Belle	WV	Wyandotte	MI	METHYLAMINE AN	xxx	xxx	xxx	xxx	$6,264	$6,264	$6,264	$8,814	$8,814	$8,814	$8,814	$8,814
10.	Charleston	TN	Edgemoor	DE	CHLORINE	xxx	xxx	xxx	xxx	$13,638	$13,638	$13,638	$18,562	$18,562	$18,562	$18,562	$18,562
11.	Edgemoor	DE	Chicago	IL	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$9,200	$9,200	$9,200	$9,844	$9,844	$9,844	$9,844	$9,844
12.	Edgemoor	DE	Chillicothe	OH	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$6,084	$6,084	$6,084	$6,510	$6,510	$6,510	$6,510	$6,510
13.	Edgemoor	DE	Mahrt	AL	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$11,566	$11,566	$11,566	$12,376	$12,376	$12,376	$12,376	$12,376
14.	Edgemoor	DE	Riverwood Intl	GA	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$5,860	$5,860	$5,860	$6,270	$6,270	$6,270	$6,270	$6,270
15.	Edgemoor	DE	Wabash	IN	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$6,193	$6,193	$6,193	$6,627	$6,627	$6,627	$6,627	$6,627
16.	Lemoyne	AL	Giant	SC	WASTE FLAMMABLE L	xxx	xxx	xxx	xxx	$4,800	$4,800	$4,800	$5,136	$5,136	$5,136	$5,136	$5,136
17.	Loudon	TN	Braithwaite	LA	PROPANEDIOL BIO	xxx	xxx	xxx	xxx	$4,125	$4,125	$4,125	$4,125	$4,125	$4,125	$4,125	$4,125
18.	Louisville	KY	Decatur	IL	ACID MURIATIC (HY	xxx	xxx	xxx	xxx	$3,302	$3,302	$3,302	$4,596	$4,596	$4,596	$4,596	$4,596
19.	Louisville	KY	Lafayette	IN	ACID MURIATIC (HY	xxx	xxx	xxx	xxx	$3,752	$3,752	$3,752	$6,139	$6,139	$6,139	$6,139	$6,139
20.	**Removed**																
21.	**Removed**																
22.	McIntosh	AL	Lemoyne	AL	SODIUM CAUSTIC	xxx	xxx	xxx	xxx	$1,500	$1,500	$1,500	$1,605	$1,605	$1,605	$1,605	$1,605
23.	Reybold	DE	Detroit	MI	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$7,812	$7,812	$7,812	$7,812
24.	Reybold	DE	Fort Mill	SC	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$6,108	$6,108	$6,108	$6,108
25.	Reybold	DE	Morrisville	PA	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$3,614	$3,614	$3,614	$3,614
Exhibit B - Joint Moves																	
1.	Belle	WV	Anaheim	CA	DIMETHYL ETHER	$7,715	$7,715	$7,715	$7,715	$7,937	$8,975	$8,975	$12,100	$12,100	$12,100	$12,100	$12,100
2.	Belle	WV	Bayport	TX	ACID, GLYCOLIC	$4,537	$4,851	$5,500	$5,500	$5,500	$5,950	$5,950	$11,812	$11,812	$11,812	$11,812	$11,812
3.	**Removed**																
4.	Belle	WV	Brownsville	TX	DIMETHYL FORMAMID	$4,537	$4,851	$5,500	$5,500	$5,579	$5,950	$5,950	$11,812	$11,812	$11,812	$11,812	$11,812
5.	Belle	WV	Burley	ID	METHYLAMINE AN	$7,715	$7,715	$7,715	$7,715	$7,715	$8,975	$8,975	$12,100	$12,100	$12,100	$12,100	$12,100
6.	Belle	WV	Cadet	MO	METHYLAMINE AN	$9,563	$8,086	$7,875	$7,875	$8,495	$11,400	$11,400	$19,539	$19,539	$19,539	$19,539	$19,539
7.	**Removed**																
8.	Belle	WV	Channelview	TX	METHYLAMINE, AQU	$4,537	$5,019	$5,500	$5,500	$5,569	$5,950	$5,950	$11,812	$11,812	$11,812	$11,812	$11,812
9.	Belle	WV	City of Commerce	CA	DIMETHYL FORMAMID	$8,561	$8,561	$8,561	$8,561	$8,561	$8,561	$8,561	$10,242	$10,242	$10,242	$10,242	$10,242
10.	Belle	WV	Conroe	TX	METHYLAMINE AN	$8,093	$8,093	$8,093	$8,093	$8,214	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
11.	Belle	WV	Corsicana	TX	METHYLAMINE AN	$8,093	$8,093	$8,093	$8,093	$8,093	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
12.	**Removed**																
13.	Belle	WV	East Billings	MT	METHYLAMINE, AQU	$5,132	$5,516	$5,900	$5,900	$5,900	$6,000	$6,000	$8,533	$8,533	$8,533	$8,533	$8,533
14.	Belle	WV	Ethyl	AR	METHYLAMINE AN	$8,093	$8,093	$8,093	$8,093	$8,163	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
15.	Belle	WV	Finley	WA	METHYLAMINE AN	$7,715	$7,715	$7,715	$7,715	$8,975	$8,975	$8,975	$12,100	$12,100	$12,100	$12,100	$12,100
16.	**Removed**																
17.	Belle	WV	Freeport	TX	METHYLAMINE, AQU	$4,537	$4,851	$5,500	$5,500	$5,500	$5,950	$5,950	$11,812	$11,812	$11,812	$11,812	$11,812
18.	Belle	WV	Garyville	LA	METHYLAMINE AN	$10,560	$10,560	$10,560	$10,560	$11,892	$14,555	$14,555	$22,732	$22,732	$22,732	$22,732	$22,732
19.	Belle	WV	Geismar	LA	METHYLAMINE AN	$10,560	$10,560	$10,560	$10,560	$11,262	$14,555	$14,555	$22,732	$22,732	$22,732	$22,732	$22,732
20.	Belle	WV	Janesville	WI	DIMETHYL SULFATE	$7,715	$7,715	$7,715	$7,715	$7,715	$8,975	$8,975	$12,100	$12,100	$12,100	$12,100	$12,100
21.	Belle	WV	Laredo	TX	DIMETHYL FORMAMID	$4,537	$4,851	$5,500	$5,500	$5,579	$5,950	$5,950	$11,812	$11,812	$11,812	$11,812	$11,812
22.	Belle	WV	Laredo	TX	DIMETHYL SULFATE	$8,093	$8,093	$8,093	$8,093	$8,252	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
23.	Belle	WV	Lorenzo	IL	DIMETHYL ETHER	$7,715	$7,715	$7,715	$7,715	$7,715	$8,975	$8,975	$12,100	$12,100	$12,100	$12,100	$12,100
24.	Belle	WV	Los Angeles	CA	METHYLAMINE AN	$6,649	$6,649	$6,649	$6,649	$7,283	$8,975	$8,975	$13,450	$13,450	$13,450	$13,450	$13,450
25.	Belle	WV	Los Angeles	CA	METHYLAMINE, AQU	$5,132	$5,324	$5,900	$5,900	$5,917	$6,000	$6,000	$8,533	$8,533	$8,533	$8,533	$8,533
26.	**Removed**																
27.	Belle	WV	Millsdale	IL	DIMETHYL SULFATE	$7,715	$7,715	$7,715	$7,715	$7,967	$8,975	$8,975	$12,100	$12,100	$12,100	$12,100	$12,100
28.	**Removed**																
29.	Belle	WV	Saint Paul	MN	DIMETHYL FORMAMID	$5,132	$5,411	$5,900	$5,900	$5,917	$6,000	$6,000	$8,533	$8,533	$8,533	$8,533	$8,533
30.	Belle	WV	San Dimas	CA	DIMETHYL ETHER	$7,715	$7,715	$7,715	$7,715	$8,975	$8,975	$8,975	$12,100	$12,100	$12,100	$12,100	$12,100
31.	**Removed**																
32.	Belle	WV	St Gabriel	LA	METHYLAMINE AN	$10,560	$10,560	$10,560	$10,560	$11,226	$14,555	$14,555	$22,732	$22,732	$22,732	$22,732	$22,732
33.	Belle	WV	St Joseph	MO	METHYLAMINE, AQU	$6,465	$6,465	$6,465	$6,465	$6,465	$6,465	$6,465	$13,535	$13,535	$13,535	$13,535	$13,535
34.	**Removed**																
35.	Belle	WV	Strang	TX	DIMETHYL FORMAMID	$4,537	$4,778	$5,500	$5,500	$5,590	$5,950	$5,950	$11,812	$11,812	$11,812	$11,812	$11,812
36.	Belle	WV	Strang	TX	METHYLAMINE AN	$8,093	$8,093	$8,093	$8,093	$8,093	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
37.	Belle	WV	Strang	TX	MONOMETHYL FORMAM	$4,157	$4,157	$4,157	$4,157	$4,157	$4,157	$4,214	$4,531	$4,606	$5,011	$5,139	$5,139
38.	**Removed**																
39.	Belle	WV	Texas City	TX	METHYLAMINE AN	$8,093	$8,093	$8,093	$8,093	$8,093	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
40.	Belle	WV	Verona	MO	METHYLAMINE AN	$8,093	$8,093	$8,093	$8,093	$8,660	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
41.	Belle	WV	West Memphis	AR	METHYLAMINE AN	$9,563	$7,875	$7,875	$7,875	$7,875	$11,400	$11,400	$19,539	$19,539	$19,539	$19,539	$19,539
42.	Belle	WV	Winford Spur	LA	DIMETHYL ETHER	$8,939	$8,939	$8,939	$8,939	$8,939	$12,588	$12,588	$19,888	$19,888	$19,888	$19,888	$19,888
43.	Belle	WV	Wichita	KS	METHYLAMINE AN	$8,093	$8,093	$8,093	$8,093	$9,000	$9,000	$9,000	$14,136	$14,136	$14,136	$14,136	$14,136
44.	Bloomington	TX	Greenville	SC	POLYETHYLENE	$5,713	$5,713	$5,713	$5,713	$5,713	$5,713	$5,713	$6,113	$6,113	$6,113	$6,113	$6,113
45.	Bloomington	TX	Washington; Warren	NJ	POLYETHYLENE	$9,013	$9,013	$9,013	$9,013	$9,013	$9,013	$9,013	$9,644	$9,644	$9,644	$9,644	$9,644
46.	**Removed**																
47.	Charleston; Bradley	TN	Woodstock	TN	SODIUM CAUSTIC	$1,911	$1,911	$1,911	$1,911	$3,000	$3,000	$3,000	$4,170	$4,170	$4,170	$4,170	$4,170
48.	Cresap	WV	Edgemoor	DE	COKE PETROLEUM CA	$2,341	$2,341	$2,341	$2,341	$2,519	$3,356	$3,356	$3,591	$3,591	$3,591	$3,591	$3,591
49.	Dowling	TX	Fort Mill	SC	OIL ANILINE	$4,450	$4,450	$4,450	$4,450	$4,450	$5,425	$5,425	$7,690	$7,690	$7,690	$7,690	$7,690
50.	Edgemoor	DE	Garland	TX	TITANIUM DIOXIDE	$6,246	$7,028	$8,200	$8,200	$8,200	$8,774	$8,774	$9,388	$9,388	$9,388	$9,388	$9,388
51.	Edgemoor	DE	Groos	MI	TITANIUM DIOXIDE	$5,689	$5,814	$6,500	$6,500	$6,976	$9,200	$9,200	$9,844	$9,844	$9,844	$9,844	$9,844
52.	Edgemoor	DE	Laredo	TX	TITANIUM DIOXIDE	$6,093	$6,093	$6,093	$6,093	$6,828	$10,272	$10,272	$10,991	$10,991	$10,991	$10,991	$10,991
53.	Edgemoor	DE	Madawaska	ME	TITANIUM DIOXIDE	$3,530	$3,677	$4,000	$4,000	$4,088	$4,700	$4,700	$5,029	$5,029	$5,029	$5,029	$5,029
54.	Edgemoor	DE	Pasadena	TX	TITANIUM TETRACHL	$10,747	$11,817	$13,600	$13,600	$13,733	$13,865	$13,865	$24,453	$24,453	$24,453	$24,453	$24,453
55.	Edgemoor	DE	Port Huron	MI	TITANIUM DIOXIDE	$4,880	$4,880	$4,880	$4,880	$5,171	$6,920	$6,920	$7,404	$7,404	$7,404	$7,404	$7,404
56.	Edgemoor	DE	Portland	ME	TITANIUM DIOXIDE	$3,149	$3,392	$4,000	$4,000	$4,140	$4,700	$4,700	$5,029	$5,029	$5,029	$5,029	$5,029
57.	Edgemoor	DE	Portland	OR	TITANIUM DIOXIDE	$5,689	$5,779	$6,500	$6,500	$7,100	$9,200	$9,200	$9,844	$9,844	$9,844	$9,844	$9,844
58.	Edgemoor	DE	Quinnesec	MI	TITANIUM DIOXIDE	$5,689	$6,095	$6,500	$6,500	$6,500	$9,200	$9,200	$9,844	$9,844	$9,844	$9,844	$9,844
59.	Edgemoor	DE	Rileys	ME	TITANIUM DIOXIDE	$3,149	$3,362	$4,000	$4,000	$4,140	$4,700	$4,700	$5,029	$5,029	$5,029	$5,029	$5,029
60.	Edgemoor	DE	Rumford	ME	TITANIUM DIOXIDE	$3,149	$3,433	$4,000	$4,000	$4,233	$4,700	$4,700	$5,029	$5,029	$5,029	$5,029	$5,029
61.	**Removed**																
62.	Edgemoor	DE	Shawmutt	ME	TITANIUM DIOXIDE	$3,149	$3,514	$4,000	$4,000	$4,140	$4,700	$4,700	$5,029	$5,029	$5,029	$5,029	$5,029
63.	Edgemoor	DE	Snoboy	CA	TITANIUM DIOXIDE	$5,689	$5,824	$6,500	$6,500	$6,500	$9,200	$9,200	$9,844	$9,844	$9,844	$9,844	$9,844
64.	Edgemoor	DE	Snoboy	CA	TITANIUM DIOXIDE	$5,101	$5,101	$5,101	$5,101	$5,101	$5,101	$5,101	$6,205	$10,944	$10,944	$10,944	$10,944
65.	Edgemoor	DE	St Paul	MN	TITANIUM DIOXIDE	$5,689	$5,993	$6,500	$6,500	$6,950	$9,200	$9,200	$9,844	$9,844	$9,844	$9,844	$9,844

Summary of Tariff Rates for DuPont Movements 2Q09 - 1Q12

	Origin (1)		Destination (2)		Commodity (3)	2Q09 Average Rate (4)	3Q09 Average Rate 1/ (5)	4Q09 Average Rate (6)	1Q10 Average Rate (7)	2Q10 Average Rate 1/ (8)	3Q10 Average Rate (9)	4Q10 Average Rate (10)	1Q11 Average Rate (11)	2Q11 Average Rate (12)	3Q11 Average Rate (13)	4Q11 Average Rate (14)	1Q12 Average Rate (15)
66.	**Removed**																
67.	Edgemoor	DE	West Monroe	LA	TITANIUM DIOXIDE	$6,246	$6,863	$8,200	$8,200	$8,286	$8,774	$8,774	$9,388	$9,388	$9,388	$9,388	$9,388
68.	Edgemoor	DE	Wheeling	IL	TITANIUM DIOXIDE	$5,689	$6,037	$6,500	$6,500	$6,745	$9,200	$9,200	$9,844	$9,844	$9,844	$9,844	$9,844
69.	Enid	OK	Edgemoor	DE	COKE PETROLEUM CA	$5,364	$5,364	$5,364	$5,364	$5,881	$6,075	$6,075	$12,624	$12,624	$12,624	$12,624	$12,624
70.	**Removed**																
71.	Gregory	TX	Dragon	MS	DIFLUOROETHANE	$2,373	$2,373	$2,373	$2,373	$2,387	$2,450	$2,450	$2,486	$2,486	$2,486	$2,486	$2,486
72.	**Removed**																
73.	Gregory	TX	Royce	NJ	DIFLUOROETHANE	$10,123	$10,123	$10,123	$10,123	$11,325	$13,730	$13,730	$21,912	$21,912	$21,912	$21,912	$21,912
74.	**Removed**																
75.	Lemont	IL	Edgemoor	DE	COKE PETROLEUM CA	$4,608	$4,659	$4,905	$4,905	$5,223	$6,389	$6,389	$8,384	$8,384	$8,384	$8,384	$8,384
76.	Lemoyne	AL	Artesia	MS	WASTE FLAMMABLE L	$3,550	$3,958	$4,800	$4,800	$5,432	$8,395	$8,395	$8,983	$8,983	$8,983	$8,983	$8,983
77.	McIntosh	AL	Burnside	LA	ACID SULFURIC,SPE	$1,092	$1,296	$1,603	$1,603	$1,645	$1,700	$1,700	$2,400	$2,400	$2,400	$2,400	$2,400
78.	McIntosh	AL	Delisle	MS	CHLORINE	$2,184	$1,982	$1,700	$1,700	$1,700	$1,700	$1,700	$2,900	$2,900	$2,900	$2,900	$2,900
79.	McIntosh	AL	Delisle	MS	SODIUM CAUSTIC	$1,993	$1,993	$1,500	$1,500	$1,535	$1,700	$1,700	$2,400	$2,400	$2,400	$2,400	$2,400
80.	McIntosh	AL	Orange	TX	SODIUM CAUSTIC	$3,658	$4,096	$5,000	$5,000	$5,635	$8,611	$8,611	$9,214	$9,214	$9,214	$9,214	$9,214
81.	McIntosh	AL	Woodstock	TN	SODIUM CAUSTIC	$1,993	$1,993	$1,500	$1,500	$1,535	$1,700	$1,700	$2,400	$2,400	$2,400	$2,400	$2,400
82.	Orange	TX	Greenville	SC	POLYETHYLENE	$5,713	$5,713	$5,713	$5,713	$5,713	$5,713	$5,713	$6,113	$6,113	$6,113	$6,113	$6,113
83.	Orange	TX	Washington; Warren	NJ	POLYETHYLENE	$9,013	$9,013	$9,013	$9,013	$9,013	$9,013	$9,013	$9,644	$9,644	$9,644	$9,644	$9,644
84.	Pascagoula	MS	Fort Mill	SC	OIL ANILINE	$4,068	$4,698	$6,000	$6,000	$6,052	$6,295	$6,295	$8,928	$8,928	$8,928	$8,928	$8,928
85.	Pascagoula	MS	Lemoyne	AL	OIL ANILINE	$1,092	$1,092	$1,092	$1,092	$1,353	$2,577	$2,577	$2,758	$2,758	$2,758	$2,758	$2,758
86.	Strang	TX	Lemoyne	AL	SODIUM METHYLATE	$4,003	$4,328	$5,000	$5,000	$5,038	$5,215	$5,215	$6,899	$6,899	$6,899	$6,899	$6,899
87.	Beauharnois	PQ	Edgemoor	DE	CHLORINE	xxx	xxx	xxx	xxx	$7,022	$7,022	$7,022	$12,375	$12,375	$12,375	$12,375	$12,375
88.	**Removed**																
89.	Belle	WV	Gainesville	GA	DIMETHYL ETHER	xxx	xxx	xxx	xxx	$7,281	$7,281	$7,281	$10,487	$10,487	$10,487	$10,487	$10,487
90.	Belle	WV	Port Bienville	MS	METHYLAMINE AN	xxx	xxx	xxx	xxx	$9,585	$9,585	$9,585	$12,839	$12,839	$12,839	$12,839	$12,839
91.	Belle	WV	Theodore	AL	METHYLAMINE AN	xxx	xxx	xxx	xxx	$7,281	$7,281	$7,281	$10,487	$10,487	$10,487	$10,487	$10,487
92.	Bellwood	VA	Dallas	GA	SULFURIC ACID	xxx	xxx	xxx	xxx	$5,051	$5,051	$5,051	$8,926	$8,926	$8,926	$8,926	$8,926
93.	Bellwood	VA	Fort Mill	SC	SULFURIC ACID	xxx	xxx	xxx	xxx	$992	$992	$992	$1,061	$1,061	$1,061	$1,061	$1,061
94.	Bellwood	VA	Rockwell	NC	SULFURIC ACID	xxx	xxx	xxx	xxx	$2,700	$2,700	$2,700	$3,431	$3,431	$3,431	$3,431	$3,431
95.	**Removed**																
96.	Danville	VA	Ampthill	VA	LIME COMMON OR HY	xxx	xxx	xxx	xxx	$1,585	$1,585	$1,585	$1,585	$1,585	$1,691	$1,910	$1,910
97.	Edgemoor	DE	New Johnsonville	TN	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$8,966	$8,966	$8,966	$9,085	$8,966	$9,594	$9,594	$9,594
98.	Enid	OK	Edgemoor	DE	COKE PETROLEUM CA	xxx	xxx	xxx	xxx	$6,986	$6,986	$6,986	$8,409	$6,986	$14,518	$14,518	$14,518
99.	Loudon	TN	Graingers	NC	PROPANEDIOL BIO	xxx	xxx	xxx	xxx	$1,490	$1,490	$1,490	$1,490	$1,490	$1,490	$1,490	$1,490
100.	Loudon	TN	Graingers	NC	PROPANEDIOL BIO	xxx	xxx	xxx	xxx	$1,684	$1,684	$1,684	$1,684	$1,684	$1,684	$1,684	$1,684
101.	Miami Fort	OH	Dallas	GA	SULFURIC ACID	xxx	xxx	xxx	xxx	$3,532	$3,532	$3,532	$3,825	$3,532	$5,084	$5,084	$5,084
102.	Miami Fort	OH	Gracewood	GA	SULFUR TRIOXIDE	xxx	xxx	xxx	xxx	$5,400	$5,400	$5,400	$6,224	$5,400	$9,761	$9,761	$9,761
103.	Miami Fort	OH	McIntosh	AL	ACID FUMING SULFU	xxx	xxx	xxx	xxx	$5,638	$5,638	$5,638	$6,210	$5,638	$8,664	$8,664	$8,664
104.	**Removed**																
105.	**Removed**																
106.	Miami Fort	OH	Pepper	VA	ACID FUMING SULFU	xxx	xxx	xxx	xxx	$3,000	$3,000	$3,000	$3,411	$3,000	$5,174	$5,174	$5,174
107.	Natrium	WV	Belle	WV	SODIUM CAUSTIC	xxx	xxx	xxx	xxx	$4,800	$4,800	$4,800	$5,505	$4,800	$8,532	$8,532	$8,532
108.	Natrium	WV	Danville	VA	SODIUM CAUSTIC	xxx	xxx	xxx	xxx	$2,520	$2,520	$2,520	$2,553	$2,520	$2,696	$2,696	$2,696
109.	New Johnsonville	TN	Chapman	PA	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$7,151	$7,151	$7,151	$7,246	$7,151	$7,652	$7,652	$7,652
110.	**Removed**																
111.	New Johnsonville	TN	Morrow	GA	TITANIUM DIOXIDE	xxx	xxx	xxx	xxx	$4,500	$4,500	$4,500	$4,560	$4,500	$4,815	$4,815	$4,815
112.	Niagara Falls	NY	Belle	WV	SODIUM CAUSTIC	xxx	xxx	xxx	xxx	$3,000	$3,000	$3,000	$3,051	$3,000	$3,269	$3,269	$3,269
113.	Niagara Falls	NY	Edgemoor	DE	CHLORINE	xxx	xxx	xxx	xxx	$7,022	$7,022	$7,022	$8,033	$7,022	$12,375	$12,375	$12,375
114.	Niagara Falls	NY	Edgemoor	DE	SODIUM CAUSTIC	xxx	xxx	xxx	xxx	$3,800	$3,800	$3,800	$3,922	$3,800	$4,444	$4,444	$4,444
115.	Pascagoula	MS	Fort Mill	SC	OIL ANILINE	xxx	xxx	xxx	xxx	$5,000	$5,000	$5,000	$5,066	$5,000	$5,350	$5,350	$5,350
116.	Starke	FL	Huntsville	AL	SAND ZIRCON	xxx	xxx	xxx	xxx	$1,025	$1,025	$1,025	$1,025	$1,025	$1,314	$1,910	$1,910
117.	Starke	FL	Huntsville	AL	SAND ZIRCON	xxx	xxx	xxx	xxx	$1,128	$1,128	$1,128	$1,128	$1,128	$1,383	$1,910	$1,910
118.	Wurtland	KY	Fort Mill	SC	SULFURIC ACID	xxx	xxx	xxx	xxx	$992	$992	$992	$1,005	$992	$1,061	$1,061	$1,061
119.	Wurtland	KY	McIntosh	AL	SULFURIC ACID	xxx	xxx	xxx	xxx	$2,000	$2,000	$2,000	$2,120	$2,000	$2,633	$2,633	$2,633
120.	Belle	WV	Divine	IL	DIMETHYL ETHER	xxx	$7,502	$7,502	$7,502	$7,502	$7,502	$7,502	$8,265	$7,502	$11,542	$11,542	$11,542
121.	Belle	WV	Mapleton	IL	METHYLAMINE AN	xxx	$5,843	$5,843	$5,843	$6,106	$7,332	$7,332	$7,845	$7,845	$7,845	$7,845	$7,845
122.	Burnside	LA	Gracewood	GA	SULFUR TRIOXIDE	xxx	$4,200	$4,200	$4,200	$5,044	$9,000	$9,000	$10,777	$9,000	$18,406	$18,406	$18,406
123.	Lemont	IL	Edgemoor	DE	COKE PETROLEUM CA	xxx	xxx	$5,641	$5,641	$5,788	$7,347	$7,347	$9,864	$9,864	$9,864	$9,864	$9,864
124.	New Johnsonville	TN	McDonough	GA	TITANIUM DIOXIDE	$2,951	$2,951	$2,951	$2,951	$3,467	$4,500	$4,500	$4,500	$4,815	$4,815	$4,815	$4,815
125.	Charleston	TN	Woodstock	TN	POTASSIUM HYDROXIDE	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$9,265	$9,265	$9,265	$9,265	$9,265
126.	Reybold	DE	Albuquerque	NM	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,844	$10,844	$10,844	$10,844
127.	Reybold	DE	Baltimore	MD	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$3,900	$3,900	$3,900	$3,900
128.	Reybold	DE	Blair	NE	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,008	$10,008	$10,008	$10,008
129.	Reybold	DE	Brewton	AL	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,476	$10,476	$10,476	$10,476
130.	Reybold	DE	Castle Hayne	NC	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$5,844	$5,844	$5,844	$5,844
131.	Reybold	DE	Clifton	AZ	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$14,928	$14,928	$14,928	$14,928
132.	Reybold	DE	Corson	SD	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,008	$10,008	$10,008	$10,008
133.	**Removed**																
134.	Reybold	DE	Ferguson	MS	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$12,882	$12,882	$12,882	$12,882
135.	Reybold	DE	Hastings	NE	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,008	$10,008	$10,008	$10,008
136.	Reybold	DE	Indianapolis	IN	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$8,880	$8,880	$8,880	$8,880
137.	Reybold	DE	Omaha	NE	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,008	$10,008	$10,008	$10,008
138.	Reybold	DE	Orange	TX	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$12,192	$12,192	$12,192	$12,192
139.	Reybold	DE	Phoenix	AZ	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,844	$10,844	$10,844	$10,844
140.	Reybold	DE	Sioux City	IA	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$10,008	$10,008	$10,008	$10,008
141.	Reybold	DE	Toledo	OH	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$7,200	$7,200	$7,200	$7,200
142.	Reybold	DE	Washington	WV	SULFURIC ACID	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	$6,444	$6,444	$6,444	$6,444

1/ 3Q09 and 2Q10 rates are a weighted average as the rates changed mid quarter. For movements with NS Waybill records, the weighted average is based on actual carloads shipped for the lane. For all other lanes the rates equal the weighted average based on the number of days the rate was applicable for the quarter. For calculations see workpaper "DuPont Issue Lead Unit Waybills_2009 & 2010 Data for T&O Final.xlsx" tabs "3Q09 Rates Development" and "2Q10 Rates Development".

EXHIBIT NO. 17

Highly Confidential Information

Redacted

EXHIBIT NO. 18

Highly Confidential Information

Redacted

EXHIBIT NO. 19

Highly Confidential Information

Redacted

EXHIBIT NO. 20

Highly Confidential Information

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EXHIBIT NO. 21

Highly Confidential Information

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EXHIBIT NO. 22

Highly Confidential Information

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EXHIBIT NO. 23

Highly Confidential Information

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EXHIBIT NO. 24

Highly Confidential Information

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EXHIBIT NO. 25

Highly Confidential Information

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EXHIBIT NO. 26

Highly Confidential Information

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EXHIBIT NO. 27

Highly Confidential Information

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EXHIBIT NO. 28

Highly Confidential Information

Redacted

Highly Confidential Information

Redacted

EXHIBIT NO. 30

Highly Confidential Information

Redacted

EXHIBIT NO. 31

Highly Confidential Information

Redacted

EXHIBIT NO. 32

Highly Confidential Information

Redacted

EXHIBIT NO. 33

Highly Confidential Information

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EXHIBIT NO. 34

Highly Confidential Information

Redacted

EXHIBIT NO. 35

Highly Confidential Information

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EXHIBIT NO. 36

Highly Confidential Information

Redacted

EXHIBIT II-B

EXHIBIT NO. 1

Highly Confidential Information

Redacted

EXHIBIT NO. 2

Highly Confidential Information

Redacted

EXHIBIT NO. 3

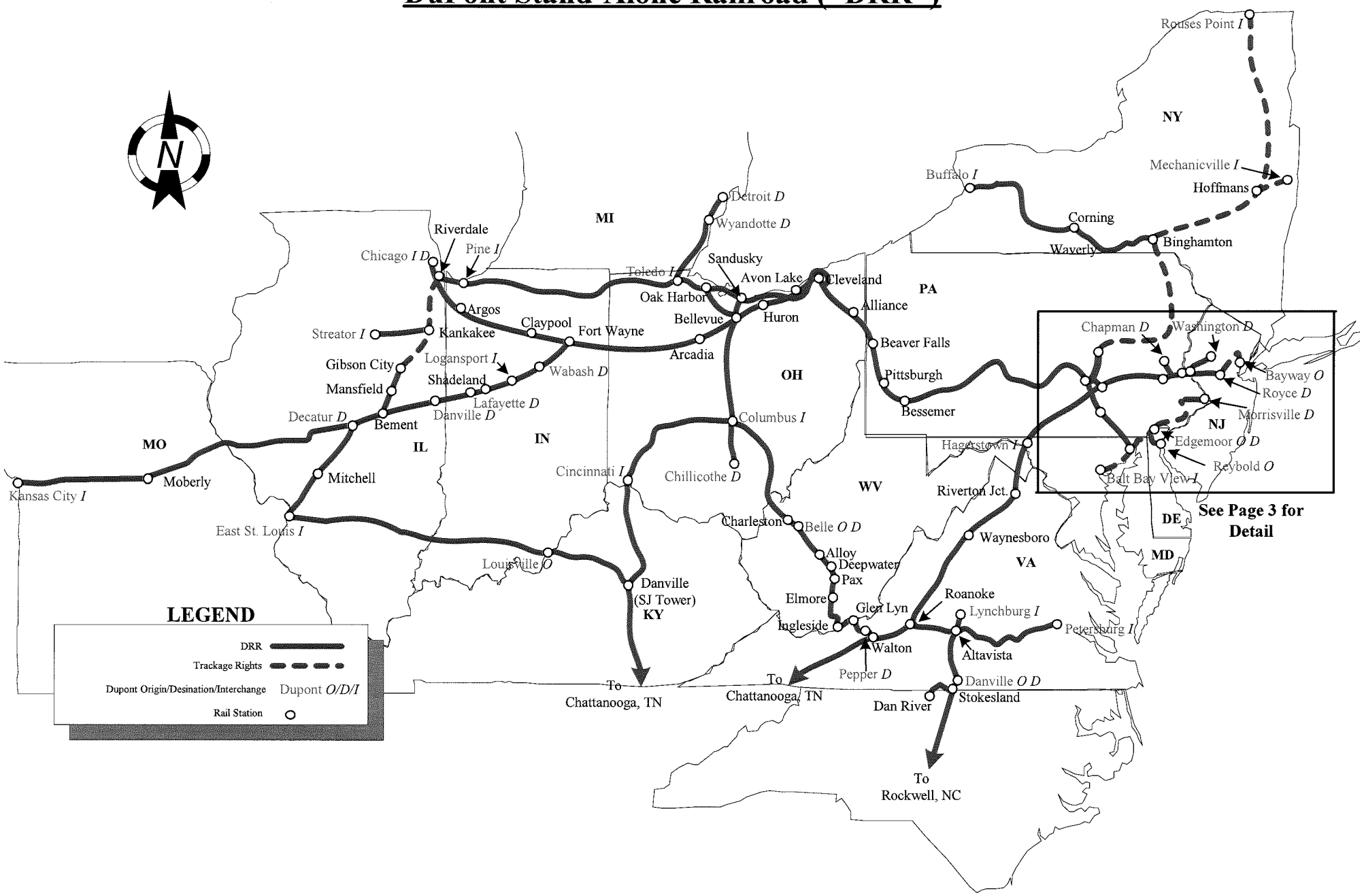
Highly Confidential Information

Redacted

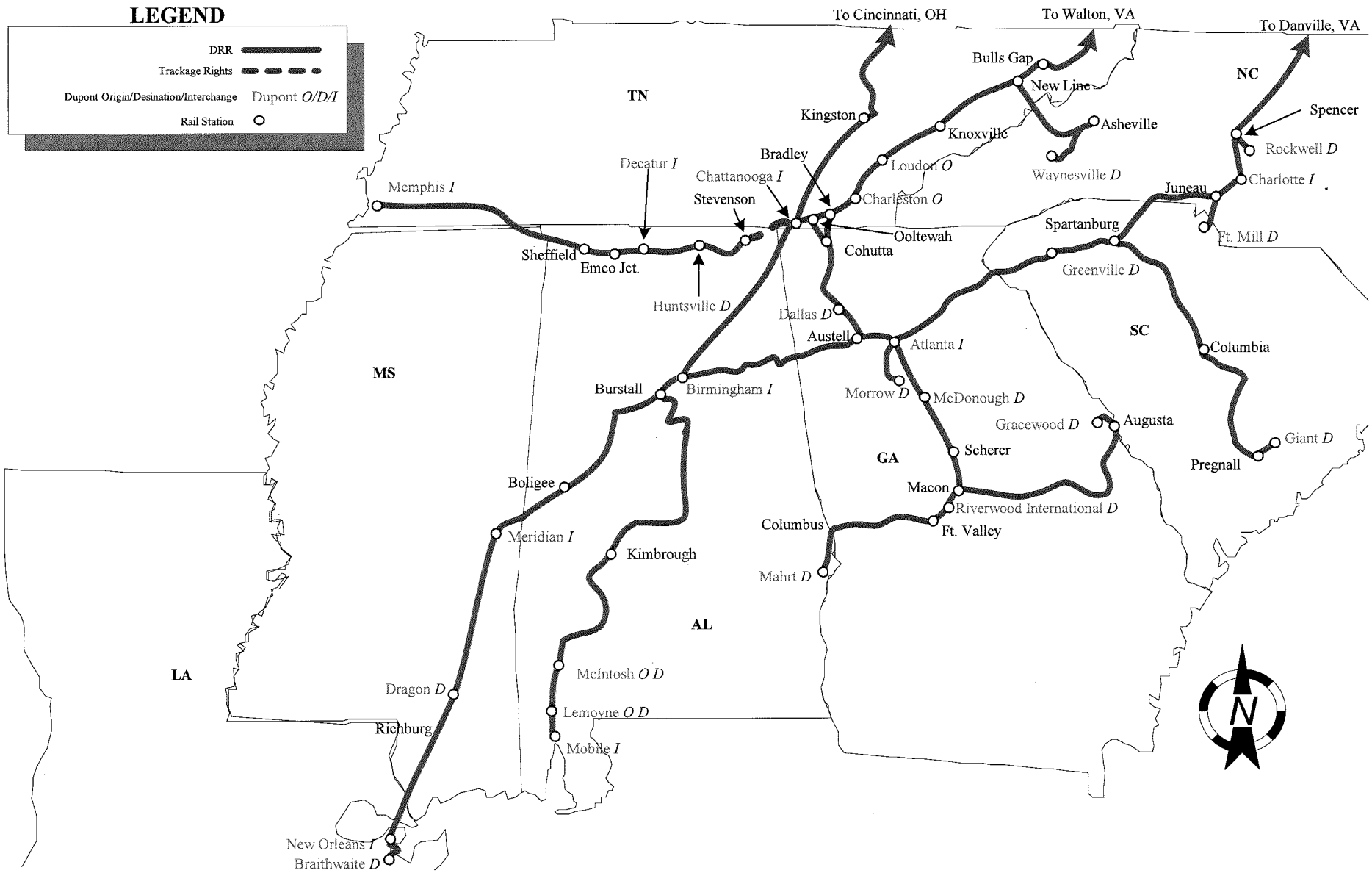
EXHIBIT III-A

EXHIBIT NO. 1

DuPont Stand-Alone Railroad ("DRR")



DuPont Stand-Alone Railroad ("DRR")



DuPont Stand-Alone Railroad ("DRR")

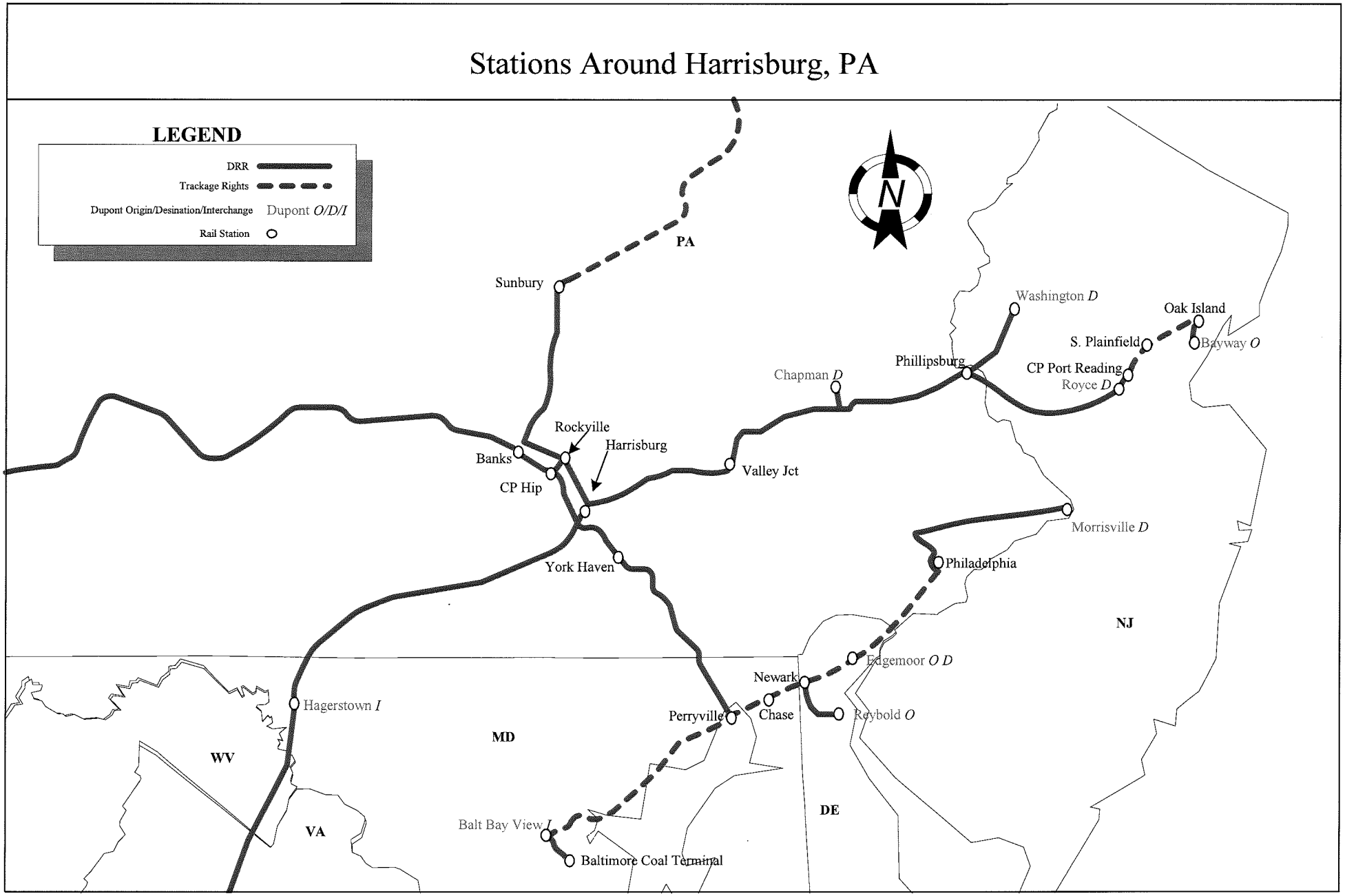


EXHIBIT NO. 2

Problems With NS Provided Traffic Data

The term "Traffic Data" is a catch-all for multiple, disparate electronic databases provided by NS[1] that must be joined, linked, and used together to: (1) evaluate traffic moving over the NS system; (2) identify movements traversing the SARR system; (3) quantify tons and revenues associated with those movements; (4) develop revenue divisions for cross-over traffic included in the SARR traffic group; and (5) develop inputs to the forecast, operating plan, construction, DCF, and MMM models used in the SAC analysis. Throughout the stand-alone railroad ("SARR") developmental process, it is critical to maintain data integrity and ensure that each of the data reports produced from the analytical models used to develop the various components of the SARR are directly traceable to the source data and are capable of being cross-linked for downstream analyses. Shippers must use the provided traffic data to develop many key elements of the stand-alone cost ("SAC") presentation. The format, robustness, and number of reliable links between data sets (i.e., data fields that are common to the many disparate data sets and that enable record(s) from one data set to be paired with its corresponding record(s) in the other provided data sets) dictate the level of accuracy and robustness of the SAC analysis.

Because imperfect data will never produce perfect results, the goal from the outset is always the same, i.e., to produce the most reliable SAC evidence possible using the provided data. The scope of SAC analysis generally, and the scale of this particular SARR configuration specifically, made it important for DuPont to let the data speak for itself whenever possible. Because DuPont processed multiple source data sets using dozens of intermediate links and dozens of sequential processing steps, the need for simple, repeatable, mechanical processes was evident from the start. DuPont developed and tested each of its links and processes on the

[1] Traffic data is a term of art that encompasses all NS databases needed to design, build and evaluate the SARR. These include waybill data, car movement data, intermodal unit movement data, train movement data, mileage data, haulage data, handling line data, switching data, TCS movement and revenue data, TDIS revenue and movement data, density data, and all information and decoders needed to link, understand, and utilize the data.

Problems With NS Provided Traffic Data

provided NS data sets and then let the processes run and the data outputs generated by each process flow forward through the model. In other words, DuPont did not manually adjust the NS data based on its judgment in developing intermediate reports and tables.

In response to DuPont's Request for Production No. 20 through No. 23 seeking traffic data in this case, NS provided dozens of files in multiple structures and formats, with each set of files containing portions of the critical data for the years 2009 and 2010. Upon placing the data into computer databases, DuPont immediately began to encounter issues with the various data sets. Each of the major issues and DuPont's method for dealing with them and moving its analysis forward is discussed below[2] under the following topics:

A. Incomplete Car Event Data Production

B. Incomplete Mileage Data Production

C. Missing Intermodal Event Data

D. Inconsistent Data Records (Field Contents)

E. Incorrect Linking Instructions Provided

F. Vague, Non-Specific and Inefficient Linking Instructions Provided

G. Linking Fields Were Not Provided And Surrogate Link Development Was Required

H. Inconsistent Data File Types And Record Layouts

I. Non-Linkable Critical Data Sets

J. Critical Intermediate Linking Files Produced Late

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[2] We will not chronicle the myriad of minor data issues encountered in our analytical process. It is understandable that there should be some minor data issues to overcome and some reasonable learning curve associated with becoming familiar with a given railroads' internal traffic data format and contents. Here we are discussing only the major items we encountered through the process that were unexpected, that caused significant delays and that required DuPont to develop means to account for imperfect, incomplete, and incompatible data sets.

Problems With NS Provided Traffic Data

A. INCOMPLETE CAR EVENT DATA PRODUCTION

The initial NS production of car event data was incomplete. Only after thorough evaluation of the individual data sets, building links between the provided data sets, including correcting for incorrect linking instructions provided by NS (discussed in detail below), and testing the initial and corrected links, was DuPont able to determine that the provided car event data set was incomplete. DuPont requested and ultimately received replacement car event data nearly two months after the initial production.

After incorporating NS' second car event data production into its traffic data evaluation and selection models, DuPont determined that car event data were still missing for some waybill movements. DuPont overcame this deficiency using a two-pronged approach. In some cases, DuPont was able to link a waybill data record for which no car event data had been provided to an alternate car that moved in the same cut as the subject car in order to determine the route of movement for the car. As documented in work paper "DRR Traffic Selection Methodology v8 ADDED LANES.docx", DuPont labeled the surrogate car used for movement routing analyses a "Trace Unit." In other cases, DuPont was not able to link waybill data records with car event data records for either the subject car or an alternate Trace Unit car. In these cases, DuPont was forced to manually evaluate the movements to determine whether the traffic moved over the SARR system and should be included in the SARR traffic group. After evaluation of the lanes for which no car event data were provided, DuPont included some of the lanes based on the movements' origins, destinations, and commodity codes.[3]

[3] The manually included lanes are shown in work paper "DRR Traffic Summary Query Format v4 ADDED LANES.xlsx" at level "DRR Main Traffic Group ID" and are incorporated in Step 16 of the process outlined in work paper "DRR Traffic Selection Methodology v8 ADDED LANES.docx."

Problems With NS Provided Traffic Data

B. INCOMPLETE MILEAGE DATA PRODUCTION

The initial NS production of mileage data was incomplete. As with the car event data, DuPont only identified the problem after thoroughly evaluating the individual data sets, building links between the provided data sets, including correcting for incorrect linking instructions provided by NS, and testing the initial and corrected links. NS provided replacement mileage data nearly a month after its initial traffic data production.

C. MISSING INTERMODAL EVENT DATA

The initial NS traffic data production was devoid of intermodal event data. As with the car event and mileage data, DuPont discovered this deficiency only after thoroughly evaluating the individual data sets, building links between the provided data sets, including correcting for incorrect linking instructions provided by NS, and testing the initial and corrected links. DuPont requested and ultimately received intermodal event data two months after the initial NS traffic data production.

After incorporating NS' intermodal event data production into its traffic data evaluation and selection models, DuPont determined that event data were still missing for some waybill movements. DuPont overcame this deficiency using a two-pronged approach. In some cases, DuPont was able to link a waybill data record for which no intermodal event data had been provided to an alternate intermodal unit that moved in the same cut as the subject car in order to determine the route of movement for the car. As discussed above, DuPont labeled the surrogate unit used for movement routing analyses a "Trace Unit." In other cases, DuPont was not able to link waybill data records with car event data records for either the subject unit or an alternate Trace Unit. In these cases, DuPont was forced to manually evaluate the movements to determine

whether the traffic moved over the SARR system and should be included in the SARR traffic group. After evaluation of the lanes for which no intermodal event data were provided, DuPont manually included some of the lanes based on the movements' origins, destinations, and commodity codes.[4]

D. INCONSISTENT DATA RECORDS (FIELD CONTENTS)

NS provided (and presumably keeps in the normal course of business) its revenue waybill data in a very unique way. Specifically, NS reports volume and revenue data in its waybill data file in a way that makes evaluation of data records for individual carloads impossible, at least for purposes of developing SAC evidence. This is because NS inconsistently reports the revenue data associated with individual cars in multiple-car and unit train shipments. A summary of these NS inconsistencies follows:

1. NS sometimes records the revenue and revenue adjustment data for *each individual car* in a multiple-car/unit train shipment *on the individual waybill records* associated with each car;

2. NS sometimes records *all* of the revenue and revenue adjustment data for *all cars* in a multiple-car/unit train shipment *on the waybill record associated with the lead car* in the shipment, and records *zero* revenues and revenue adjustments *on the waybill records associated with the trailing cars*; and

3. NS sometimes records: (1) the revenue and revenue adjustment data for *some cars* in a multiple-car/unit train shipment *on the waybill record associated with the lead car* in the shipment; (2) the revenue and revenue adjustment data for *some individual trailing cars* in a multiple-car/unit train shipment *on the individual waybill records* associated with those cars; and (3) *zero* revenues and revenue adjustments *on the waybill records associated with some of the trailing cars.*

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[4] The manually included lanes are shown in work paper "DRR Traffic Summary Query Format v4 ADDED LANES.xlsx" at level "DRR Main Traffic Group ID."

Problems With NS Provided Traffic Data

NS did fully explain this data nuance in the materials accompanying its initial traffic data production. However, DuPont still needed to develop a method to account for the unusual record keeping. For instance, for waybill records where the revenue and revenue adjustments were set to zero (and the revenues for that particular car were included on the lead unit waybill record), there would be no way to determine the revenues associated with the movement for purposes of selecting traffic. Furthermore, assuming the movement was selected for inclusion in the SARR traffic group, there would be no way to develop revenue divisions using the average total cost ("ATC") methodology, or to develop a revenue to variable cost ("R/VC") ratio for inclusion of that particular carload movement in the maximum markup methodology ("MMM") model. Similarly, for lead unit waybill records where the revenue and revenue adjustments were reflective of multiple cars, there would be no way to develop accurate revenue divisions and R/VC ratios using the ATC/MMM methodologies for those particular carload movement records.

DuPont was forced to develop a new way of compiling the revenue waybill data before it could move forward with its traffic data analysis and traffic selection methodology. DuPont chose to compile all of the individual waybill records associated with a particular waybill serial number into a single data record which contained total cars, total tons, and total revenues and revenue adjustments for all cars in the shipment. After this data compilation was made, DuPont linked the compiled records to the other related data sets based on a single car's waybill serial number to determine route of movement, mileage, additional revenue adjustments, etc.[5]

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[5] DuPont's methodology is outlined in full at work paper "DRR Traffic Selection Methodology v8 ADDED LANES.docx."

Problems With NS Provided Traffic Data

E. INCORRECT LINKING INSTRUCTIONS PROVIDED

The initial NS traffic data production was accompanied by record layouts and field definitions for most of the provided data sets. A critical component of this part of the data production is the identification of the database links (the common data fields that can be used to link the various individual data tables). In key instances, the field descriptions NS provided for these linking fields were inaccurate. This led to the failure of DuPont's first efforts to build a complete set of traffic data with functioning links that would enable meaningful analysis. As a result, DuPont's initial efforts to develop data reports from the provided data produced illogical and puzzling results.

Specifically, NS' waybill data contains a field titled "WB_SN_URRWIN," which is defined only as "Waybill serial number." The car and intermodal event data sets and the NS mileage data set contain a field titled "WB_SN," which is defined in all three provided record layouts as "Waybill serial number. Use to join with waybill info from revenue accounting."[6] DuPont relied on these unambiguous field definitions to create direct links between these data sets as follows:

1. Waybill[WB_SN_URRWIN] = CarEvent[WB_SN]
2. Waybill[WB_SN_URRWIN] = IntermodalEvent[WB_SN]
3. Waybill[WB_SN_URRWIN] = NS_Miles[WB_SN]

DuPont then moved forward with its analyses. After completing several phases of data processing, DuPont determined that it was not linking a substantial percentage of waybill records to the corresponding event and mileage records. Upon evaluation of these preliminary results,

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[6] *See* work paper "NS_ELECTRONIC_DATA_SSI.xlsx" at levels "NS WAYBILL", "CAR EVENT", and "MILES."

Problems With NS Provided Traffic Data

DuPont was forced to retrace all the steps it took in building the traffic data sets, linking them, and processing them. Only after significant troubleshooting was DuPont able to uncover the reason for its initial failure, i.e., NS provided incorrect file linking information.

The car and intermodal event data sets and the NS mileage data contain another data field titled "TRANS_WB_SN," defined as:

> "Transportation WBSN. Created from WBSN. One waybill per car – e.g., a single unit train WB will be broken down into one Trans WBSN for each car in the train."

DuPont eventually determined that this is the field that must be used to "join with waybill info from revenue accounting." After the correct link was established, the processes were rerun and the outputs were evaluated once more. The results were logical and finally correct. The correct links are shown below.

1. Waybill[WB_SN_URRWIN] = CarEvent[TRANS_WB_SN]
2. Waybill[WB_SN_URRWIN] = IntermodalEvent[TRANS_WB_SN]
3. Waybill[WB_SN_URRWIN] = NS_Miles[TRANS_WB_SN]

This saga led to wasted time and money and reinforces the importance of correct and accurate data and data support production on the part of NS. Furthermore, as described above, the provided linking instructions for this particular set of links were simple and straight-forward and more importantly wrong. As discussed in more detail below, this experience led DuPont to question all other, less straight-forward linking instructions provided by NS.

F. VAGUE, NON-SPECIFIC, AND INEFFICIENT LINKING INSTRUCTIONS PROVIDED

DuPont's cautious approach following its discovery of the inaccurate linking information described in the preceding section would prove to be needed, as several provided linking

Problems With NS Provided Traffic Data

instructions were deceptive. As discussed in more detail below, several critical files were provided in data files and formats that are not conducive to efficiently processing and evaluating the massive volume of data that must be processed to develop SAC. To further complicate this hindrance, NS' guidance regarding the fields and parameters that should be used to link the various data sets was often vague and in several cases NS' instructions were not the most efficient or reliable way to make the necessary links. As with the exercise DuPont was forced to conduct to identify the correct links between waybill, event, and mileage data detailed in the preceding section, DuPont's determination of the most practical and efficient linking methods for other files required an iterative process of trial and error troubleshooting.

For example, NS provided switching data in several data files in five (5) different formats, each of which contains a different combination of data fields. The record layout associated with the largest (by data record count) switching file produced by NS included the following ambiguous instruction regarding the link between the provided switching data and the waybill data:

> Matching Criteria:
>
> 1. Match WB SERIAL, CAR INITIAL and CAR NUMBER from switching file to WBSN, EQINIT and EQNUM on large revenue file.
> 2. Match WB SERIAL, CAR INITIAL and CAR NUMBER from switching file to MCXREFSN, EQINIT and EQNUM on large revenue file.
> 3. Match CAR INITIAL, CAR NUMBER and WB DATE from switching file to EQINIT, EQNUM and WBDT on large revenue file. (Note: Need to use a date range for waybill date on step 3).[7]

The record layouts associated with the other four provided switching data file formats did not include linking instructions. DuPont tested the links between the large switching file and the

[7] *See* work paper "NS_ELECTRONIC_DATA_SSI.xlsx" at level "SWITCHING DATA."

Problems With NS Provided Traffic Data

waybill data using the provided instructions for the month of January 2010 and found that only 33% of switching data records could be linked to the waybill data file based on some combination of the provided linking instructions. Furthermore, a manual and very labor intensive verification process using commodity codes and shipper and consignee data was required to determine the validity of the positive links made using the suggested linking process. DuPont also tested the suggested linking process on the four (4) other data files for January 2010 and found that only a few dozen records could be linked using the suggested method.[8]

After thorough review and troubleshooting, DuPont discovered that there were several reasons for the low link rate it achieved following NS' instructions. First, the switching data records were generally associated with railcars. This meant that there were no direct links between the switching data and the waybill data for intermodal records. This problem and its solution are discussed in greater detail in the following sections of this Exhibit. For non-intermodal records, it became apparent to DuPont, after its manual review of individual data records in the relevant files, that NS' linking instructions were unnecessarily complicated and cumbersome, and still produced spotty results. DuPont eventually determined that it would need to use the car event data as a bridge between the switching data and the waybill data, keying on the WB_SERIAL field in the switching data and the TRANS_WB_SN field in the car event data that corresponded with the WB_SN_URRWIN data field in the waybill data.

Similarly, NS' instructions for linking its haulage receivables data records to the corresponding waybill data records were:

How to match receivable haulage amounts to waybills on revenue files:

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[8] *See* work paper "Summary of NS Switching Mainframe.docx"

Problems With NS Provided Traffic Data

> Match car initial, car number and waybill date on haulage spreadsheets to haulage waybills (haulage indicator = F) on revenue files. (Note: Need to use a range for waybill date.[9])

As with the switching data, DuPont first tested the proposed linking method on January 2010 data. Using a combination of mechanical and manual data evaluation techniques, DuPont determined that the "date range" NS indicated would be necessary to make the required link was surprisingly long. Specifically, in order to make positive links between the tested January 2010 files using the suggested method and a date range, it would be necessary to go as far back as -25 days and as far forward as +29 days.[10] Stated differently, each haulage receivable data record evaluated would need to be tested against nearly two months of waybill and car event data in order to record all haulage receivables payments made to NS. Incorporating this scale of indexing into the linking structures required to process all of the NS traffic data is exceedingly cumbersome to the point of being impractical. In addition, as with the switching data discussed above, haulage receivable data records are generally associated with railcars, not intermodal units. As a result, DuPont was forced to develop a three-way link using car event data as an intermediate file between waybill data and haulage receivables data. Therefore, DuPont's ability to link haulage receivables data with corresponding waybill data records was hampered.

DuPont encountered identical problems when it attempted to use the NS' linking instructions to link handling line data to waybill data. As with the haulage receivables data, NS instructed DuPont to:

> Match CAR INITIAL, CAR NUMBER and INT DATE on handling line file to EQINIT, EQNUM and WBDT on large revenue file. (Note: Need to use a date range for waybill date/interchange date.)

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[9] *See* work paper "NS_ELECTRONIC_DATA_SSI.xlsx" at level "HAULAGE RECEIVE."

[10] *See* work papers "Summary of NS Haulage Receivables.docx" and "Haulage Receivables Jan 2010_Linked to Waybill.pdf."

Problems With NS Provided Traffic Data

> Additional note for cars with more than one record:
> If the values in the HANDLING LINE FSAC, CITY and STATE fields are different on records which have the same CAR INITIAL, CAR NUMBER, and INT DATE, the values on the P record (HANDLING LINE P/A/E/F) should be used instead of the values in the other records (A, E or F).

As with the haulage received and switching data, the handling line data records are generally associated with railcars, which required DuPont to develop a link using the car event data as an intermediate file between the waybill data and the handling line data.[11]

G. LINKING FIELDS WERE NOT PROVIDED AND SURROGATE LINK DEVELOPMENT WAS REQUIRED

In addition to the problems described above with the linking fields NS did identify in the supporting materials accompanying its traffic data production, DuPont also had to deal with a few instances where NS provided no specific linking instructions. Specifically, NS provided no concrete direction with respect to how waybill records for intermodal data could be linked to the provided NS mileage data, switching data, handling line data, and haulage data, as discussed in the preceding section. When NS finally provided intermodal event data in response to DuPont discovery requests, DuPont set about evaluating the data and checking the various links NS did identify. It quickly became apparent that NS did not provide a way to link intermodal waybill records directly to the miles associated with each move. When DuPont pointed this deficiency out to NS, the railroad responded that:

> In most cases, the intermodal event records NS has produced identify the specific flat car on which an individual container traveled. Thus, the miles for most intermodal container movements can be determined by linking the container movement to the corresponding flat car movement. [This

[11] The methodologies developed by DuPont to overcome these linking challenges are documented in work paper "DRR Traffic Selection Methodology v8 ADDED LANES.docx."

> linking procedure may not work for all intermodal containers. For example, for some container event records, data identifying the flat car on which the container moved is not available. And in a small number of instances a container may be associated with more than one flatcar (for instance, where a container moved in a double-stack on one flat car and was transferred to a different flat car because double-stack operations were not possible for the remainder of the movement). In all cases, NS has produced all data that it has available.][12]

DuPont did develop a means to link intermodal waybill records to mileage records via the intermodal event and car event records, which is outlined in work paper "DRR Traffic Selection Methodology v8 ADDED LANES.docx." Additionally, DuPont has developed work paper "Carload vs IM linking.xlsx" which shows through color coding the two sets of links that were needed to process intermodal and non-intermodal data contained in all of the disparate files included under the traffic data umbrella.

H. INCONSISTENT DATA FILE TYPES AND RECORD LAYOUTS

NS provided haulage receivables data in dozens of Excel spreadsheets (many of which comprised multiple levels of data). The haulage data were stored in multiple different formats within the various Excel spreadsheets. Also, as noted above, NS provided switching data in multiple files with five different record layouts which contained some common data fields and some data fields that were unique to the individual files. Before DuPont could incorporate the data stored in these files into its analytical framework, DuPont first had to convert and import the data to a database platform that would enable efficient programming. Even after the conversion process was completed, linking the various files was made difficult due to the inconsistent data content of the various files, as discussed in preceding sections.

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[12] *See* October 21, 2011 letter from Matthew Warren to Jeffrey Moreno, included as work paper "IM Miles Response eDSF4BE.pdf - Adobe Acrobat.pdf."

Problems With NS Provided Traffic Data

I. NON-LINKABLE CRITICAL DATA SETS

DuPont requested and NS provided TCS and TDIS revenue and drayage cost data for 2009 and 2010. Upon receipt and inspection of the provided data, DuPont determined that the provided data could not be linked on a movement-specific basis to the revenue waybill data because insufficient common fields were included. DuPont responded to NS' production asking for supplemental data and/or instruction regarding how the TCS/TDIS revenue records could be linked to specific waybill data records. NS responded that, "There is no direct way to link these files to those produced on EHD-002."[13]

However, the data included in the files are critical to DuPont's SAC analysis. As a result of the lack of provided links, DuPont was forced to develop an alternate means by which to incorporate the TCS/TDIS revenue data into its analysis. As documented in file "DRR Traffic Selection Methodology v8 ADDED LANES.docx", DuPont developed lane-specific monthly average net revenues (revenues less drayage costs) for both TCS and TDIS and applied those net revenues against the TCS/TDIS moves in the lanes for which TCS/TDIS waybill data had been provided on a month-by-month basis.

Specifically, DuPont:

(1) Calculated average net TCS/TDIS revenues between ramp pairs for each month in the study;

(2) Developed a crosswalk between the ramp codes in the provided TCS/TDIS data and the station names in the waybill data;

(3) Linked the waybill data to the provided TCS/TDIS revenue data based on origin ramp, destination ramp, year, and month; and

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[13] *See* September 30 letter from Matthew Warren to Jason Tutrone, pp. 10-11, included as work paper "September 30 Letter.pdf."

(4) Imported the monthly average net revenue per unit for TCS/TDIS units to the waybill file.

To avoid a revenue double count, the average net TCS/TDIS revenue was used in place of (not added to) the reported NS line-haul revenue for the movement.

J. CRITICAL INTERMEDIATE LINKING FILES PRODUCED LATE

One of the most critical NS databases DuPont needed to identify traffic moving over its system was provided by NS in a database titled "SPLC OS MP." This database was required to link the car event data, which included station information by alpha city and state, standard point location code ("SPLC"), and operating station ("OS") code, but not NS milepost, to specific NS mileposts. NS milepost data is a critical element for selecting traffic that moves over the SARR system because the milepost data is needed to link the traffic data to the engineering data that defines the NS and SARR system. The SPLC OS MP data set was also needed to link the car event data to the train event data, which included only milepost data to identify train station stops. This data set was provided by NS on November 21, 2011, more than 3 months after NS' initial traffic data production. Once the data were incorporated into DuPont's model, DuPont could finally link all needed files and run its traffic selection and revenue calculation procedures.

EXHIBIT NO. 3

PROBLEMS WITH NS PROVIDED TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

DuPont requested that NS produce many specific electronic traffic data files in order to calculate SARR revenues for cross-over traffic included in the DRR traffic group using the STB's Modified Average Total Cost ("ATC") method.[1] To make the specific calculations required by the ATC methodology, DuPont requested a number of specific inputs from NS which NS either provided electronically or that were developed by DuPont from the provided electronic data. The NS information needed to develop ATC inputs includes:

1. The actual route of movement for each NS historical shipment;
2. The actual NS mileage for each NS segment for each historical NS shipment;
3. The actual NS density on a net ton basis for each unique NS segment for each historical NS shipment;
4. The actual NS fixed cost per mile; and
5. The actual NS historical data for each shipment to develop the inputs required to calculate variable costs using the Board's URCS Phase III variable cost model.

This Exhibit outlines the problems DuPont encountered when attempting to use the NS supplied data needed to calculate revenue divisions based on the Board's ATC methodology.[2] The major problems that DuPont encountered with NS provided data as they relate to the ATC methodology are summarized in the remainder of this Exhibit under the following five topical

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[1] *See WFA/BASIN II* at 11-15.

[2] The problems with NS provided data are not limited to the ATC process. Exhibit III-A-2 identifies the myriad of problems DuPont encountered when attempting to utilize NS-produced traffic data and Exhibit III-C-1 identifies a myriad of problems DuPont encountered when attempting to utilize NS-produced train event data. The ATC calculations require certain data from each of these NS datasets and, to that extent, the same problems identified and explained in those Exhibits also affect the ATC calculations.

PROBLEMS WITH NS PROVIDED
TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

headings which match the five areas of inputs needed from NS in order to calculate revenue divisions using the ATC methodology:

A. NS Actual Route Of Movement
B. NS Mileage By NS Segment
C. NS Density By NS Segment
D. NS Fixed Cost Per NS Route Mile
E. NS Variable Cost Of Service

A. NS ACTUAL ROUTE OF MOVEMENT

One of the critical pieces of information required for the ATC calculations is the actual route of movement over the segments of NS track used by each historical NS shipment. NS produced two types of route-based information, i.e., train movement data and car/intermodal event data.[3] For purposes of determining the actual historical route of movement for individual NS revenue shipments, DuPont focused on the limited[4] car event data that was provided by the NS as the best source of general route information.

The Board's ATC methodology requires knowledge of the specific route of movement of NS revenue shipments in order to develop SARR/Non-SARR miles, SARR/Non-SARR fixed costs, and SARR/Non-SARR variable costs. Therefore, it was important to have this NS routing information on a segment by segment basis. However, the NS waybill and car event data was minimal and provided only a general indication of the actual geographic route of movement.

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[3] The deficiencies with the train event data are discussed in great detail in Exhibit III-C-1 and the deficiencies with the car event data are discussed in great detail in Exhibit III-A-2.

[4] Limited in terms of the number of events reported for each car handled by NS.

PROBLEMS WITH NS PROVIDED TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

The NS waybill data produced only a very general description of the route of movement.[5] The NS car event data provided more detail than the NS waybill data but it was still deficient for ATC purposes. For example, NS car event data for a movement from Chicago, IL to Norfolk, VA, the NS only produced car events for a few locations on the route of movement. Much more detail is needed for the ATC calculation in order to identify the ONSARR/OFFSARR interchange locations and to evaluate changes in density along the route, both integral parts of the ATC process. Also, in many instances, there were multiple routes between consecutive locations provided by NS in the car event data. This lack of routing detail in the NS car event records was a major problem to overcome prior to making the ATC calculations.

In light of these deficiencies, DuPont was forced to perform a special study to create a detailed geocoded routing for each selected movement using publicly available routing and location information plus the limited location data provided by NS in the car/intermodal event data. This special study was undertaken to overcome the limitations and deficiencies of the NS-provided data and in order to adhere, as closely as possible, to the STB's ATC methodology.[6]

B. NS MILEAGE BY NS SEGMENT

The second component of the ATC calculations is the specific mileage associated with the actual route of movement of each NS revenue shipment over the detailed segments of NS

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[5] NS waybill data included a field named "FULL_ROUTE" that indicated a general route such as "BNSFCHGO NS" for the route between Chicago, IL and Norfolk, VA. This routing information is no more descriptive than identifying the origin and destination endpoints provided elsewhere in the NS waybill data and not sufficient for ATC calculations.

[6] The special study initiated by DuPont to implement the Board's ATC methodology (including the detailed routing development) is outlined in DuPont Opening work paper "METHODOLOGY To Develop Detailed Routes And Best ONSARR/OFFSARR Locations For DRR Traffic."

PROBLEMS WITH NS PROVIDED
TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

track. For ATC calculations, this mileage must be identified and aggregated as SARR miles, residual NS miles, and total NS miles. NS produced mileage data files but none of this mileage information was particularly useful because each separate dataset produced by NS contained different pieces of location information and each dataset was lacking specific pieces of information that could be utilized to facilitate linking. For example, some NS datasets[7] provided specific NS mileposts but no station location name (station/city/state/SPLC) information. Other NS datasets[8] provided station location name information and/or SPLC information but no NS milepost information. These datasets could not be linked because the station location names were not spelled the same. The NS did provide electronic track charts that contained a great deal of information but these track charts were produced in a document format that DuPont could not utilize efficiently.[9] After multiple requests[10] from DuPont, NS did produce a file that contained information to facilitate the linking of disparate pieces of NS location information. This file was produced too late to be of use in the ATC calculations and, upon further review, did not provide the detailed linking information that DuPont required.[11]

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[7] *See*, for example, NS-produced electronic track chart data in files "t707_10", "t707_ns", "mgt_ns", "grd_ns", "curv_ns" and "spde_ns" (Bates No. NS-DP-C-DVD-004).

[8] *See,* for example, NS-provided car event data in file "REP20-Q22010.zip."

[9] NS did provide several files that they claimed included electronic data supporting the information presented in the NS track charts. Unfortunately, DuPont evaluated these files but determined that it could not link the data included in these files on any common fields to produce useful detailed geo-code information.

[10] *See* Exhibit III-A-2 at p 15.

[11] NS produced data file "SPLC OS MP" which provided some, but not all of the required linking information. This file was produced on November 21, 2011 (*See* Bates No. NS-DP-HC-DVD-046).

PROBLEMS WITH NS PROVIDED TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

In light of the above deficiencies in the NS-provided mileage data, DuPont was forced to expand its special study to create detailed mileage data based on the specific routes created from NS car event data and publicly available routing and location information.

C. NS DENSITY BY NS SEGMENT

NS density data by detailed track segment on a net ton basis is needed for the ATC calculations. In response to DuPont's request for density information, NS provided density data on a gross ton basis for various NS track segments. These segments were identified by operating station codes, NS milepost, NS line identifier and alpha location names. While this data could be linked to the car event data, it was deficient from an ATC calculation perspective for two primary reasons. First, as explained above, the NS car event data was not detailed enough to support the ATC calculations.[12] As a result, linking to this insufficient data was not useful for ATC purposes. Second, the density data was provided on a gross ton basis (including locomotives) and was not useful for the specific requirements of the ATC methodology.

In light of these deficiencies in the NS-provided density data, DuPont was forced to again expand its special study to create net density data on a detailed segment basis using the NS revenue traffic that historically moved over ONSARR and OFFSARR track segments. DuPont employed the STB accepted approach in *WFA/Basin*[13] which measured individual density segments.

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[12] Also, the data provided in the NS density data that is used to link to the NS car event data did not produce links for all of the information. Incomplete matching of NS density and car event data would result in inaccurate data for the ATC calculations.

[13] *See WFA/Basin* at 13.

PROBLEMS WITH NS PROVIDED
TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

PROBLEMS WITH NS PROVIDED TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

D. NS FIXED COST PER NS ROUTE MILE

The calculation of NS fixed cost per route mile is required by the STB's ATC methodology. In *WFA/Basin,*[14] the railroad fixed cost per route mile was calculated the following two ways: (1) a fixed cost per route mile for system owned track segments; and (2) a fixed cost per route mile for trackage rights segments.[15] In this case, NS failed to provide DuPont with reliable data that indicates whether a specific track segment is system owned or a trackage rights segment. As a result of the problems with NS-provided traffic data, DuPont was forced to develop the segments along each route of movement based upon publicly available data. This publicly available data did not indicate whether a segment of track was NS owned or trachage rights track. Without this trackage rights data, DuPont developed and utilized an average fixed cost per route mile for all NS segments (the sum of system owned and trackage rights miles).

Conceptually, the creation of fixed unit costs is an arbitrary exercise but one that the STB developed in an attempt to identify economics of density in the ATC calculation. In *WFA/Basin*,[16] the STB developed two fixed unit costs as part of the calculation of ATC, i.e., one for railroad owned track and one for joint facility track. This calculation resulted in more revenues being assigned to the residual incumbent (BNSF) than were allocated following the STB's initial proposal of one fixed unit cost based on all miles (owned plus trackage rights).

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[14] Id

[15] The Board has not settled on a specific methodology for allocating fixed costs that, by definition, are not allocable. In *WFA/Basin*, the Board accepted BNSF's proposed methodology that distinguished between owned track and trackage rights segments but offered future litigants an opportunity to explain why this approach should not be used.

[16] *See WFA/Basin* at 12-13.

PROBLEMS WITH NS PROVIDED TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

While the STB accepted the two fixed unit cost approach in *WFA/Basin* that approach contains a mathematical error which if corrected would mean the development of additional fixed unit costs. The mathematical error is demonstrated below. In calculating the fixed unit cost assignable to trackage rights miles, the STB added the aggregate fixed "above-the-rail" costs to the aggregate fixed costs related to general overheads. The sum of these aggregate fixed costs was divided by the sum of railroad owned miles plus trackage rights miles. In calculating the fixed unit cost assignable to railroad owned miles, the STB added the first fixed unit cost (described above) to the following fixed unit cost: aggregate fixed "below-the-wheel" costs divided by railroad owned miles.

The mathematical problem exists because the aggregate fixed "below-the-wheel" costs include joint facility costs[17] which based on the STB's logic in *WFA/Basin* should be assigned to joint facility miles not railroad owned miles. To correct this problem, additional fixed unit costs would need to be developed. As explained above, we were unable to develop and apply these fixed costs to the on-SARR and off-SARR segments because of the lack of joint facility data provided by NS.

E. NS VARIABLE COST OF SERVICE

The final piece of information needed to calculate revenue divisions using the ATC methodology is the variable cost of service for the movement of NS revenue traffic over the SARR segments and the residual NS segments. In order to be consistent with *WFA/Basin,* DuPont did not include interchange costs between the DRR and the NS in its ATC variable cost

[17] *See* URCS, Worktable D1, lines 129, 131, 133, 135 and Worktable D2, lines 129, 131, 133 and 135.

PROBLEMS WITH NS PROVIDED
TRAFFIC DATA NEEDED FOR ATC CALCULATIONS

calculations. In order to perform these calculations, DuPont developed, from NS-provided data, a unique set of nine (9) inputs used in the Board's URCS Phase III program. To develop these nine inputs for each movement, DuPont utilized the NS-provided waybill data and the routing/mileage data developed from the DuPont special study outlined above. The NS-provided waybill data was deficient in many respects for many of the revenue shipments included in the DRR traffic group. Specific examples of these deficiencies include certain records contained incomplete or incorrect data, missing mileage data (because there was no NS car event data to link to the revenue waybill data), missing STCC data, incorrect AAR car type data, and data that produced incorrect tons per car. DuPont developed averages to include in the data fields for each of these records that contained incomplete or incorrect NS provided data.

EXHIBIT III-C

EXHIBIT NO. 1

Problems With NS Provided Train Event Data

Train event data, also known as train movement data, plays a key role in stand-alone cost ("SAC") presentations. Shippers and railroads use train event data to develop many key inputs into the SAC presentation, including, but not limited to, identifying the revenue trains moving over the stand-alone railroad ("SARR") system and the routes taken by trains, identifying where those trains stop, switch cars or dwell, developing the peak period train lists used to simulate SARR operations, and developing the base year train statistics required to calculate the SARR's operating expenses. The accuracy and robustness of the train event data, therefore, will in many ways dictate the degree of accuracy and robustness of the SAC presentation.

In response to DuPont's Request for Production Nos. 21 and 22 seeking train event data in this case, Norfolk Southern Railway Company ("NS") provided eight text files that included limited train event data for the years 2009 and 2010. The provided files contained 11 data fields, which included the following information:

1. Train Symbol ("TRN")
2. Train Origin Date ("TRN_ORGN_DT")
3. Crew District ("TRN_CREW_DIST")
4. Train Section ("TRN_SECTION")
5. Event Date and Time ("TRN_EVENT_TS")
6. Train Event Type (Arrival or Departure) ("TRN_EVENT_TYPE")
7. Number of Loaded Railcars ("LOADS")
8. Number of Empty Railcars ("EMPTIES")
9. Train Tons ("TONS")
10. Train Length ("LENGTH")
11. Event Milepost ("MILEPOST")

According to the limited NS information provided describing the train event data, DuPont could identify a unique train by joining the train symbol (TRN), the train origin date

Problems With NS Provided Train Event Data

(TRN_ORGN_DT) and train section (TRN_SECTION). Linking these three key fields together allowed DuPont to identify a particular train's movements.

Upon placing the data into a computer database, DuPont immediately began to see problems and limitations with the NS-provided train event data. These problems permeated the data and limited its effectiveness and usefulness. DuPont lists these infirmities and their impacts below under the following headings:

A. Milepost Information
B. Station Information
C. Train Events
D. Train Statistics

A. MILEPOST INFORMATION

The NS provided train event dataset contained 5,577 distinct milepost names. The milepost name could include:

1) A letter prefix and a number;
2) A number by itself;
3) A number with a letter suffix or letter prefix; or
4) A number and letter suffix.

The "MILEPOST" field was the only field contained within the train event data that provided location information and NS provided no single decoder to completely document each provided milepost.[1]

[1] Given the importance of geographically locating the train events, DuPont used various additional files provided in discovery to attach stations, cities and states to the milepost information in the train event data.

Problems With NS Provided Train Event Data

After importing the provided text files into a relational database, DuPont found three (3) problems with the milepost data. First, the train event data included different geographic locations with duplicate mileposts. Second, certain train event records contained no milepost information. Third, the milepost information that was provided was erroneous. Each of these three problems is discussed below.

1. Duplicate Milepost

After augmenting the NS train event data with station and state information provided at different times in discovery, DuPont found that the train event data indicated trains were making unaccounted for geographic "jumps." For example, the NS train event data would show a train moving through stations in the state of Virginia, and then unaccountably jump to a station in Georgia, and then move immediately back to a station in Virginia. DuPont soon realized that these seemingly random geographic leaps were due to the inclusion of duplicate milepost information within the train event data.

DuPont found 171 mileposts within the NS train event data where the various NS data sources provided significantly different location information for the same milepost. Some of these occurrences are because the milepost name is associated with two different NS rail lines. As an example, Milepost "BS000.00" is located both at "BRADSHVA VA" and "BENCRKJT WV." Attachment No. 1 to this Exhibit III-C-1 contains the list of duplicate mileposts identified by DuPont.

These 171 duplicate milepost names are associated with 913,571 train events records. It is obvious that such a large number of duplicate milepost entries would wreak havoc in identifying locations along a train's route, especially if the duplicate occurred in the first or last

train event record. As has been the norm in prior SAC cases, shippers and railroads classify traffic and train movement data based upon the movement's origin and destination stations. An ambiguous initial milepost could incorrectly classify a train within the incorrect origin/destination categories, e.g., a Virginia to New York train could be incorrectly classified as a West Virginia to New York train.

While such an issue may be a manageable inconvenience in the case of a short SARR, with a SARR of over 8,000 miles as is the case here, the issue is substantial. DuPont assigned what it believes to be the proper stations where it noticed illogical geographic sequences caused by duplicate mileposts; however, with over 200,000 individual trains within the base and peak years, it could not manually inspect each train. The result of these duplicate mileposts could be train movement records included in the operating statistics and SARR simulation that deviate substantially from the real world routings.

2. Missing Milepost Information

There are 693,369 train event records with no milepost identified. Instead, the fields were blank. While the number of records with blank mileposts is relatively small, their mere presence create problems when attempting to use automated programming to work with data.

3. Erroneous Milepost Information

Finally, the supporting documents NS did provide which would link train event milepost information to other geographic information (station, state, etc.) appeared to provide erroneous information. For example, the file "SPLC OS MP.xlsx," provided by NS to link milepost with other operating station information, lists milepost "141.50H" as being in Crab Orchard, TN, a station west of Knoxville, TN. However, all other mileposts with "H" suffixes within this

milepost range (130-150) are located in the state of Georgia. Attachment No. 2 to this Exhibit III-C-1 lists other mileposts with apparently erroneous information.

As with the other milepost infirmities, erroneous location information causes problems when attempting to route trains and identify origin and destination locations. DuPont attempted to identify and fix these issues when found, but given the voluminous amount of data, not all corrections were likely made.

B. STATION INFORMATION

DuPont came upon two (2) issues with operating station or "station" information provided by NS. First, there were approximately 200 mileposts in which NS did not provide any station information. Second, there are over 1,000 stations included in the train event data that are covered by multiple mileposts.

1. No Station Information

In reviewing the NS train event data, DuPont identified 199 mileposts that could not be definitively linked to a station or state. While a seemingly innocuous number, these mileposts showed up in over half a million train event records.[2] Because of this missing information, DuPont had to manually impute station and state information for these 199 mileposts.

2. Multiple Mileposts Per Station

DuPont identified 1,673 stations in the NS supporting documents that had more than one milepost. More importantly, of these 1,673 stations with multiple mileposts, 1,101 were included in the train event data. In describing this phenomenon, NS stated:

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[2] NS' train event data shows 547,260 train events containing mileposts which DuPont could not link directly to a station or state.

Problems With NS Provided Train Event Data

> Typically there is only one milepost per operating station/SPLC, however in many cases there can be multiple mileposts per operating station. This most commonly occurs for one of two reasons. One reason for multiple mileposts is that milepost locations are more granular than operating stations. As a result, many specific locations along the line will map to a single, more general operating station. The second reason is that there are locations where lines cross, in which case that single point will have a milepost location on each line.[3]

The second reason cited by NS in its explanation (that a location may have two milepost identifiers where rail lines cross) causes significant issues in developing SAC evidence. Classifying whether any one particular location is "on-SARR" or "off-SARR" is critical in SAC cases, especially under the procedures adopted by the STB in *Major Issues*. One example of this is the calculation of SARR revenues. Prior to the STB's decision in *Major Issues*, the calculation of SARR revenues was a fairly straight-forward process that could be accomplished with a minimal amount of location information.[4] The STB's adoption of the Average Total Cost ("ATC") revenue division methodology in *Major Issues* made location information much more critical in developing SARR revenues. Not only do participants in SAC cases need to know the beginning and ending points of the SARR's and incumbent's movements, they also needed to know explicit locations along the route of movement in order to identify the proper traffic densities to calculate the average fixed cost component of ATC. This requires the accurate mapping of routes and route locations, which becomes a major issue when route locations are identified by multiple mileposts.

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[3] *See* November 21, 2011 letter from Matthew J. Warren to Jeffrey O. Moreno.

[4] Under the modified straight-mileage prorate method used prior to the *Major Issues* decision, parties in a SAC proceeding only needed to know whether the traffic originated and terminated on-SARR or off-SARR and the number of on-SARR and off-SARR miles.

Problems With NS Provided Train Event Data

Because of the fact that the same station could be identified by multiple mileposts, it was not possible without manually adjusting records and data to identify how many times a train went off and on-SARR.[5] This has clear implications for the routing used in revenue calculations and for the calculation of SARR operating costs.

C. TRAIN EVENTS

As indicated above, NS' train data contained in the field "TRN_EVENT_TYPE" consisted of either an arrival code ("ARIL") or a departure code ("DFLC"). There were three (3) problems with this limited data. First, there was an extreme imbalance in the arrival and departure events reported in the files. This imbalance was to such an extreme degree that many trains never reported any arrival events. Second, the arrival and departure were so out of chronological sequence in all cases as to make them nearly useless in accurately defining a train's location. Third, the train events were truncated or missing for many trains. These issues are discussed immediately below.

1. Arrival and Departure Imbalance

The 2009 and 2010 train event data provided by NS included approximately 34 million individual train events. Within these train events, 95.3 percent, or 32.4 million, were departure events and 4.7 percent, or 1.6 million, were arrival events. In other words, there was nearly a 20-to-1 imbalance between train departure events and train arrival events. Attachment No. 3 to

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[5] For example, a train movement may be local to the SARR, but move through a station with multiple milepost identifiers. If the milepost included in the train event data is different than the milepost identified in the SARR location database, the train event data would show this train exiting the SARR and then reentering the SARR. The only way to fix these issues is to manually correct the milepost location or manually enter the alternative milepost into the SARR location database.

Problems With NS Provided Train Event Data

this Exhibit contains an example of the imbalance in departure and arrival notices inherent in the NS train event data as demonstrated by the train event data for a sample train.

This fact had serious ramifications for the development of train dwell times used in the SAC analysis. In prior SAC presentations, parties had used the difference between train arrival and departure times to develop dwell times at particular locations. These dwell times were then used in various portions of the SAC presentation, including, but not limited to, establishing SARR service standards against actual incumbent operations and as inputs into the SARR simulation model. In this instance, however, because of the severe imbalance in the train event data reported (and due to other train event issues discussed further below), DuPont was unable to calculate actual NS dwell times using the train event data. Instead, DuPont was forced to rely upon other sources of dwell time data.

2. Out of Sequence Arrival and Departure Events

In addition to the ratio of arrival and departure codes being severely out of balance, an even more severe problem is the out of sequence nature of the arrival and departure information. Simple logic dictates that a train will arrive at a location prior to departing from the location (unless it is the first reported location). However, as shown in the sample train movement data shown in Attachment No. 3 to this Exhibit III-C-1, this logic does not hold with the NS train event data. As Attachment No. 3 shows, Train 407-3/13/09-0, an empty coal train with 91 empty railcars and no loaded railcars, departed milepost OY001.38, a station near Ashtabula Harbor, OH, on March 14 at 10:25 am. The train then moved south to Girard, OH based on the sequence of departure events indicated. Inexplicably, the train data next shows the train arriving at milepost OY001.38 six (6) hours after departing the same location. After showing the "arrival" at

Problems With NS Provided Train Event Data

milepost OY001.38, the train event data next shows the train departing Youngstown, OH at 19:13 hours. After moving through a logical sequence of stations, the train "arrives" once again at Youngstown, OH four (4) hours after it departed. The example shown in Attachment No. 3 to this Exhibit III-C-1 is not a single isolated example. Almost all the train event records produced by NS show this disconcerting mismatch in departure and arrival data. The only trains that do not have this arrival-departure issue are train records that do not show any arrival events at all.

In addition to the out of sequence nature of the arrival and departure events, many of the departure events were found to be out of sequence or included illogical time and date stamps. Attachment No. 4 to this Exhibit III-C-1 shows the train movements for a NS General Merchandise train moving between Kansas City, MO and Knoxville, TN.[6] The NS train movement data for this train shows the train departing milepost S271.89 (BLOCK222 MO) and milepost S274.83 (KANSASCI MO) at exactly the same time, even though they are three miles apart. The train data also shows the train departing repeatedly many times from the same location at different times. This could be due to pre-departure switching activity, but the nature of the train movement data limits an ability to clearly identify the train's actions.[7]

Because of the out-of-sequence nature of the NS train event data, it was impossible to use the train event data in any sort of automated process to identify routing without making certain assumptions and modifications. The assumptions made by DuPont include:

1. DuPont assumed that because of the mismatched nature of the arrival and departure information that the arrival data was irreparably damaged.

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[6] DuPont actually only assumes the train moves to Knoxville, TN as the train event data does not show an arrival at Knoxville, but instead a final departure from Webb, TN, which is the last station prior to NS' Debutts Yard in Knoxville.

[7] This train also shows the same infirmity discussed earlier for trains departing locations hours before they arrive at the location.

Problems With NS Provided Train Event Data

Therefore, in summarizing and using the NS train event data, DuPont ignored the arrival events in the train event data.

2. Because the arrival event information was obviously flawed, DuPont relied upon the first reported departure location to identify origin locations, and the last identified departure location to identify destination locations. This created an extreme problem in identifying origin and destination locations as the NS data that was reported for a particular TRN symbol was not always consistent.[8] To work around this issue, DuPont spent extensive time and effort developing normalized NS origin and destination locations and normalized DRR origin and destination information for the trains in the NS train event data. DuPont based its normalization on limited data provided by NS in discovery, and on assumptions made by DuPont. [9]

3. Because of the apparently random sequencing of the train event data, DuPont could not accurately know when a train stopped along a route to set out or pick up cars. Therefore, when modeling train operations in its SARR simulation, DuPont identified dwell locations for general merchandise trains based upon the two following criteria.[10]

    a. DuPont only dwelled trains where the train event information indicated a change in consist size. Those allowed DuPont to account for train dwells due to servicing customers along the route of movement.

    b. DuPont only stopped a train at the first instance of a specific location shown in the train event data. In other words, if the data showed a train moving between a location multiple times, DuPont only stopped at the location a single time.

The out of sequence train event information played particular havoc on local trains as these trains had many fewer reported train events than road trains, and therefore, much less

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[8] For example, the first reported departure location of the train shown in Attachment No. 3 to this Exhibit is milepost OY001.38 near Ashtabula, OH. NS train event data shows another train with TRN symbol 407 departing Ashtabula, OH six (6) days later, but this time the first departure milepost is milepost OY001.00.

[9] Specifically, DuPont relied upon NS produced file "Schedule.xls," which shows the scheduled operating stations for approximately 400 of the NS coal, general merchandise, intermodal and unit bulk trains, and file "Local Jobs.xls," which shows origin and destination points for local trains.

[10] In this instance "dwell locations" refer to locations along the route where the DRR may switch, set-out or pick-up cars. It does not include the time to change crews, service locomotives, inspect trains, etc., which are already accounted for in the simulation modeling.

information available to try to discern actual train operations.[11] To work around this flaw, DuPont undertook a separate analysis of car event information for local trains in an attempt to determine how these particular trains operated, including attempting to identify were local trains stopped along their routes to set-out and pick-up railcars.[12] DuPont began by separating local trains into "turn" trains, or trains that originated and terminated at the same location, and "straight-a-way" trains, or trains that originated at one station and terminated at a different station. For turn trains, DuPont manually inspected the data extracted from the car event data to identify the location a train completed its outbound journey and turned before returning to its origin station. For straight-a-way trains, DuPont manually inspected the stops along the route indicated by the car event data to identify the stops to include in the SARR simulation. Manual inspections were required in both instances since the car event data, like the train event data, contained many redundant entries for the same stations that made a purely programming solution impractical.[13]

3. Missing and Truncated Event Data

Even with this normalization effort, DuPont experienced significant difficulties in identifying the proper routing for many of the NS trains due to missing or truncated train event data. While not steadfastly uniform by any means, NS trains followed certain patterns and schedules. An example of this is shown by reviewing the train records for a particular train symbol. NS data provided in discovery indicated that TRN symbol 732 was a loaded coal train

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[11] The train movement data shown in Attachment Nos. 3 and 4 to this Exhibit III-C-1 provide an example. Attachment No. 3 contains 36 train event records while Attachment No. 4 contains 174 train event records. In contrast, most local trains would only report 9 or 10 train events.

[12] Exhibit III-A-2 describes the many issues DuPont had with the NS car event data, and the limitations these issues had on DuPont's car event analyses.

[13] *See* e-workpaper "Local Car Events.xlsx."

Problems With NS Provided Train Event Data

that operated between Memphis, TN and Georgia Power's Scherer Power Station. The NS train event data generally shows this pattern to hold true, but there were eight (8) times throughout 2009 when the data for this movement was either truncated, e.g., the train events only show the train moving part of the way to Scherer, GA, or the data was missing, e.g, no train event data for a known train. Once again, this was not an uncommon occurrence with the NS train event data. NS event data would show trains originating or terminating half-way along the route of movement based on the movement of comparable trains.

DuPont was required to make certain allowances for its inability to definitively identify each train's origin and destination (and indentify arrival and departure times due to the arrival/departure issues discussed above). One allowance was made in developing the peak period unit coal trains due to an inability to link unit trains at their origins and destinations. In prior SAC cases, parties linked the loaded and empty unit coal trains at the origin mines and destination plants served directly by the SARR. In this way when modeling the SARR system, a loaded coal train will not leave a mine served by the SARR before the preceding empty train arrives at the mine. The extreme limitations and flaws with the NS train movement data in this instance did not allow DuPont to link the trains in this usual way. Instead, DuPont looked at the number of peak period loaded and empty coal trains, and preformed a reconciliation analysis of the loaded and empty trains. It then added "balancing trains" to equalize the number of loaded and empty trains moving during the peak period. These balancing trains were in addition to the trains DuPont added to account for growth in future traffic, and were added by DuPont to account for the estimated number of trains moving over the system in the peak period.

D. TRAIN STATISTICS

Problems With NS Provided Train Event Data

The NS train event data reports the following four (4) operating statistics about each train:

1. Number of loaded railcars on the train;
2. Number of empty railcars on the train;
3. Train tons; and
4. Train length.

DuPont incurred two (2) major issues when trying to utilize this data. First, the train statistical information is not consistently reported or not reported at all on some trains. Second, much of the data that is reported is clearly erroneous.

1. Inconsistent or No Train Statistics

NS train event data does not consistently show train statistic data in its train movement records, but instead only shows train statistics a limited number of times for each train movement. This is clearly shown in Attachment Nos. 3 and 4 to this Exhibit III-C-1, which show train statistics reported sporadically for two different train movements. Analysis of all of the NS train event records shows that train statistics are not recorded in approximately 93.7 percent of the NS provided train event records.[14]

Even more troublesome was the number of trains that reported "no" statistics. This tended to occur mostly on local and coal shuttle trains, but examples could be found in all the NS train types. DuPont found that 17 percent of the trains as identified by the train symbol, train date and section number included in the train event data had no statistics reported with the train data.

[14] In other words, if a specific train identified by its train symbol, train date and section number had 100 train event records associated with its movements, on average only a little over 6 of those 100 records contained information on the number of loaded and empty railcars, train tons and train length.

Problems With NS Provided Train Event Data

For those trains included in NS' train event data that did not include train statistics, DuPont looked to other sources of statistical information. DuPont relied upon NS provided discovery data that provided average train statistics for certain train symbols. Specifically, DuPont used the NS produced file "Trainsize.xls," which included average statistics for 954 unique train symbols. Where average statistics for a particular train symbol were not included on NS' "Trainsize.xls" worksheet, DuPont developed its own averages for the train symbol based on base year train event data.

2. Erroneous Train Statistics

A greater issue than the inconsistent and missing train statistic data was train statistics that were erroneous. As indicated above, the NS train event data included only a limited set of train statistics, including total train tons and total train length.[15] DuPont initially intended to rely upon these statistics for identifying its peak operating period and for developing the characteristics for the trains included in its SARR simulation. However, it eventually realized that the statistics as reported in the train event data, were so erroneous as to make the original analysis unusable.

The first indication of the extremely flawed nature of the train statistical data came in using the train statistic data to identify the SARR's peak operating period. As has been the norm in prior SAC cases, DuPont applied its forecasted growth in SARR traffic to base year train movements to identify the peak operating week in the peak operating year. DuPont began by dividing its traffic between coal movements and non-coal movements. Since coal movements on

[15] The NS document provided with the NS train event data did not indicate whether the train tons and train length included in the train event data reflected total tons and length or trailing tons and length. However, based on observations of the data which showed no loaded or empty railcars, but included tons and train length consistent with average locomotive dimensions, DuPont assumed the statistics reflected total train statistics and not trailing statistics.

Problems With NS Provided Train Event Data

modern railroads move almost uniformly in unit train service, DuPont developed its future number of coal trains by applying the forecasted growth rate in coal by identifiable destination to the current number of trains operating to those destinations.[16] In simple terms, DuPont used the forecasted growth rates to determine the number of complete coal trains that would be needed in the future. This approach is consistent with real world railroad operations which move coal in relatively uniform unit train sizes to destinations.

DuPont used a different methodology (which was used in prior SAC cases) for non-coal traffic. It is generally accepted that railroads will grow the size of existing trains before adding a new train to their traffic mix. Running longer trains where practicable leads to greater overall productivity by maximizing crew production and minimizing traffic congestion. In order to increase the SARR's non-coal trains to their maximum efficient sizes, DuPont needed to identify the largest trains currently operated by NS based upon operating train symbol. DuPont therefore looked at NS' train movement data to identify the largest trains currently operated by NS by train type and symbol. DuPont then planned to increase the size of the existing trains before adding additional trains to its network to account for future growth in DRR traffic.

DuPont began this process by identifying the largest train operated by NS by train ("TRN") symbol. It soon became apparent, though, that many of the train sizes included in the NS train event data were clearly erroneous. Table 1 below shows the 10 largest trains by train length and train symbol included in the base year train data.

Exhibit III-C-1
Table 1
NS Train Event Data Maximum Train Lengths

[16] As indicated above, DuPont could not always accurately identify a coal trains' origin and destination. In those instances were a destination could not be accurately identified, DuPont applied an average DRR coal growth rate.

Problems With NS Provided Train Event Data

	Train Symbol (1)	Train Type (2)	Maximum Length In Train Event Data-Feet (3)
1.	262	Triple Crown	75,007
2.	336	General Merchandise	65,565
3.	H3W	Local-Harrisburg Division	58,327
4.	170	General Merchandise	52,958
5.	11R	General Merchandise	37,701
6.	15M	General Merchandise	36,218
7.	331	General Merchandise	34,692
8.	28Z	Multilevel	31,885
9.	V06	Local-Virginia Division	18,780
10.	236	Intermodal	17,984

Source: *See* e-workpaper "Non-Copal List – March 1.xlsx"

As shown in Table 1 above, NS train event data indicated some trains reached over 75,000 feet in length.[17]

This clearly erroneous data required DuPont to undertake a manual examination of the train event lengths, and make adjustments based on individual assessments of each train length. [18] After making manual adjustments to correct for the exceedingly large train sizes, DuPont then applied its growth rates to what it believed to be corrected train lengths to develop the SARR's peak year train count and indentified its peak operating week.[19]

DuPont next began developing the train statistics for the individual trains that were to be modeled in the SARR simulation. The Rail Traffic Controller ("RTC") simulation software used to model the SARR requires the input of each train's trailing tons and length. This required that DuPont develop trailing train statistics because, as indicated above, NS' train movement data included only total train statistics. DuPont developed trailing length and tons consistent with the approach used in prior SAC cases by multiplying the aggregate number of railcars by average car

[17] The above list is not exhaustive and showing only the maximum by train symbol type masks the number of other erroneous long trains with the same train symbol.

[18] Like the train length data, NS train event data indicated extremely large numbers of cars on some trains. In some cases the number of cars on train exceeded 300 railcars.

[19] *See* e-workpapers "Non-Coal List.xlsx" and "Coal Train List.xlsx."

Problems With NS Provided Train Event Data

lengths, by multiplying the number of loaded railcars by average gross weights by train type and by multiplying the number of empty railcars by average tare weights by train type. The resultant train statistics were then entered into the SARR RTC simulation model.

Upon entering the statistics into the RTC model however, DuPont came upon a significant issue. A significant number of trains included in the RTC model exceeded the size of the current NS yards, which serve as a basis for the SARR yard specifications. In simple terms, the train sizes inferred in the NS train event data would not fit in the NS yards. To determine the source of this issue, DuPont compared the number of cars indicated in the NS train event data on each train to the number of cars included on the train as referenced in the NS car event data. The NS car event data was produced in a separate database from the NS train event data, and therefore served as a check on the NS train event data. A comparison of the two databases showed that the NS train event data consistently overstated the number of railcars on the NS non-coal trains.[20]

To resolve this issue, DuPont was forced to make two (2) modifications to its already-completed peak period analyses. First, DuPont adjusted its peak period number of trains to account for a smaller number of trains to be added in the peak period. As described above, DuPont increased the size of existing trains to the maximum current train size operated by NS prior to adding additional trains. Because the train sizes based on the car event data were smaller than the train sizes indicated in the train event data, the car event trains had more room to grow to their maximum size, which meant DuPont had to reduce the number of peak year trains it

[20] *See* e-workpaper "Non-Coal List.xls," worksheet "Growth Determination," Columns AR to AW.

added. DuPont made this adjustment based upon an application of the percentage change in growth trains produced under the car event and train event data.[21]

Second, DuPont adjusted the statistics for the trains included in the RTC model.[22] These adjustments corrected the vast majority of the train length issues encountered in the RTC model.

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[21] Specifically, DuPont compared the number of trains to be added using the train event train sizes (49,788 peak year trains) to the number of trains to be added using the car event train sizes (41,338 peak year trains). The 17 percent reduction was then applied to the number of growth trains indicated in the peak period non-coal train lists produced based on the train event data. This approach was necessary because the different train sizes based on the two different data sets meant that trains would be added at different rates and different times. DuPont had at that point spent considerable time developing a peak period list of trains based on its earlier analyses based on flawed NS data. In order to meet the required deadlines, DuPont made the reasonable adjustment by making pro-rata adjustments to its already completed RTC train lists. DuPont identified the trains to be removed using a process that randomly picked growth trains as to not bias the remaining train lists. See DuPont Opening e-workpapers "General Freight Peak Period RTC List (With adjusted growth).xlsx," "Intermodal and Auto Peak Period RTC List (With adjusted growth).xlsx," and "Local Peak Period RTC List (With adjusted growth).xlsx."

[22] *See* e-workpapers "General Freight Peak Period RTC List (With adjusted growth).xlsx," "Intermodal and Auto Peak Period RTC List (With adjusted growth).xlsx," and "Local Peak Period RTC List (With adjusted growth).xlsx."

Highly Confidential Information

Redacted

EXHIBIT NO. 2

Highly Confidential Information

Redacted

EXHIBIT NO. 3

DRR CREW DISTRICTS AND ASSIGNMENTS

North Region		
Assignment Locations	**Away Locations**	**Turn Crews**
(1)	(2)	(3)
Kansas City, MO	Hannibal, MO	
	Moberly, MO	
Decatur, IL	Hannibal, MO	Bement, IL
	Lafayette, IN	Springfield, IL
	Peru, IN	
	Kankakee, IL	
	Ft. Wayne, IN	
East St. Louis, IL	Princeton, IN	Decatur, IL
Chicago, IL	Decatur, IL	Streator, IL
	Elkhart, IN	Kankakee, IL
	Ft. Wayne, IN	Pine Yard, IL
	Toledo, OH*	
	Goshen, IN	
Ft. Wayne, IN		Roanoke, IN
Danville, IL	Peru, IN	
	Ft. Wayne, IN	
Danville, KY	Princeton, IN	Louisville, KY
	Chattanooga, TN	Georgetown, KY
	Emory Gap, TN	Lexington, KY
	Columbus, OH	
	Cincinnati, OH	
	Ft. Wayne, IN	
Columbus, OH	Fairlane, OH	Cincinnati, OH
	Ft. Wayne, IN	Chillicothe, OH
	Sandusky, OH	
	Cleveland, OH	
	Dickinson, WV	
	River Rouge, MI	
Cleveland, OH	Ft. Wayne, IN	Avon Lake, OH
	River Rouge, MI	

*Intermodal and Multi-level only.

DRR CREW DISTRICTS AND ASSIGNMENTS

Assignment Locations	Away Locations	Turn Crews
(1)	(2)	(3)
Bellevue, OH	Chillicothe, OH	
	Cincinnati, OH	Columbus, OH
	Peru, IN	Cleveland, OH
	River Rouge, MI	Toledo, OH
	Sharonville, OH	Fairland, OH
	Ft. Wayne, IN	Monroe, MI
River Rouge, MI	Alliance, OH	
Sandusky	Alliance, OH	
	Chillicothe, OH	
Toledo, OH	Columbus, OH	Butler, OH
	Cleveland, OH	
Elkhart, IN	Toledo, OH	Goshen, IN
	Bellevue, OH	Burns Harbor, IN
	Sandusky, OH	
	River Rouge, MI	
	Monroe, MI	
Conway, PA	Sandusky, OH	Pittsburgh, PA
	River Rouge, MI	Homewood Jct., PA
	Bellevue, OH	
	Cleveland, OH	
	Altoona, PA	
	Harrisburg, PA*	
	Toledo, OH*	
	Fairlane, OH	
	Enola, PA*	
	Rockville, PA*	
	Rutherford, PA*	
Cincinnati, OH	Chillicothe, OH	Middletown, OH
Peru, IN		Ft. Wayne, IN
		Lafayette, IN

*Intermodal and Multi-level only.

DRR CREW DISTRICTS AND ASSIGNMENTS

Assignment Locations	Away Locations	Turn Crews
(1)	(2)	(3)
Princeton, IN	Louisville, KY	CB Jct., IN
	Baltimore, MD	Huntingburg, IN
		Browns, IN
		Gibson, IN
Harrisburg, PA	Altoona, PA	Reading, PA
	Shenandoah, VA	Hagerstown, MD
	South Bound Brook, NJ	Wago, PA
	Allentown, PA	Kase, PA
	Binghamton, NY	
	Morrisville, PA	
	Perryville, MD	
	Bethlehem, PA	
Enola, PA	Altoona, PA	Wago, PA
	Baltimore, MD	
	Edgemoor, MD	
	Porter, DE	
	Binghamton, NY	
	Shenandoah, VA	
Rutherford, PA	Shenandoah, VA	
	Altoona, PA	
	South Bound Brook, NJ	
Rockville, PA	Altoona, PA	Sunbury, PA
	Binghamton, NY	
Binghamton, NY	Buffalo, NY	Waverly, NY
	Sarasota, Springs, NY	
	Rouse Point, NY	
	(from Sarasota Springs)	
Norris, PA		Morrisville, PA
Altoona, PA	Pittsburgh, PA	South Forks, PA
Edgemoor, DE		Baltimore, MD
Allentown, PA		Reading, PA
		South Bound Brook, NJ

DRR CREW DISTRICTS AND ASSIGNMENTS

Louisville, KY		Huntingburg, PA

DRR CREW DISTRICTS AND ASSIGNMENTS

South Region		
Assignment Locations	**Away Locations**	**Turn Crews**
(1)	(2)	(3)
Birmingham, AL	Meridian, MS	Selma, AL
	Atlanta, GA	Boligee, MS
	Jackson, AL	Vance, GA
	McIntosh, AL	Henryellen, AL
	Yates, GA	
Mobile, AL	Selma, AL	
Meridian, MS		Hattisburg, MS
Chattanooga, TN	Birmingham, AL	Emory Gap, TN
	Sheffield, AL	
	Atlanta, GA	
	Bulls Gap, TN	
	Knoxville, TN	
New Orleans, LA	Meridian, MS	
Memphis, TN	Sheffield, AL	
Atlanta, GA	Macon, GA	Scherer, GA
	Millen, GA	Baldwin, GA
	Greenville, SC	Wansley, GA
	Spartanburg, SC	Bremen, GA
	Cleveland, TN	Morrow, GA
Augusta, GA	Atlanta, GA	Millen, GA
Cleveland, TN	Bulls Gap, TN	
	Wensley, GA	
	Yates, GA	
	Bremen, GA	
Macon, GA	Augusta, GA	
	Millen, GA	
Greenville, SC	Salisbury, NC	Baldwin, GA
	Charlotte, NC	

DRR CREW DISTRICTS AND ASSIGNMENTS

Assignment Locations	Away Locations	Turn Crews
(1)	(2)	(3)
Spartanburg, SC	Columbia, SC	
	Salisburg, NC	
	Pregnall, SC	
Linwood, NC	Greenville, SC	Charlotte, NC
	Spartanburg, SC	Greensboro, NC
	Altavista, VA	Ft. Mill, SC
	Lynchburg, VA	Belmont, GA
		Salisburg, NC
Altavista, VA	Petersburg, VA	
Roanoke, VA	Linwood, NC	PD Jct. WV
	Petersburg, VA	Vabrook, VA
	Crewe, VA	
	Shenandoah, VA	
	Bristol, TN	
	Elmore, WV	
	Greensboro, NC	
	Bulls Gap, TN	
Dickinson, WV	Elmore, WV	Alloy, WV
	Columbus, OH	
Bulls Gap, TN		Asheville, NC
		Bristol, TN
Knoxville, TN	Bristol, TN	Bulls Gap, TN
(Sevier Yard)	Asheville, NC	Cleveland, TN
	Fairbanks Jct., GA	Loudon, TN
Asheville, NC		Douglas, NC
Elmore, WV		Beggs, WV

EXHIBIT NO. 4

DRR HELPER SERVICE

On Location (1)	Off Location (2)	Helper Service Miles (3)	Helper Direction (4)	Number of Helper Locomotive (5)	Peak Period Trains Helped Per Day (6)
1. Louisville, KY	Duncan, IN	10.37	West	1	3.4
2. Bulls Gap, TN	Knoxville, TN	46.80	South	2	5.8
3. Cincinnati, OH	Erlanger, KY	7.57	South	1	15
4. Altoona, PA	Johnstown, PA	37.90	West	2	33.4
5. Johnstown, PA	Altoona, PA	37.90	East	2	30.3

Source: *See* e-workpaper "Train Summary From TRAIN FILE.xlsx".

EXHIBIT NO. 5

DRR RTC MODELING PROCEDURES AND RESULTS

The DuPont Stand-Alone Railroad ("DRR") utilized the Rail Traffic Controller ("RTC") model[1] to optimize the DRR's system track configuration and provide the basis for many of the DRR's annual operating metrics. The RTC model has been relied upon by the STB in numerous prior maximum rate reasonableness cases[2] to evaluate the feasibility of the SARR's operating plan and to demonstrate the maximization of the SARR's infrastructure.

The process followed to develop the needed metrics for DRR's rail operations based on the RTC model simulation is discussed in the remainder of this Exhibit under the following topical headings:

A. Development of The DRR System

B. Operating Inputs Used in The RTC Model

C. Development of The Peak Train List

D. Other RTC Related Issues

A. DEVELOPMENT OF THE DRR SYSTEM

The DRR system is made up of over 8,000 route miles. This is the largest stand-alone system yet constructed and presented to the STB, and, as far as DuPont is aware, the largest system ever simulated in the RTC model.

B. OPERATING INPUTS USED IN THE RTC MODEL

The following elements of the DRR's operating plan were developed by Mr. McDonald and input into the RTC Model by Messrs. Fapp and Humphrey for purposes of simulating the DRR's peak-period operations and developing train transit times:

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[1] Version 64G.

[2] *See*, e.g., *AEPCO* at 28, *WFA/Basin* at 16, *PSCo/Xcel* at 27 and *Otter Tail* at 24.

DRR RTC MODELING PROCEDURES AND RESULTS

1. Road Locomotives
2. Train size
3. Helpers
4. Maximum train speeds
5. Dwell times
6. Time required to interchange trains with other railroads
7. Crew-change locations/times
8. Time for a train to reverse direction
9. Track inspections and maintenance windows
10. Time for random outages

Each of these elements is discussed below.

1. Road Locomotives

The RTC simulation demonstrated that most road trains can operate over the DRR system (other than the helper districts described below) with two ES44AC locomotives in a 1/1 DP configuration, except some heavy trains needing additional power at certain locations. The additional locomotives were generally placed on the head-end of the train, usually at crew-change locations, during crew-change time.[3]

The DRR will operate its local trains with a single GP38 locomotive where possible. Where this is not possible due to local train sizes or topography, the DRR adds a second GP38 locomotive or instead uses ES44AC locomotives on the local trains. In addition, DRR worktrains will utilize GP38 locomotives. Finally, the DRR will use SW1500 in its yards to perform its switching operations.

The base year locomotive requirements, which were developed from the RTC simulation statistics of the DRR are shown in Table 1 below.

[3] In some cases, additional locomotives were added to the rear of the train as to equalize power and minimize train slack.

DRR RTC MODELING PROCEDURES AND RESULTS

Table 1
DRR Base Year Locomotive Requirements

Unit Type (1)	Number of Units (2)
1. ES44AC	481
2. GP38	101
3. SW1500	80
4. Total Units	552

Source: *See* e-workpaper "DRR Operating Statistics.xls"

2. Train Size

The peak period forecast trains for the RTC simulation are based on corresponding actual 2009-2010 trains. The maximum train size is equal to the largest trains by train type and symbol currently operated by NS. All growth trains are limited to the same size and weight of actual 2009-2010 trains, and no growth train has more than six (6) locomotives (excluding helpers).

3. Helpers

DRR's helper districts were determined in a two-step process. First, information provided by NS in discovery was used to identify locations on the DRR network where NS currently provides helper service. Second, additional helper service requirements were determined by running the RTC model and adding helper service as needed. A summary of the helper locations and locomotives required at each location is shown in Table 2 below.

DRR RTC MODELING PROCEDURES AND RESULTS

Table 2
DRR Helper Districts And Locomotive Requirements

Helper District (1)	Distance Helped (2)	Helper Locomotives (3)
1. Louisville, KY to Duncan, IN	15.0	1
2. Bulls Gap, TN to Knoxville, TN	48.4	2
3. Cincinnati, OH to Erlanger, KY	7.2	1
4. Altoona, PA to Johnstown, PA	38.9	2
5. Johnstown, PA to Altoona, PA	38.9	2

Source: *See* e-workpaper "Train Summary from TRAIN file.xlsx."

Mr. McDonald instructed Messrs. Fapp and Humphrey to allow twenty (20) minutes for each train requiring helper assistance, to add helper locomotives at the beginning of the helper district and to allow fifteen (15) minutes to detach the helper locomotives at the end of the helper district.

The coupling and uncoupling of helper locomotives is a straight-forward process that takes a few minutes in terms of the physical operations. The allotted twenty (20) minutes for adding helper locomotives provided sufficient time to perform a brake test after the lead helper locomotive was coupled to the train. Modern technology permits helpers to be removed without stopping the train, but Mr. McDonald has conservatively assumed the train will stop for the removal of helpers and has allotted fifteen (15) minutes for this process. This includes the time the helper crew needs to verify that the brakes on the distributed power ("DP") road locomotive at the rear of the train have been released.

After being detached from a train (regardless of direction), each 2-unit helper consist returns light to its point of origin. Light helper movements follow trains moving in the same direction, on the same block, with dispatcher authority (unless there is a long interval between trains, in which case they move on a separate block). This is consistent with real-world railroad

practices based on Mr. McDonald's personal observation and experience. Light helper movements are not treated as separate trains for purposes of the RTC simulation.

4. Maximum Train Speeds

The maximum permissible train speeds input into the RTC Model are 60 mph (50 mph for loaded coal and bulk grain trains) on the DRR's main lines. All trains are limited to a maximum speed of 40 mph on the DRR's branch lines except where existing NS timetable speeds are higher. These maximum speeds are consistent with NS's real-world practice on the lines being replicated by the DRR.

Maximum train speeds are reduced below those specified above where a speed restriction is required by NS's operating timetables for the divisions and subdivisions in question. These restrictions exist for safety reasons (such as to maintain a safe braking distance), to reduce underbalance in curve super elevation per FRA track safety regulations and reduce track/curve wear, and to avoid high-speed gage separation on curves exceeding 3 degrees. In addition, trains do not reach maximum authorized speed in some areas due to grades and curves. All of these restrictions and limitations have been incorporated into the RTC Model for application to the DRR's peak-period operations.

5. Dwell Times

Dwell times have been allotted for trains at the DRR's yards based on the kinds of activities being performed. These activities include 1,000/1,500-mile car inspections and associated bad-order car switching, locomotive fueling and 92-day inspections, and crew changes.

Mr. McDonald has allotted a total of five (5) hours of dwell time at each yard for through coal trains requiring an inspection. This includes time for the inspection itself (three hours) and removal of any bad order cars from the train and addition of spare or repaired cars (one hour).

DRR RTC MODELING PROCEDURES AND RESULTS

Locomotives requiring FRA-mandated 92-day inspections are removed from the train upon arrival and replaced with fresh locomotives when the inspection and bad-order switching processes are completed. If locomotives that are not removed for a 92-day inspection require fueling, it is performed while the car inspection is taking place and the train is "blue-flagged." Another hour of dwell time has been allotted for these procedures, as well as for train staging time and contingencies.

All intermodal and general freight trains that move at least 750 miles on the DRR also receive an inspection at one of the DRR's yards (assumed to be a 1,000-mile inspection[4]). Non-coal trains that move less than 750 miles on the DRR do not require an inspection because they are interchanged with NS or another railroad at either the on-SARR or off-SARR point (or both), and are inspected while on the connecting railroad.

Mr. McDonald has allotted three hours of dwell time at the DRR's yards for non-coal trains requiring a 1,000-mile inspection. In general, these trains have fewer cars than the DRR's coal trains, and inspections using the procedures specified by Mr. McDonald can be accomplished in two hours. An additional hour is allotted for bad-order switching and for removing and replacing locomotives requiring a 92-day inspection. As described below, these trains do not need to be staged for movement to the mines, as coal trains often do. A total of three hours of dwell time at a yard is appropriate for intermodal and general freight trains.[5]

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[4] Some of these trains are intermodal or auto trains that qualify for extended-haul status, thus permitting a 1,500-mile interval between inspections, but to be conservative Mr. McDonald has assumed a 1,000-mile inspection is required.

[5] Six hours of yard dwell time was allotted for empty coal trains to be consistent with the dwell time allotted for empty coal trains in the *WFA/Basin* case. Less dwell time would be needed to inspect and service the DRR's non-coal trains because they tend to be shorter, there is less need to remove bad-order cars and replace them with spare cars, and no need to swap all locomotives on each train for new locomotives, which was the procedure used for empty SARR coal trains in *WFA/Basin*. See "Opening Evidence of Complainants Western Fuels Association, Inc. and Basin Electric Power Cooperative (Public Version)" filed April 19, 2005 at III-C-41 and *WFA/Basin* at 17.

DRR RTC MODELING PROCEDURES AND RESULTS

Since the RTC model simulation is a snapshot of the DRR's operations over a ten (10)-day simulation period, there is no way to tell in advance which road locomotives on which trains require a 92-day inspection or fueling upon arrival at one of the DRR's yards during that period. Based on Mr. McDonald's experience, it is likely that trains received in interchange from NS or another railroad will have locomotives with full fuel tanks and that do not require a 92-day inspection while on the DRR. However, to be conservative, for all empty coal trains (and certain loaded coal trains as described earlier) and for all non-coal trains that move at least 750 miles on the DRR, Mr. McDonald has assumed that the locomotives on the train will need fueling and or a 92-day inspection at one of the DRR's yards, as well as a 1,000-mile or 1,500-mile car inspection. These inspections occur at one of the following yards: Elkhart, Conway, Chattanooga, Roanoke, Atlanta or Bellevue.

6. Time Required to Interchange Trains With Other Railroads

As described above, the DRR interchanges complete trains, including locomotives, with six Class I railroads (BNSF, CSXT, NS, KCS, CN and UP) as well as over 40 regional or short-line railroads.[6]

Mr. McDonald has allotted 30 minutes for the interchange of trains at all of these points. All that is required for the interchange of run-through trains is a change of crews, a brake set/release and a roll-by inspection, which can easily be accomplished within 30 minutes. The same 30 minutes of SARR interchange time were accepted by the Board in *WFA/Basin*.[7]

A train received in interchange may have more locomotives than the DRR needs to move the train over its system, or may not have the locomotives arranged in a DP configuration. The

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[6] *See* e-workpaper "DRR Interchanges.xlsx." for a complete list of DRR interchange locations and the railroads involved.

[7] *See WFA/Basin II* at 16.

inbound DRR road crew removes any extra locomotives and leaves them on the setout track at the interchange point during the time allotted for the interchange, and the outbound DRR crew rearranges locomotives into a DP configuration if necessary during the interchange time.[8]

7. Crew-Change Locations/Times

At DRR crew-change points where the change of crews is the only function performed, Mr. McDonald has allotted 15 minutes for this function. Again, this is consistent with the time allotted for SARR crew changes in *WFA/Basin*.[9]

The RTC simulation confirms that the distance for each crew assignment, as well as the allotted time at mines or other points served by turn crews, can be covered by a single tour of duty including an allowance of one hour for crew preparation/taxi time. A few crews expire under the Hours of Service law and need to be taxied to their next terminal, while some trains are able to skip a crew change point and the crew can run through to the next crew-change point. Since the DRR is a new, start-up, non-unionized operation, its crew districts can be, and have been, designed for maximum efficiency.

8. Time for a Train to Reverse Direction

The DRR's track configuration is such that certain of the DRR's trains must reverse direction. This primarily occurs with local "turn trains" that reverse direction at the terminus of their outbound movement. The reversal of direction at these locations is facilitated by the DRR's use of DP locomotives on all trains.

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[8] The Class I railroads are converting to DP at a rapid pace; for example, Union Pacific reported at a recent RTC Model users' conference that 70 to 75 percent of its road trains now have a DP locomotive configuration. With the peak RTC simulation period ten years hence, it is reasonable to assume that the DRR will have in place run-through agreements that specify trains are to be received with DP power and that foreign-road locomotives will be equipped for DP operation.

[9] See *WFA/Basin* Opening Evidence of Complainants (Public Version) at page III-C-30.

DRR RTC MODELING PROCEDURES AND RESULTS

Mr. McDonald has allotted 45 minutes of dwell time to reverse direction for trains that do not change crews at the reverse-direction point. This accounted for any switching occurring at the turn location and the time needed for the crew to walk to the other end of the train and board the locomotive on that end. No additional time is allotted for reversing direction if the procedure occurs at a location where the train is interchanged with another railroad or otherwise undergoes a crew change. At these locations, the outbound DRR crew boards the locomotives at the opposite end of the train from the locomotive where the inbound crew leaves the train. No extra time is needed beyond the normal 30 minutes allotted for interchange or 15 minutes allotted for crew changes at non-interchange locations.

9. Track Inspections and Maintenance Windows

FRA rules require twice-weekly inspections for Class 4 track, which is the classification for the DRR's main tracks. As described in Part III-D (which describes the DRR's maintenance-of-way plan), the DRR's main and branch lines are inspected twice a week by the railroad's Track Inspectors using hi-rail vehicles (SUV-type vehicles equipped with retractable flanged wheels so they can operate either on highways or on railroad tracks). These inspections have to be performed during the peak traffic (RTC simulation) period. However, they can be performed between train movements, and during periods of heavy traffic or the hi-rail vehicle can follow a train on the same block (with the dispatcher's approval). Accordingly, there is no need to allot separate time for FRA-prescribed track inspection in the RTC Model.

Consistent with the STB's decision in *AEPCO*, Messrs. Fapp and Humphrey have included delay times in the RTC simulation to account for maintenance being performed on the DRR's line. Specifically, they identified the times that NS trains were delayed due to

maintenance activity based on train delay time data provided in discovery by NS.[10] This includes delays due to bridge gangs, maintenance of way gangs, rail gangs, and T&S gangs.

10. Time for Random Outages

Random events that affect track, signals and equipment are a part of everyday railroading. It is unrealistic to expect that no such events would occur during the DRR's peak traffic period used for the RTC simulation, or that such events would not affect train operations during that period. Accordingly, time for random outages has been input into the RTC Model.

Track capacity is also impacted by program maintenance performed by the SARR. The STB indicated in its *AEPCO* decision that while parties in prior SAC proceedings had not included track delays caused by program maintenance in their SARR simulations, such maintenance was common in the "real world" and therefore should be reflected in a SARR's hypothetical world.[11]

It is impossible to determine exactly what events would impact train operations during the June 1, 2018 through May 31, 2019 peak year, or when they will occur. NS provided data in discovery on events of an unexpected or "random" nature that affected train operations on the lines being replicated by the DRR in 2009 and 2010, including train-related, track-related and signal-related events. It also identified delays caused by maintenance of way, and bridge gangs.[12]

Mr. McDonald identified the outages and delays that occurred on NS track replicated by the DRR during the peak period's comparable time in the base year, e.g., November 12 through November 21. He then provided them to Messrs. Fapp and Humphrey for input into the RTC Model during the 10-day simulation period.

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[10] *See* e-workpaper "2009_Delay (on-sarr).xlsx".

[11] *See AEPCO* at 28.

[12] *See* e-workpaper "2009_Delay (on-sarr).xlsx".

DRR RTC MODELING PROCEDURES AND RESULTS

Mr. McDonald selected the kinds of outages that he deemed most likely to occur including operational outages, such as a broken knuckle or drawbar, a train going into emergency braking mode, or a broken rail. Mr. McDonald excluded, however, those outages experienced by NS that would not be incurred by the DRR due to differences in the two railroads' operations. For example, Mr. McDonald excluded delays caused by Amtrak operating on the DRR's line, since, unlike the NS, Amtrak would not be a DRR tenant railroad. Similarly, Mr. McDonald also excluded outages caused by NS' traditional signaling system as the DRR would operate from the beginning with a purposely built PTC system in place of traditional signals. In another example, Mr. McDonald designed the DRR operating plan so that all road trains would operate with at least two (2) locomotives, meaning a failure in one locomotive would not leave the train stranded and blocking track. Instead, DRR trains would move under the remaining operational power on the train to the next yard, where the inoperative locomotive would be replaced.

Consistent with the STB's decision in *AEPCO*, Mr. McDonald also identified program maintenance work performed by NS that would cause train delays. This includes delays caused by maintenance of way gangs, bridge gangs, rail gangs and T&S gangs. These delays are in addition to the random maintenance outages caused by such things as broken rails and power switch failures.

Mr. McDonald also assumed an average duration for each outage indicated in NS train delay data would occur in the peak year operations. In other words, if NS experienced an one hour delay in its 2009 operation at a particular location, then the DRR would experience a one hour delay in 2019 at the same location. Mr. McDonald then instructed Messrs. Fapp and

Humphrey to include the outages on the DRR's lines (including the date and time for each outage) at the same location where NS experienced the outage.[13]

The end result of the analysis was to include 177 operational and maintenance outages as inputs to the RTC Model. The 177 total outages included in the RTC simulation are shown, by date and time, location and type in DuPont's workpapers.[14]

C. DEVELOPMENT OF THE PEAK TRAIN LIST

Once the DRR network was developed and tested in the RTC model and the operating inputs were identified, the next step in the process was to identify the peak period trains that would be included for evaluation in the RTC model.

1. Peak Trains

The modeling period included a two-day warm-up, the peak week and a one-day cool down.[15] Messrs. Fapp and Humphrey were able to use a shorter warm-up period than in prior cases because the peak period train list includes all trains moving from the beginning of the simulation.

SARR's presented in prior maximum reasonable rate cases have been primarily coal railroads that transport unit coal train traffic between mines and generating stations. In those cases, the SARR simulation usually began with either all the loaded coal trains beginning at the mines and moving loaded to the generating stations, or all the empty coal trains beginning at the generating stations and cycling back to the mines. In either case, additional warm-up time was

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[13] The NS delay data provided in discovery indicated the date, location and duration of the delays, but not the time of day the delay occurred. Messrs. Fapp and Humphrey assigned a delay time using a random number generator to develop random delay times.

[14] *See* e-workpaper "2009_Delay (on-sarr).xlsx".

[15] The trains included in the RTC train list consist of trains originated within a 10-day period. Because many train take more than 24 hours to reach their destination, the model actually simulated an 11-day period to allow trains dispatched on Day 10, the cool down day, to reach their destination.

needed to allow the loaded and empty trains to make a complete cycle to reflect the congestion of loaded and empty coal trains meeting along their respective routes.

In this case, DuPont did not begin with only loaded or empty coal trains, but instead began by moving all trains, including loaded and empty unit traffic simultaneously. DuPont was able to do this by identifying both loaded and empty unit trains as part of its peak period process. This meant loaded and empty unit trains were meeting along their routes from the beginning of the simulation. In this way, DuPont could shorten the warm-up period since much of the operational congestion was in place from the start of the simulation.

The peak period was developed based on the peak volume of trainload traffic selected for inclusion in the DRR's traffic group. The peak period train lists were then developed from NS car and train movement data provided in discovery for the June 2009 to May 2010 time period. In particular, Messrs. Fapp and Humphrey matched the DRR's revenue carloads to the NS trains that moved the relevant cars (including corresponding empty cars). NS's peak traffic period in the base year was November 12 through November 21. The trains that the DRR will transport during the peak period and corresponding study period for the RTC simulation are shown in DuPont's workpapers.

Messrs. Fapp and Humphrey then determined the number of DRR trains that would transport the general freight, coal and intermodal traffic included in the DRR traffic group in the comparable period of June 1, 2018 through May 31, 2019, which is the peak volume year during the DCF period. They did this by applying the percentage increase in the DRR's traffic for the Base Year to June 1, 2018 to May 31, 2019 for each movement to the car/train movement data provided by NS in discovery. The "growth" trains thus developed were added to the trains that moved during the peak week on a random basis. The 10-day study period used in the RTC

DRR RTC MODELING PROCEDURES AND RESULTS

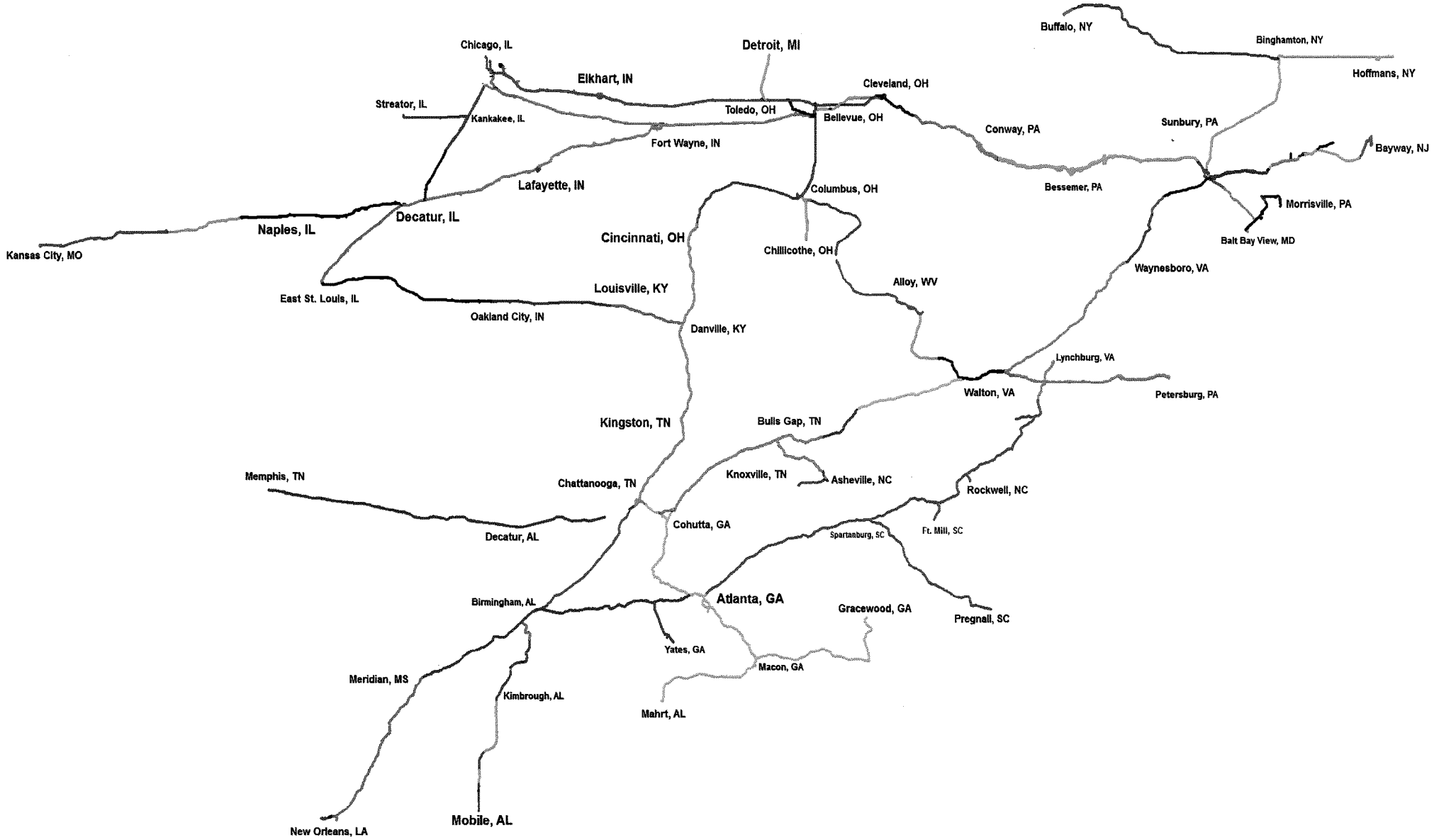
simulation was November 12 through November 21, 2018.[16] A total of 7,210 trains were analyzed during this period, of which 5,088 operated in the peak week.[17]

[16] The 10-day period includes a 2-day warm-up period based on preliminary modeling that indicated this would be the maximum time any train would spend on the DRR.

[17] The list of peak period trains is included in DuPont's Opening workpapers.

EXHIBIT NO. 6

DRR RTC Network



***NOTE:** Segments colored by subdivision.

EXHIBIT III-D

EXHIBIT NO. 1

DRR OPERATING PERSONNEL

The DRR has a traffic group that moves primarily in trainload quantities. Consistent with the stand-alone concept of identifying the least-cost, most-efficient, feasible hypothetical alternative to the incumbent, the DRR is a non-union railroad that is built from the ground-up to handle a defined traffic group.[1]

DuPont's experts have developed a staffing plan and associated personnel for the DRR to handle its projected peak traffic volume safely and efficiently by taking full advantage of modern technology. This staffing plan also permits the railroad to maintain its facilities in good condition while minimizing cost.

A. STAFFING REQUIREMENTS

The DRR's operating personnel include train crew, line supervisory and field employees in Transportation, Engineering/Maintenance-of-Way and Mechanical departments. The senior Operations staff (headquartered at Roanoke, VA) report directly to the Vice Presidents of Transportation, Engineering and Mechanical. For the most part, they are not included as operating personnel but are included in the DRR's General & Administrative ("G&A") staff, which is described in Part III-D-4. The DRR's operating personnel requirements are discussed below.

1. Train/Switch Crew Personnel

The DRR requires a total of 3,166 Train & Engine ("T&E") crew members to transport its Base Year trains. This count, which includes helper crews and switch crews based at the DRR's yards, is based on the number of trains moving over the various parts of the DRR system during the Base Year; the crew assignments developed by Mr. McDonald (as described in Part

[1] The Board has accepted the concept of a non-unionized SARR. *See TMPA* at 687; *PSCo/Xcel* at 68, 69.

III-C-1), and the switch assignments at the DRR's yards. The RTC Model simulation performed by Mr. Fapp was used to confirm that train crews operating in these crew districts generally could complete each tour of duty within twelve (12) hours and otherwise comply with the federal Hours of Service law, as amended.[2]

Consistent with Board precedent, T&E crews were developed using the total number of crew starts as determined by the actual train counts over an entire year.[3] In this instance, crews were determined for all trains moving in the Base Year. The total crew starts from each crew base were then adjusted upward to reflect the 0.38 percent re-crewing requirements based on the results of the RTC simulation indicating the number of crews whose on-duty time expired under the Hours of Service law. The adjusted crew count was then used to determine the total number of T&E crews required using the standard formula employed by the Board to determine how many crews are required to cover the number of crew starts assuming that each crew member is available 270 days a year. *Id.*[4]

2. Non-Train Operating Personnel

The DRR's staffing requirements for operating personnel other than train and switch crews and maintenance-of-way ("MOW") personnel are summarized in Table 1 below. MOW personnel are discussed separately in Part III-D-5.

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[2] *See* e-workpaper "Base Year Trains_Statistics_Open.xlsx."

[3] *See PSCo/Xcel* at 62.

[4] This number is not affected by the hours-of-service provisions of RSIA.

DRR OPERATING PERSONNEL

Exhibit III-D-1
Table 1
DRR Non-Train Operating Personnel

Operations Department Position (1)	No. of Employees (2)
Vice President Operations	1
Administrative Assistant	1
Administrative pool (secretaries)	4
Director – Budgets	1
Analyst – Budgets	2
Director – Rules, Safety & Training	1
Managers – Rules, Safety & Training	10
1. Transportation Department	
Vice President Transportation	1
Director – Operations Planning and Joint Facilities	1
Analyst – Operations Planning	2
Analyst – Joint Facilities	2
Director – Operations Control	1
Managers – Operations control (1 mgr north region and 1 mgr south region 24/7)	9
Chief Dispatcher (North region and south region)	2
Dispatchers (25 desks manned 24/7)	110
Director – Crew Management	2
Crew callers (4 desks manned 24/7)	18
General Managers (North and South Regions)	2
Directors – Field Operations	10
Managers – Field Operations	56
Managers – Locomotive Operations	11
Managers – Yard Operations (six major yards)	6
Assistant Managers – Yard Operations	48
2. Mechanical Department	
Vice President – Equipment Management	1
Administrative Assistant	1
Manager – Budgets	1
Directors – Locomotive Services (North region and South region)	2
Managers – Testing and Environmental	1
Managers – Car Distribution (North region and South region)	2
Car Distributor	7
Directors – Car Services (North region and South region)	2
Car Inspectors	269
3. Engineering Department	
Vice President – Engineering	1
Administrative Assistant	1
Director – Environmental Operations	1
Environmental Engineer	1
Total Non-Train Operating Personnel	**591**

Source: "DRR Operating Expense.xlsx."

DRR OPERATING PERSONNEL

A description of each operating position is provided below.[5]

a. Vice President – Operations – This position reports to the President-CEO, is a member of the DRR Board of Directors, and is responsible for all operating functions. Reporting to the Vice President – Operations are the Vice President – Transportation, Vice President – Equipment Management and Vice President – Engineering. Also reporting to the Vice President – Operations are the Director – Budgets and the Director – Rules, Safety and Training.

b. Director – Budgets – This position is responsible for preparation of the budget for the office of the VP – Operations as well as the entire Transportation Department, headed by the VP – Transportation. There are two Analyst positions assigned to assist the Director – Budgets.

c. Director – Rules, Safety and Training – The Director – Rules, Safety and Training is responsible for safety, rules and training on the DRR system. This position is also responsible for the operating timetable, rules, and related instructions and for interfacing with the FRA and other government agencies in matters pertaining to rules and operating practices.

d. Managers – Rules, Safety and Training – Reporting to the Director are ten Managers – Rules Safety and Training who monitor safety and conduct rules and training classes of transportation, maintenance, and mechanical operating personnel in their respective territories, and assist the Director in the performance of his duties.

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[5] In *WFA/Basin* the Board treated Customer Service personnel as Operating personnel and Marketing personnel as G&A staff. Mr. McDonald believes all of these personnel are more appropriately considered G&A personnel (discussed below). This is how they were treated in *AEP Texas* at 51, 54.

DRR OPERATING PERSONNEL

e. Vice President – Transportation – The Vice President – Transportation is responsible for all transportation functions on the DRR. Reporting to him are the Director – Operations Planning and Joint Facilities and the Director – Operations Control and the General Managers for the North and South Regions.

f. Director – Operations Planning and Joint Facilities – This position is responsible for designing the most efficient routings and scheduling of car and train movements on the DRR system. In addition, the position is responsible for preparing and monitoring all joint facility and industry contracts. There are four Analyst positions assigned to assist the Director – Operations and Joint Facilities, two analysts assist with operations planning and two analysts assist with joint facilities.

g. Director of Operations Control – The Director of Operations Control is responsible for all locomotive assignments on the DRR. This individual also coordinates and maintains records of run-thru operations with other railroads; and, in concert with the Mechanical Department, handles the timely dispatch of locomotive power due required inspections.

h. Managers – Operations Control – The Managers – Operations Control assist the Director Operations Control in performance of his duties. There two Managers of Operations Control positions, one for each Region and these positions are on duty 24 hours a day.

i. Chief Dispatchers – There are two Chief Dispatcher positions on the DRR, one each for the North and South Regions. The Chief Dispatchers are responsible for managing the Dispatching staff and ultimately responsible for dispatching trains, track inspections vehicles and work equipment on the DRR.

DRR OPERATING PERSONNEL

j. Dispatchers – The DRR has 25 dispatching desks located at the DRR's Roanoke headquarters. Eleven (11) Dispatcher desks are responsible for dispatching trains, track inspection vehicles and work equipment on the North Region and 14 desks are responsible for dispatching trains and equipment on the South Region. Each desk is manned by one (1) dispatcher three (3) shifts per day, seven (7) days per week. A total of 110 employees are required to man the 25 dispatcher positions on a 24/7 basis.

k. Directors – Crew Management and Crew Callers – The DRR utilizes an automated crew-management system[6]. Although the automated crew-management system is designed to handle virtually all basic crew interactions via automated calling and response systems (including identifying the proper crews for the proper jobs and automatically routing calls from crews to the appropriate dispatcher), the system requires some augmentation by human personnel. Accordingly, Mr. McDonald has staffed the DRR with two Directors – Crew Management (one each for the North and South Regions) and four Crew Caller positions (two each for the North and South Regions). All of these positions are based at the Roanoke headquarters.

The Directors – Crew Management manage the crew-calling system, supervise and assist the crew callers as needed, handle exceptions and assign crew vacations. They also interface with the DRR's IT personnel as needed. The four crew caller positions (two for each Region) are on duty on a 24/7 basis to augment the automated crew-management system. The crew callers' principal duties are to define the necessary jobs, assure the proper operation of the

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[6] *See* Exhibit III-D-2, Section D-2.

automated crew-calling system, and answer questions. The 24/7 staffing for these positions means a total of nine employees are required to man them.[7]

l. General Managers – Transportation – The General Managers – Transportation for the North and South Regions are responsible for all transportation field operations and supervise the DRR's Directors - Field Operations on their respective territories.

m. Directors Field – Operations – The Directors – Field Operations and Managers – Field Operations are responsible for train operations in their respective territories and for supervising train crews. They also perform FRA-mandated and other appropriate testing, and respond to and investigate accidents and day-to-day operating problems encountered by any busy railroad each reporting to his respective General Manager.

The DRR has 10 Directors – Field Operations with the positions split evenly among the two operating divisions which are of relatively equal length. This position is the equivalent of Transportation Superintendent on a Class I railroad. The Directors – Field Operations on the North Region are stationed at Chicago, Toledo, Conway, Enola and Cincinnati. The Directors – Field Operations on the South Region are stationed at St. Louis, Birmingham, Greenville, Roanoke and Chattanooga.

n. Manager – Field Operations – The DRR also has 56 Managers – Field Operations positions. Twenty-nine (29) being stationed at major terminals and 27 at outlying points. All managers report to their respective Directors – Field Operations. These positions are

[7] *See* e-workpaper "Personnel Counts.xls."

equivalent to a Trainmaster on a Class I railroad. The specific locations and number of Managers – Field Operations at each location are included in our workpapers.[8]

o. Managers -- Locomotive Operations – The DRR has 11 Managers – Locomotive Operations ("MLO"), who are responsible for the safe and efficient handling of locomotives and trains by the DRR's engineers. The MLOs are assigned to various locations throughout the DRR. The specific locations are shown in our workpapers.[9] Their duties are similar to those of a Road Foreman of Engines or Traveling Engineer on a Class I railroad. They are FRA-certified locomotive engineers and qualified on their respective territories. They perform FRA-mandated training and observation of engineers in train handling, efficiency testing, and other assistance as needed.

p. Managers and Assistant Managers – Yard Operations – One Manager – Yard Operations is assigned to and based at each of DRR's six major yards. Assistant Managers – Yard Operations are assigned at these and other locations where traffic volumes warrant. These positions direct the movement of trains and other equipment within the yard limits. All Managers and Assistant Managers – Yard Operations report to the Managers – Field Operations. At small yards where there is no Assistant Manager – Yard Operations, a designated crew member, acting as a footboard Yardmaster, will receive instructions directly from Customer Service.[10]

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[8] *See* e-workpaper "DRR Non-Train Operating Personnel.docx."

[9] *See* e-workpaper "DRR Non-Train Operating Personnel.docx."

[10] *See* e-workpaper "DRR Non-Train Operating Personnel.docx." for assignment locations for Managers and Assistant Managers – Yard Operations.

DRR OPERATING PERSONNEL

q. Vice President – Engineering – The Vice President – Engineering is responsible for all engineering matters on the DRR. This primarily involves MOW since the DRR does not need to construct any new facilities during the 10-year DCF period. In addition to supervising the MOW function and personnel (described in detail in Exhbit III-D-3), the Vice President – Engineering is responsible for the annual MOW capital and operating budgets, and for interfacing with the contractors involved in program and other maintenance-of-way work. This Vice President has one (1) assistant who is chiefly responsible for engineering administration and secretarial duties.

r. Vice President – Equipment Management – This Vice President supervises the DRR's mechanical function, which largely involves overseeing the acquisition and maintenance of the DRR's equipment (including rolling stock) as well as administration of the AAR Interchange Rules with respect to the DRR's use of other railroads' locomotives and equipment on trains that operate in interline service. The Vice President – Equipment Management is also responsible for interfacing with the DRR's locomotive and car maintenance contractors. Like the other Vice Presidents, he has an Assistant, who is responsible for mechanical and departmental secretarial work as needed. Also reporting to the VP – Equipment Management are two (2) Managers – Budgets who are responsible for working with the VP – Equipment Management and preparing budgets for the Mechanical department.

s. Directors – Locomotive Services – There are two Directors – Locomotive Services, one each for the North Region and the South Region. The Directors – Locomotive Services are responsible for maintenance of the locomotive fleet and ensuring the correct

complement of power and locomotive consists are available as requested by the Operations Control Department.

t. Manager – Testing & Environmental – The DRR has one (1) Manager – Testing & Environmental who report to the Directors – Locomotive Services. One Manager is assigned to each of the DRR's two Regions. These individuals are responsible for testing of materials and environmental compliance, including investigation of any problems involving cars containing hazardous commodities while on the DRR (and related federal reporting requirements).

u. Managers – Car Distribution – There are two Managers – Car Distribution, one each for the North Region and the South Region on duty five days per week. These positions are responsible for interacting with customers and field personnel to ensure equipment needs are met on a real time basis.

v. Car Distributors – There are two (2) car distribution desks, one assigned to each Region on duty 24/7 working with the Manager to provide equipment. A Manager – Car Distribution is assigned to the desk during the day shift and car distributors are assigned the two other shifts each day.

w. Directors – Car Services – There are two (2) Directors – Car Services with one assigned to each Region. These positions, report to the Vice President – Equipment Management, and are responsible for equipment repairs and for supervision of the Equipment Inspectors at the DRR's yards. These individuals are also responsible for the day-to-day interface with the DRR's locomotive and car maintenance contractors, as well as contract administration.

DRR OPERATING PERSONNEL

x. Equipment (Car) Inspectors – The DRR's Equipment Inspectors have duties similar to those of Carmen on a Class I railroad. They are located at the DRR's yards where the railroad performs 1,000-mile/1,500-mile car inspections.[11] The number of Equipment Inspector positions (which are manned 24/7) is based on the number of daily trains requiring inspection that move through the DRR's inspection points during the peak week. Equipment inspectors are also assigned at all yard locations where more than three trains per day originate. In yards where less than three trains per day originate, the train crews perform the necessary equipment inspections on trains prior to departure. Car inspection procedures are described in Part III-C-3.

The Inspectors at each of the DRR's six (6) locations where high volumes of trains are inspected, are divided into four-person crews, with each crew assigned two (2) small ATV-type vehicles which can travel on the roadways between the inspection tracks during the inspection process. This enhances the productivity of the crews, and the DRR has invested capital for roadways between the inspection tracks to achieve these savings. The inspection vehicles are equipped with tools and parts (such as brake shoes) needed for performing light car repairs. At locations where only originating trains are inspected, the inspection teams are comprised of two man crews, each crew is assigned two (2) small ATV vehicles, each team member inspects one side of the train.

A total of 269 employees are required to man the inspection crews on a 24/7 basis. The number of crews at each location is based on the maximum number of trains per day requiring

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[11] The DRR's coal trains operate as unit trains from initial origin to final destination and thus qualify for 1,500-mile "extended haul" inspections. It is assumed that the DRR trains carrying non-coal traffic will not operate as unit trains from initial origin to final destination, and thus do not qualify as extended-haul trains and require inspections at intervals of 1,000 miles or less.

inspection that operate through that location during the DRR's peak period included in the RTC simulation.[12]

B. COMPENSATION

Compensation for the T&E personnel and other non-train operating personnel is derived from NS's 2009 Wage Forms A&B and is established at the same levels as those paid by NS for comparable positions. The wages for the 3,166 T&E personnel are based on the average amount paid by NS to its T&E personnel including all constructive allowances paid by NS to its train and enginemen. In 2009 NS paid its engineers and conductors an average of { } and { }, excluding fringes, respectively. Based on these amounts the DRR pays its T&E personnel a total of { } million in the Base Year. Salaries and total compensation for the DRR's for non-train operating personnel are shown in Table 2 below.

[12] *See* "Inspection Crews.xlsx."

DRR OPERATING PERSONNEL

Exhibit III-D-1
Table 2
DRR Non-Train Operating Personnel

Operations Department

Position (1)	No. of Employees (2)	Annual Salary (3)	Total Salary (4)
Vice President Operations	1	{ }	{ }
Administrative Assistant	1	{ }	{ }
Administrative pool (secretaries)	4	{ }	{ }
Director – Budgets	1	{ }	{ }
Analyst – Budgets	2	{ }	{ }
Director – Rules, Safety & Training	1	{ }	{ }
Managers – Rules, Safety & Training	10	{ }	{ }
4. Transportation Department			
Vice President Transportation	1	{ }	{ }
Director – Operations Planning and Joint Facilities	1	{ }	{ }
Analyst – Operations Planning	2	{ }	{ }
Analyst – Joint Facilities	2	{ }	{ }
Director – Operations Control	1	{ }	{ }
Managers – Operations control (1 mgr north region and 1 mgr south region 24/7)	9	{ }	{ }
Chief Dispatcher (North region and south region)	2	{ }	{ }
Dispatchers (25 desks manned 24/7)	110	{ }	{ }
Director – Crew Management	2	{ }	{ }
Crew callers (4 desks manned 24/7)	18	{ }	{ }
General Managers (North and South Region)	2	{ }	{ }
Directors – Field Operations	10	{ }	{ }
Managers – Field Operations	56	{ }	{ }
Managers – Locomotive Operations	11	{ }	{ }
Manager Yard Operations	6	{ }	{ }
Assistant Manager Yard Operations	48	{ }	{ }
5. Mechanical Department			
Vice President – Equipment Management	1	{ }	{ }
Administrative Assistant	1	{ }	{ }
Manager – Budgets	1	{ }	{ }
Directors – Locomotive Services (North region and South region)	2	{ }	{ }
Managers – Testing and Environmental	1	{ }	{ }
Managers – Car Distribution (North region and South region)	2	{ }	{ }
Car Distributor	7	{ }	{ }
Directors – Car Services (North region and South region)	2	{ }	{ }
Car Inspectors	269	{ }	{ }
6. Engineering Department			
Vice President – Engineering	1	{ }	{ }
Administrative Assistant	1	{ }	{ }
Total Non-Train Operating Personnel	589		38,843,482

Source: "DRR Operating Expense.xlsx"

Fringe benefits for all DRR employees are based on 37.5 percent of wages. This number is based on the average ratio of fringe benefits to total wages paid in 2009 to all operating employees in the states in which the DRR operates as reported by the Association of American

Railroads. [13] This method of determining the fringe benefit ratio was approved by the Board in *WFA/Basin* at 66. In addition, it is the same method used by Complainants and accepted by both Defendants and the Board in *AEPCO*.[14]

The DRR also incurs taxi and overnight expenses for train crews. The number of taxi trips required, the cost per trip, the number of overnight stays and the cost per stay were identified for each crew.[15]

Consistent with Board precedent, taxi trips and overnight stays were developed using the actual train counts (and the crews' related taxi and hotel requirements) over an entire peak year.[16] The requirements for each service type were developed.

The DRR's unit cost for taxi trips is estimated based on current rates for taxi service at each location. The cost per overnight stay ranges from $29.99 to $89.95 and is based on hotel room rates throughout the DRR system.[17]

C. MATERIALS, SUPPLIES AND EQUIPMENT

Materials, supplies and equipment for operating personnel (other than maintenance-of-way personnel) include office furniture and equipment, office supplies, safety equipment, EOTDs, motor vehicles including railcar inspection vehicles, and tools and supplies. The total

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[13] *See* e-workpaper "III-D-3 Salaries.pdf."

[14] The Public Version of AEPCO's Opening Evidence shows the derivation of the fringe benefit ratio in that proceeding, see AEPCO's January 25, 2010 Opening Evidence, Public Version, page III-D-25. Review of Defendants Reply evidence shows that they did not object to this fringe benefit ratio. *See* Defendants Reply Evidence dated May 7, 2010, pp. III.D-29 to 30. Moreover the STB accepted this evidence without comment in *AEPCO*.

[15] Details are provided in e-workpaper "DRR Operating Expense.xls."

[16] *See WFA/Basin* at 48 and *PSCo/Xcel* at 69.

[17] *See*e-workpaper DRR_Overnight Hotel and Taxi Costs.xlsx.

annual operating expense for these items equals $3.8 million in the Base Year.[18] The transportation materials, supplies and equipment expense includes the cost of 51 Ford Explorers, 19 4WD pick-up trucks for car inspection teams and 60 ATV vehicles for car inspection teams.

Information Technology ("IT") requirements, including computers and software, are described in Exhibit III-D-2. Maintenance-of-way equipment requirements are described in Exhibit III-D-3.

[18] *See* e-workpaper "DRR Materials and Supplies.xls."

EXHIBIT NO. 2

GENERAL & ADMINISTRATIVE EXPENSE

The General & Administrative ("G&A") expenses for the DRR include its headquarters (corporate) management and administrative staff, buildings and equipment, and other expenses, including information technology ("IT") requirements, training and recruiting expense, and outsourced expenses. These expenses have been developed on the basis of the experience of DuPont's Witnesses McDonald and Burris. Mr. McDonald in particular has held a number of senior management positions at a Class I railroad. Mr. Burris developed G&A personnel salaries based on salaries paid to comparable NS or (where appropriate) other railroad personnel. DuPont's IT expert, Joseph Kruzich, developed the DRR's IT requirements and costs including computer hardware, systems, software, and support personnel as well as out-sourcing needs.

The DRR's engineering staff was developed by DuPont's engineering witness, Harvey Crouch, in consultation with Mr. McDonald. As the engineering function principally involves maintenance-of-way, the DRR's engineering personnel are discussed in Exhibit III-D-3.

A. STAFFING REQUIREMENTS

The DRR's personnel have all been designated as operating personnel or as non-operating personnel. The DRR operating personnel are discussed in Exhibit III-D-1, the maintenance-of-way employees, while considered operating personnel, are discussed separately in Exhibit III-D-3. Employees considered non-operating personnel on a Class I railroad are included in the G&A staff discussed below. The DRR's G&A staff is consistent with the G&A staffing for the SARRs approved by the Board in recent SAC cases, including *PSCo/Xcel*, *AEP Texas*, *WFA/Basin* and *AEPCO*, taking into account the DRR's larger geographic scope, traffic volumes and train flows, and the diversity of commodities handled. It should be noted, however, that many G&A functions do not vary with the number of route-miles or the traffic volume. The

GENERAL & ADMINISTRATIVE EXPENSE

nature of most G&A functions means that a railroad the size of the DRR can achieve greater staffing economies of scale than a smaller railroad.

The G&A staff is based at Roanoke, VA, where the DRR's corporate headquarters building is located. This staff covers all executive and administrative functions including marketing, legal services, accounting and bookkeeping, budgeting, financial reporting, payroll, information systems, human resources, secretarial and clerical services, and supervising contractors in the performance of some out-sourced functions.

The DRR's G&A staff is summarized in Table 1 below. This table does not include the operating and MOW employees located at the Roanoke headquarters, who are discussed elsewhere in Exhibit III-D-1 and Exhibit III-D-3, respectively.

GENERAL & ADMINISTRATIVE EXPENSE

Exhibit III-D-2
Table 1
DRR GENERAL & ADMINISTRATIVE
PERSONNEL REQUIREMENTS

Position (1)	Personnel (2)
Executive Office	
Outside Directors	5
President/CEO[1/]	1
Administrative Assistant	1
Directors - Corporate Relations	2
Executive Dept. Total	**9**
Marketing and Customer Service	
Vice President – Traffic	1
Administrative Assistant	1
Director Marketing and Sales	1
Marketing Manager	18
Director Customer Service	1
Customer Service Managers	28
Traffic Dept. Total	**50**
Finance & Accounting	
1. Executive/Treasury Function	
VP Finance & Accounting/CFO	1
Administrative Assistant	1
Treasurer	1
Assistant Treasurer	1
Cash manager	1
Director Internal Auditing	1
2. Controller Function	
Controller	1
Asst. Controller – Revenue	1
Revenue Analysts/Clerks	2
Revenue Accounting Managers	2
Managers – Rail Billing & Collections	3
Customer Billing & Collections Specialists	14
Asst. Controller – Disbursements	1
Manager – Accounts Payable	1
Accounts Payable Clerical Staff	4
Payroll Manager	1
Asst. Controller – Taxes	1
Tax Accountants	4
Manager Property Accounting	3
Asst. Controller – Financial Reporting	1
Analyst/Clerk	2
Staff Accountants	2
3. Budget/Purchasing Function	
Director Budgets	1
Manager – Budgets	1
Managers – Equipment Accounting	2
Managers – Car Accounting	2
Car Accounting Analysts	2
Director Expenditure Recovery	1
Expenditure Recovery Managers	2
Director Purchasing	1
Buyers	2

GENERAL & ADMINISTRATIVE EXPENSE

4. Cost and Economic Analysis	
Director of Costs and Economic Analysis	1
Manager – Cost and Economic Analysis	2
Finance & Accounting Dept. Total	**66**
Legal & Administration	
1. Law Department	
Vice President Law	1
Administrative Assistant	1
General Solicitors	3
General Attorneys	3
Paralegals	3
2. Real Estate	
Directors – Real Estate (North Region and South Region)	2
Managers – Real Estate (North Region and South Region)	2
Real Estate Attorney	1
3. Claims Function	
Director – Claims	1
Manager – Claims	2
4. Security Function	
Police Chief	1
District Commanders (North Region and South Region)	2
Special Agents	12
5. Human Resources Function	
Director of Human Resources	1
Compensation & Benefits Mgr.	1
Manager of Compliance	2
Compliance/Benefits Specialists	2
Staffing & Recruiting Mgrs.	2
Legal & Administration Total	**42**
Information Technology	
VP of Information Technology	1
Director Information Technology – Transportation	1
RMI Technicians	6
Interface Support Manager	2
Director IT Security	1
Security Technician	2
Programmers/Development	7
Director Information Technology – Applications	1
Help Desk PC Technicians	10
Exchange 2007 Engineer	3
Programmers/PC Technicians	5
Data Base Manager	2
Server Manager	3
Network Engineers	2
IT Total	46
Total General & Administrative	**213**

Source: *See* e-workpapers "DRR Operating Expense.xlsx."

1. Executive Department

The DRR's Executive department consists of the President's Office, as well as the DRR's Board of Directors. The President's office consists of four (4) people: the President, two

GENERAL & ADMINISTRATIVE EXPENSE

(2) Directors – Corporate Relations, and an Administrative Assistant. The DRR has a ten-person Board of Directors, with five (5) inside and five (5) outside directors.

a. President's Office – The President serves as the railroad's CEO, and the other department heads (*i.e.*, the Vice Presidents) report to him. The President is also responsible for the DRR's external relations (other than marketing of its transportation services). This includes community and government relations other than those involving operating, legal and financial matters. These are the responsibility of each of the Vice Presidents having jurisdiction over that function. The President does not need a large staff to assist him with these functions because the company is not publicly-owned/traded and does not have to compete for business with other railroads or modes of transportation.

The two (2) Directors – Corporate Relations report directly to the President and are responsible for community and government relations. They interface with state and local governments. Two (2) Corporate Relations positions are required because the DRR operates in 20 states. The Executive Department's Administrative Assistant is also available to assist with corporate relations in addition to assisting the President.

b. Board of Directors – The President is also a member of the DRR's Board of Directors, and serves as its Chairman. The DRR is not a publicly-owned company, so it does not need the kind of large board of directors with numerous outside directors that is typical of such companies. Rather, it has a ten-person Board, consisting of the President, the Vice President-Operations, the Vice President Finance and Accounting/CFO, Vice President – Traffic, Vice President Law and five (5) outside directors. The outside directors would likely include two (2) representatives of the DRR's customer group, two (2) representatives of its investors and an independent director with no other connection to the DRR.

GENERAL & ADMINISTRATIVE EXPENSE

c. Marketing and Customer Service

i. Vice President – Traffic – The DRR's Marketing and Customer Service function reports to the Vice President – Traffic (who is also located at the Roanoke headquarters). The Vice President – Traffic has an administrative assistant.

ii. Director Marketing and Sales – This position is responsible for the DRR's marketing functions, which include communications with the railroad's customers and the operators of the coal mines served by the DRR. The Director supervises a staff of 18 Marketing Managers.

The great majority of DRR's traffic does not originate or terminate on the DRR, rather it is interchange received or forwarded from or to other carriers interchange operations. Therefore the DRR has minimal direct customer contacts, as these are customers of DRR's connecting carriers. Thus, the DRR needs only a small internal staff of 18 Marketing Managers who supervise and interface with the marketing contractor as well as the railroad's customers as described below.[1]

iii. Marketing Managers – The 18 Marketing Manager positions are divided along commodity lines. Three (3) Managers are responsible for coal and petcoke traffic, three (3) are responsible for intermodal traffic, and three (3) managers are responsible for the general freight commodities handled by the DRR. In addition, there are two (2) managers each for grain and grain products, chemicals and fertilizer, automotive traffic and paper and forest products. Finally, there is one (1) manager for e-commerce.

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[1] The concept of out-sourcing part of a SARR's marketing function with supervision/supplementation by a small in-house marketing staff was accepted by the Board in *WFA/Basin* at 45-46 and *AEP Texas* at 54.

GENERAL & ADMINISTRATIVE EXPENSE

Three (3) Marketing Manager positions are sufficient to interface with the DRR's coal customers because of the relatively small number of mine origins served by the DRR and its relatively small number of coal movements. The DRR directly serves only three (3) mines or loadouts facilities and 29 coal destinations. The DRR handles local coal movements where it serves both the mine origin and the power plant destination, and various interline movements where it serves either the origin or the destination but not both, as well as overhead movements. Based on Mr. McDonald's personal knowledge, three (3) Marketing Managers can service this relatively small number of coal accounts.

Three (3) Marketing Managers are responsible for the DRR's intermodal movements. The DRR's intermodal traffic moves in a few discrete flows, and most of this traffic is interlined with NS, which means the NS marketing personnel will be actively involved in the marketing activity for most of the DRR's intermodal movements.

Three (3) Marketing Managers are also needed to handle the DRR's general freight business (although most of it is also interlined with NS and various short lines, whose marketing personnel will also be involved with this traffic). The DRR's general freight traffic consists of commodities moving in six (6) groups between various O/D pairs.[2] General freight traffic constitutes 33.6 percent of the DRR's total volume in 2010 based on carloads.

iv. Director Customer Service – The Director Customer Service is responsible for the Customer Service department which monitors train locations and maintains contact with the DRR's customers regarding the status of their shipments.

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[2] The traffic and corresponding NS commodity code groupings include: Agricultural (10), Chemicals (40), Automotive (60), and General Merchandise, consisting of Metals (20), Construction (25) and Paper (30). *See* e-workpapers "2010 GEN Mrech.xlsx", "2010 IM.xlsx", "2010 COAL 80-Chem 40 - AUTO 60.xlsx" and "2010 AG 10.xlsx."

GENERAL & ADMINISTRATIVE EXPENSE

v. **Customer Service Managers** – The 28 Customer Service Managers cover six (6) positions which are staffed around the clock seven days a week, and three (3) additional positions which are on duty during normal business hours on weekdays. These personnel are responsible for monitoring train locations, maintaining contact with origin mine operators and destination facilities, answering customers' questions concerning the locations of specific trains and cars, and responding to customers' requests for diversion of trains/cars to different origins or destinations.

This level of staffing is appropriate for the DRR's large and diverse traffic group. Most customer contacts occur during the second shift which includes normal business hours, which is why three additional Customer Service positions have been added during those hours.

2. Finance and Accounting Department

The Finance and Accounting Department is responsible for the DRR's basic financial and accounting functions, including treasury, taxation, revenue collection, disbursements for accounts payable, financial reporting, and budgeting and analysis. It consists of 66 employees and is headed by the Vice President – Finance & Accounting who (like the other vice presidents) has an Administrative Assistant/Secretary. The Department has a Treasurer, a Controller, a Director of Budgets and Purchasing, a Director of Cost Analysis and a Director of Internal Auditing with various support positions reporting to these sub-department heads. The Vice President – Finance & Accounting is also the DRR's Chief Financial Officer.

Many of the DRR's accounting and finance functions are performed using computerized packages and programs now common in the railroad industry, rather than being performed manually by in-house staff employees. These functions and the related programs are described in more detail below, in the discussion of the IT function. Given the advances in financial

technology and the DRR's well-defined customer group, the DRR has designed its finance and accounting staff to handle these functions. The personnel described below are consistent with those accepted by the Board in recent SAC cases including *WFA/Basin* and *AEP Texas*, and reflect several additions due to the DRR's more varied traffic base and larger number of carload transactions.

a. Treasury Function – The Treasury function is headed by the DRR's Treasurer, who is responsible for managing the company's cash and investments and interfaces with the outside investment company that manages the DRR's 401K retirement plan.

The Treasurer is assisted by an Assistant Treasurer and a Cash Manager. The Assistant Treasurer advises the Controller's Office on the receipt of funds from customers and the DRR's connecting carriers, monitors and supervises debt payment requirements, and assists the Treasurer in the performance of his functions. The Cash Manager is responsible for day-to-day management of the company's cash.

b. Internal Auditing Function – Although the DRR employs an outside auditing firm, DuPont's experts have added a Director of Internal Auditing to ensure adequate oversight of the company's various financial and accounting functions. [3] The Director Internal Auditing reports directly to the Vice President Finance & Accounting.

c. Controller Function – This function is headed by the DRR's Controller who is responsible for all accounting functions, including direction of all billing, vendor payment processing, payroll, budgeting, and auditing. As the railroad's chief accounting officer, he advises the Vice President - Finance & Accounting on all accounting issues. The Controller is

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[3] *See AEP Texas* at 56-57.

GENERAL & ADMINISTRATIVE EXPENSE

assisted by four (4) Assistant Controllers and two (2) staff accountants. These positions and their functions are as follows:

i. **Assistant Controller – Revenue** – The Assistant Controller - Revenue oversees all customers and interline freight billing and collection, and is also responsible for supervising billing for demurrage, storage, and easements and utility crossings, as well as inputting contract and tariff rate and payment terms into the DRR's billing system. Reporting to the Assistant Controller – Revenue are two (2) Revenue Analyst/Clerks, two (2) Revenue Accounting Managers, three (3) Managers – Billing and Collecting, and 14 Customer Billing and Collections specialists.

ii. **Assistant Controller – Disbursements** – The Assistant Controller – Disbursements is responsible for overseeing all accounts payable and payroll processing, issuing vendor payments, advising the Vice President and Treasurer on cash requirements, and reviewing all contracts with outside suppliers. The Assistant Controller – Disbursements is supported by one (1) Manager – Accounts Payable and four (4) Accounts Payable Clerical staff personnel.

iii. **Assistant Controller – Taxes** – The Assistant Controller - Taxes manages the preparation of the DRR's federal and state income tax returns, state sales and use tax returns, and ad valorem property tax returns. He is the advisor to the Vice President - Finance & Accounting on all tax matters. Actual tax returns are prepared by an outside accounting firm with property and payroll tax specialists. A financial accounting computer is used to track all of the DRR's physical assets and asset replacements. The Assistant Controller – Taxes is supported by four (4) tax accountants and three (3) Managers of Property Accounting.

GENERAL & ADMINISTRATIVE EXPENSE

iv. **Assistant Controller – Financial Reporting** – The Assistant Controller - Financial Reporting is responsible for overseeing monthly accounting, closing of the books, preparation of monthly, quarterly and annual reporting packages for review by the Controller and senior management, and maintenance of the company's chart of accounts. One individual is sufficient to perform the DRR's accounting reporting functions (with assistance from two (2) Analyst/Clerks), largely because the DRR is not a publicly-held company and does not need to prepare reports to the SEC or the equity-investment community.

The four (4) Assistant Controllers are assisted by two (2) Staff Accountants.

d. Budgeting and Purchasing Function – The DRR's budgeting and purchasing function has been centralized within the Finance and Accounting Department.[4] The function has three (3) Directors: a Director Budgets, a Director Expenditure Recovery and a Director Purchasing. The Director Budgets is responsible for preparation of the annual budget and for the company-wide purchasing function. He is assisted by one (1) Manager Budgets, two (2) Managers Equipment Accounting and two (2) Managers Car Accounting.

i. **Managers** – The two (2) Managers of Budgets work primarily on budgeting and preparation of the annual company budget, monitor monthly performance against plan, and prepare forecasts and cost and revenue analyses. The two (2) Managers Equipment Accounting are responsible for managing car hire and receivable issues. The two (2) Managers Car Accounting interface with the DRR's equipment repair contractors, and oversee outsourced transactions such as locomotive and freight car repairs and are supported by two (2) car accounting analysts.

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[4] *See AEP Texas* at 56-57, *WFA/Basin* at 44 and *AEPCO at* 58-59.

GENERAL & ADMINISTRATIVE EXPENSE

ii. **Director Expenditure Recovery** – The Director Expenditure Recovery and the two (2) Expenditure Recovery Managers handle issues associated with expenditure recovery such as billing for DOT crossing projects, damage to railroad property, scrap billings, pool billings, and other miscellaneous billings, and ensure that billings are issued in compliance with federal and state regulations.

iii. **Director of Purchasing** – The Director of Purchasing is assisted by two (2) Buyers who are responsible for purchasing materials, supplies and equipment for the DRR. The DRR is a new railroad, with new track and bridges and new locomotives, cars and other equipment, so equipment and track-material purchases should be limited during the first five years of its existence. Purchases are limited on a daily basis, and the DRR does not have anything remotely approaching the purchasing demand of a major railroad like NS. The two will handle the railroad's ongoing fuel, material and small-equipment purchases.

e. **Cost and Economic Analysis Function** – The DRR has a Director of Costs and Economic Analysis who is assisted by two (2) Managers – Cost and Economic Analysis. These individuals are responsible for determining the DRR's cost of providing service to its customers and performing economic analyses of various operations and opportunities for the DRR.

3. **Legal and Administration Department**

The Legal and Administration Department consists of 42 employees. It is headed by the Vice President – Law and Administration (with assistance from an Administrative Assistant) who is responsible for the DRR's legal affairs including litigation control, risk management and claims, and regulatory compliance. This Vice President is also responsible for other administrative functions including training, human resources and information technology.

GENERAL & ADMINISTRATIVE EXPENSE

a. Legal Department – The Vice President - Law & Administration is an attorney and serves as the company's General Counsel. Much of the railroad's legal work is handled by outside counsel, who is supervised by the Vice President with the assistance of three (3) General Solicitors and three (3) in-house General Attorneys. The Law Department is divided into three (3) basic practice groups, commerce (regulatory), litigation (mostly FELA and crossing accidents) and contracts/finance. Each practice group has one General Solicitor and one General Attorney. In addition, the Real Estate Group is assigned one General Attorney. The legal department is also assisted by three (3) Paralegal/Administrative Assistants, who also handle departmental secretarial duties.

b. Real Estate – The Real Estate function is responsible for sales, acquisitions and easements of real estate on the DRR. This department is staffed by two Directors – Real Estate, one each for the North Region and the South Region. Each Director is assisted by a Manager – Real Estate. As stated previously the Real Estate function is also assigned one General Attorney.

c. Claims Function – The legal side of the department is also staffed by a small claims sub-department, consisting of a Director of Claims who is responsible for the administration of claims on a system-wide basis (including supervision of the out-sourced risk and claims management contractor), and two (2) Managers – Claims who are primarily responsible for claims involving the DRR's North Region and South Region, respectively. These two (2) Managers provide assistance in investigating claims, and are also responsible for government safety reporting and representing the DRR in industry associations and safety forums.

GENERAL & ADMINISTRATIVE EXPENSE

d. Security Function – DRR's security needs can be met with a single Police Chief, two (2) District Commanders (one each for the North Region and the South Region) and 12 Special Agents with six (6) assigned to the North Region and six (6) assigned to the South Region. This staffing would be sufficient to cover the DRR's system. The Police Chief, District Commanders or a Special Agent can also call in local public police forces, should additional assistance to handle a particular incident be required. This is common practice for Class I railroads which rely increasingly on local police.

e. Human Resources and Training Function – The DRR's start-up and training needs are met largely by out-sourcing. This means that the primary responsibility of the in-house human resources staff is to interface with the outside contractor and assure that the DRR has a pool of employees that enable it to engage in ongoing operations.

Human Resources lends itself well to out-sourcing, and plenty of external resources exist that will support a small in-house human resources department. Accordingly, the appropriate staffing for the human resources function is a Director of Human Resources a Compensation and Benefits Manager, two (2) Managers of Compliance, two (2) Compliance/Benefits Specialists and two (2) Staffing and Recruiting Managers.[5] This staff is sufficient to manage recruiting, compliance, compensation and benefits, employee relations, and training since most of these functions will be out-sourced.

4. Information Technology Department

The DRR's IT systems and associated personnel were developed by DuPont Witness Kruzich, who has considerable experience with the IT function at Class I and other railroads.

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[5] These staff Managers interface with the line Managers of Safety & Training who are Operating employees that report to the Vice President – Transportation, as discussed earlier.

GENERAL & ADMINISTRATIVE EXPENSE

The IT system is administered by a staff consisting of a Vice President Information Technology, three Directors of Information Technology and 42 IT Specialists. As discussed in more detail in the next section, the DRR does not have a main-frame environment, but rather a NT/PC-based system. This means far less IT effort is required than a typical Class I railroad due to the relative simplicity of a NT/PC-based system and the fact that much of the IT requirements will be outsourced to RMI (i.e., Transportation, Revenue, Intermodal and Car Hire functions).

A staff of 46 people (including the Vice President - IT) is adequate to provide 24/7 coverage with at least four people on duty each shift seven days a week, and 30 full-time specialists on duty five days per week during normal business hours. As most of the DRR's application software is available off-the-shelf, very little development and maintenance effort is required.

The primary IT staff function is to trouble-shoot various problems with vendors, coordinate the transportation software applications with the outside vendor (RMI, Oracle, Scat, Alstom) and the business users, and monitor the network infrastructure and critical security systems. There will also be occasions when enhancements will be required to the crew-calling, accounting, human resources and dispatching systems. The DRR's staff of management and IT specialists will be active participants in this effort.

a. **Vice President – Information Technology** – The Vice President assisted by three (3) Directors, oversees the IT department's daily activities, provides senior management with updates on new technology, and advises as to the future strategic direction of the department. This includes formulation of the logical and physical computer architecture plans and assessment of the cost and feasibility of all user requests. The Directors include the Director IT – Transportation, Director IT – Security and Director IT – Applications.

GENERAL & ADMINISTRATIVE EXPENSE

b. Director IT – Technology Support – The Director IT – Technology Support will be responsible for coordinating daily activities for the staff, processing equipment orders, managing staff travel, and assisting with infrastructure needs.

c. Director IT – Security – The Director IT – Security is responsible for defining the security model to protect against cyber security vulnerabilities, protecting internal and external railroad data from malicious attack and managing a staff of two security technicians.

d. Director IT – Applications - The Director IT - Applications will interface with the DRR's business teams to analyze strategic business requirements and will work with software vendors as necessary to resolve issues with DRR applications.

The 42 IT Specialists perform the following specific functions:

i. RMI Technicians - Six (6) Lead RMI Technicians - responsible for all RMI applications (RMI is the DRR's principal software vendor/contractor, as described in the next section) and serve as liaisons to RMI and the user Departments. These positions ensure that all the users' needs are met in an efficient and timely manner.

ii. Help Deck PC Technicians - Ten (10) Help Desk PC Technicians, (two (2) 24/7 positions) take incoming calls from the various users and reroute the calls to a Programmer Technician for immediate handling. These positions follow-up with the user to make sure the problem has been resolved.

iii. Programmer/PC Technicians - Five (5) Programmer/PC Technicians (a 24/7 position) provide user support in the day-to-day operation of the DRR's operating system and applications, software and computers. These employees provide technical support, including configuring desktops and maintaining network connectivity and printing capability.

GENERAL & ADMINISTRATIVE EXPENSE

iv. Network Engineer and Security Technicians - Two (2) Network Engineers and two (2) Security Technicians are responsible for overseeing network security matters and local area network ("LAN") and wide area network (WAN) functionality. These four (4) positions will monitor and implement solutions to protect against cyber-attacks, homeland security threats, and system lock down; provide terrorist intrusion protection; support new user access; terminate employee access; and provide support and direction for activities associated with the ISO 17799 standard for IT security best practices. These four positions are also responsible for planning, designing and managing transmission facilities and cabling and communications devices, and also handle any telecommunications issues that may occur.

v. Programmers/Development – Seven (7) Programmers/ Development (including a 24/7 position) are responsible for maintaining and upgrading the crew calling and dispatching systems. These employees help manage the crew calling, accounting, human resources dispatching and accounting systems, and they also are responsible for developing a corporate information web site. The DRR's web site will be elaborate enough to make it easier for DRR's customers to do business online efficiently.

vi. Exchange 2007 Engineers and Server Managers – Three (3) Exchange 2007 Engineers and three (3) Server Managers are responsible for messaging design and implementation of the Windows 2007 Exchange (server) environment. These positions are also responsible for email server support, Windows operating system support, operating system patching for servers, building and configuring new servers, refreshing existing hardware and software on servers, capacity management, performance tuning of the server base, and coordinating the scheduling, ordering and installation of all server equipment and ancillaries.

GENERAL & ADMINISTRATIVE EXPENSE

vii. Database Managers -- Two (2) Database Managers are responsible for the design, configuration, and implementation of database system performance, and configuration of the database for optimal performance.

viii. Interface Support Manager – Two (2) Interface support Managers manage DRR's various programs and software systems that will need to share information. These employees ensure that in-house systems can communicate with other in-house and external systems.

B. COMPENSATION

The salaries and benefits for the DRR's G&A personnel described above are based on comparable and competitive compensation packages presently available in the railroad industry (and in other service industries).

Specifically, annual salaries for the G&A personnel are based on data contained in NS's Wage Forms A and B, with several exceptions. Salaries for the President and Vice Presidents included in the G&A staff are based on the salaries, including bonuses, paid for similar positions by the Kansas City Southern Lines ("KCS") a holding company which owns and operates the Kansas City Southern Railway, the Kansas City Southern de Mexico and the Texas Mexican Railway Company. According to the KCS' website, the three (3) major lines comprising the KCS operate 7,075 route miles of railroad, which is nearly the same as the 8,093 route miles operated by the DRR, which includes 819 route miles operated over rail lines owned by other carriers. This is far smaller than NS which operates over 20,623 miles and is also substantially small than the other Class I railroads.

As shown previously, fringe benefits for all employees are based on 37.5 percent of wages based on information available from the AAR for railroads operating in the states where

GENERAL & ADMINISTRATIVE EXPENSE

the DRR is located. The fringe benefit ratio includes expenses related to health and welfare benefits, railroad retirement, supplemental annuities, unemployment insurance and other programs.

The G&A staff salaries are summarized in Table 2 below.

Exhibit III-D-2
Table 2
DRR General & Administrative Personnel Requirements

Position (1)	Personnel (2)	Annual Salary (3)	Total Salary (4)
Executive Office			
Outside Directors	5	{ }	{ }
President/CEO[1/]	1	{ }	{ }
Administrative Assistant	1	{ }	{ }
Directors - Corporate Relations	2	{ }	{ }
Executive Dept. Total	**9**		**$1,146,051**
Marketing and Customer Service			
Vice President – Traffic	1	{ }	{ }
Administrative Assistant	1	{ }	{ }
Director Marketing and Sales	1	{ }	{ }
Marketing Manager	18	{ }	{ }
Director Customer Service	1	{ }	{ }
Customer Service Managers	28	{ }	{ }
Traffic Dept. Total	**50**		**$4,777,105**
Finance & Accounting			
1. Executive/Treasury Function			
VP Finance & Accounting/CFO	1	{ }	{ }
Administrative Assistant	1	{ }	{ }
Treasurer	1	{ }	{ }
Assistant Treasurer	1	{ }	{ }
Cash manager	1	{ }	{ }
Director Internal Auditing	1	{ }	{ }
2. Controller Function			
Controller	1	{ }	{ }
Asst. Controller – Revenue	1	{ }	{ }
Revenue Analysts/Clerks	2	{ }	{ }
Revenue Accounting Managers	2	{ }	{ }
Managers – Rail Billing & Collections	3	{ }	{ }
Customer Billing & Collections Specialists	14	{ }	{ }
Asst. Controller – Disbursements	1	{ }	{ }
Manager – Accounts Payable	1	{ }	{ }
Accounts Payable Clerical Staff	4	{ }	{ }
Payroll Manager	1	{ }	{ }
Asst. Controller – Taxes	1	{ }	{ }
Tax Accountants	4	{ }	{ }
Manager Property Accounting	3	{ }	{ }
Asst. Controller – Financial Reporting	1	{ }	{ }
Analyst/Clerk	2	{ }	{ }
Staff Accountants	2	{ }	{ }
3. Budget/Purchasing Function			
Director Budgets	1	{ }	{ }
Manager – Budgets	1	{ }	{ }
Managers – Equipment Accounting	2	{ }	{ }

GENERAL & ADMINISTRATIVE EXPENSE

Managers – Car Accounting	2	{ }	{ }
Car Accounting Analysts	2	{ }	{ }
Director Expenditure Recovery	1	{ }	{ }
Expenditure Recovery Managers	2	{ }	{ }
Director Purchasing	1	{ }	{ }
Buyers	2	{ }	{ }
4. Cost and Economic Analysis			
Director of Costs and Economic Analysis	1	{ }	{ }
Manager – Cost and Economic Analysis	2	{ }	{ }
Finance & Accounting Dept. Total	**66**		**$5,786,121**
Legal & Administration			
Vice President Law	1	{ }	{ }
Administrative Assistant	1	{ }	{ }
General Solicitors	3	{ }	{ }
General Attorneys	3	{ }	{ }
Paralegals	3	{ }	{ }
2. Real Estate			
Directors – Real Estate (North region and South Region)	2	{ }	{ }
Managers – Real Estate (North region and South Region)	2	{ }	{ }
Real Estate Attorney	1	{ }	{ }
3. Claims Function			
Director – Claims	1	{ }	{ }
Manager – Claims	2	{ }	{ }
4. Security Function			
Police Chief	1	{ }	{ }
District Commanders (North Region and South Region)	2	{ }	{ }
Special Agents	12	{ }	{ }
5. Human Resources Function			
Director of Human Resources	1	{ }	{ }
Compensation & Benefits Mgr.	1	{$88,185{	{ }
Manager of Compliance	2	{ }	{ }
Compliance/Benefits Specialists	2	{ }	{ }
Staffing & Recruiting Mgrs.	2	{ }	{ }
Legal & Administration Total	**42**		**$3,755,484**
Information Technology			
VP of Information Technology	1	{ }	{ }
Director Information Technology – Transportation	1	{ }	{ }
RMI Technicians	6	{ }	{ }
Interface Support Manager	2	{ }	{ }
Director IT Security	1	{ }	{ }
Security Technician	2	{ }	{ }
Programmers/Development	7	{ }	{ }
Director Information Technology – Applications	1	{ }	{ }
Help Desk PC Technicians	10	{ }	{ }
Exchange 2007 Engineer	3	{ }	{ }
Programmers/PC Technicians	5	{ }	{ }
Data Base Manager	2	{ }	{ }
Server Manager	3	{ }	{ }
Network Engineers	2	{ }	{ }
IT Total	**46**		**$3,679,139**
Total General & Administrative	**213**		**$19,143,900**

C. MATERIAL, SUPPLIES AND EQUIPMENT

Consistent with the stand-alone principles of unlimited resources and barrier-free entry, the ready availability of materials and equipment is assumed.

GENERAL & ADMINISTRATIVE EXPENSE

The DRR owns or leases various types of vehicles and equipment used by its Operating and G&A staffs. Costs for this equipment have been included in the calculation of the DRR's annual operating expenses.[6]

Company vehicles are needed at the DRR's Roanoke, VA headquarters and by field operating personnel. A pool of Ford Explorers (a small SUV with all-wheel drive) is maintained at headquarters for use primarily by the headquarters G&A, Operating and Engineering staffs and Security personnel while traveling to the field on DRR business. Twenty-six (26) Ford Explorers are included as G&A vehicles. These are in addition to the 51 Ford Explorers and 19 Pick-up trucks and 60 ATV vehicles included in the materials, supplies and equipment expense in the Operations Department.

The DRR also needs miscellaneous office equipment and supplies including desks, telephones and janitorial supplies.[7]

D. OTHER

1. IT Systems

The DRR does not require a data center facility such as those that Class 1 railroads typically have to house mainframe computer systems and associated peripheral equipment. Since the DRR IT system design is NT/PC based, this system can be housed in a room approximately 40' X 50', with normal office environment heating and air condition accommodations. This room would be located in the DRR headquarters at Roanoke, VA. It should be further noted, that most of DRR's computer requirements will be outsourced to RMI in Atlanta.

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[6] *See* e-workpapers "DRR Operating Expense.xls" and "DRR Materials and Supplies.xls".

[7] *See* e-workpaper "DRR Materials and Supplies.xls."

GENERAL & ADMINISTRATIVE EXPENSE

The DRR's information technology systems have been developed by DuPont Witness Joseph Kruzich, its experienced railroad IT expert. Mr. Kruzich has worked for Class I railroads reviewing various work procedures and providing recommendations on how the work processes could be improved to achieve a high degree of efficiency. This position provided him an opportunity to become very familiar with various work processes involved in running a railroad. Mr. Kruzich also served as IT Vice President of the Kansas City Sothern Railroad and was instrumental in directing the development of KCS new computer systems in the late 1990's. A more detailed description of Mr. Kruzich's qualifications is contained in Part IV of this opening evidence.

Mr. Kruzich reviewed the DRR's operating plan and G&A requirements to determine the railroad's basic computer and communications needs and the kind of support needed by its staff. The IT systems described below enable the DRR to operate safely and efficiently and to perform all administrative functions.

The DRR has an average of 758 train movements per day in the peak week, as well as a limited number of local customers and interchange points. It also handles primarily trainload movements, with multiple-car billing (using the RMI Revenue System to allocate revenues), rather than billing for individual railcars. This reduces the complexity of the computer and communication systems required to support operations, and renders unnecessary the colossally expensive mainframe systems that large carriers such as NS use. Thus, the DRR does not require a large data facility to house a mainframe computer system and associated peripheral equipment. Based on the DRR operating plan and G&A staff departments, the capital requirements for IT and communications systems equal $10.7 million and the annual annuitized capital costs are $1.8

million.[8] The annual operating cost for IT and related communications equals $25.6 million at 2009 price levels.[9] Table 3 below shows the capital and annual operating expenses separately for information technology and related communications systems.

Exhibit III-D-2
Table 3
Capital And Operating Costs For
DRR It And Communications Systems

Item (1)	Capital Cost (2)	Operating Expense (3)
1. Information Technology	$10,624,960	$24,883,951
2.Communications	$67,168	$760,338
3.Total	**$10,692,18**	**$25,644,290**

See e-worpapers "DRR-Capital Budgets.xls" and "DRR-Operating Budgets.xls"

The DRR's computer and IT communications systems are described below. They have been designed to meet the company's mission-critical technology needs to achieve operating efficiencies, customer satisfaction, optimum staffing,[10] maximum productivity, and safe train operations. The costs shown in the workpapers are based on the DRR's highest daily train counts and number of annual carload transactions.

a. Transportation System – The key item in the DRR information technology architecture is RMI's Transportation Management Services ("TMS") package. TMS is an integrated system for managing day-to-day rail operations that is currently used by several

[8] *See* e-workpaper "DRR-Capital Budget.xls."

[9] *See* e-workpaper file "DRR-Operating Budget.xls."

[10] The DRR's IT personnel requirements are described above in the discussion of G&A personnel. The IT staff size is largely a function of the systems described in this section.

regional railroads, such as Genesee & Wyoming, Inc., the second largest operator of short line and regional railroads in North America. It includes modules for yard and inventory control, waybilling, train operations, switching settlements, demurrage, EDI consists, waybills, bills of lading, blocking instructions, work orders, switch instructions, and many other features. This system is outsourced to RMI using frame relay communications from Roanoke (where the major transaction reporting occurs) to Atlanta, GA, where RMI is located. Field personnel access the RMI system via the Internet. The annual operating expense equals $23.4 million for the RMI system.[11]

b. Crew Management System – A crew management system is needed to efficiently manage the DRR train crews and equipment. The DRR will purchase a license from PS Technology for the SCAT Client Server system, and related equipment and software (Oracle Data Base). This system provides the capacity needed to schedule crew requirements involving approximately 3,200 train/engine/yard employees (Base Year) and 84 crew-change points over the DRR system. It also minimizes the need for a large staff of crew callers or other crew management personnel. Total costs for the crew management system equal $3.1 million.[12]

c. Dispatching System – A computerized dispatching system, assisted by 25 human dispatchers on a 24/7 basis, monitors the movement of trains and other equipment at all times, and distributes traffic efficiently across the railroad. The DRR will purchase and implement a PTC system for train control and communications. The IT system requirements of the PTC system are include in the signal and communications investment account.

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[11] *See* e-workpaper "DRR-Operating Budget.xls"

[12] *See* e-workpaper "DRR-Capital Budget.xls."

GENERAL & ADMINISTRATIVE EXPENSE

d. Revenue Accounting – The DRR needs a revenue system to handle interline settlements for all the trainload transactions and the multiple-car transactions (the smallest revenue block of cars handled by the DRR in a single transaction is a single car). RMI has a revenue system that meets the DRR's requirements. In particular, the RMI Revenue Management Services ("RMS") is a full-function revenue management system that has been certified by the AAR for Interline Settlement System ("ISS") processing. This certification allows railroads using ISS/Connect to participate in the ISS. ISS/Connect provides complex rate management, EDI management, freight billing, support for industry reference files, revenue protection, and additional functionality. The RMS costs are based on the total monthly settlements. The DRR has an estimated 6.2 million carloads annually that are processed through the revenue management system at a cost of $5.0 million.[13]

e. Car Accounting – The DRR needs a receipt and payable car hire system, because the DRR owns some railcars and uses some railcars provided by its connecting carriers. RMI has a car hire system for receipts and payables that provides the necessary features needed by the DRR to keep track of its cars off-line and foreign cars on-line. This system computes charges due DRR from foreign railroads and the DRR's payables to foreign roads. The system separates car earnings by designated owner groups, issues remittance and settlement summaries, flags non-moving cars and missing junctions, and helps keep track of assets with on-line access to car movement data. The annual operating expense for this system $1.9 million is based on the number of non-private interchange cars handled per month.[14]

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[13] *See* e-workpaper "DRR-Operating Budget.xls."

[14] Id.

GENERAL & ADMINISTRATIVE EXPENSE

f. General Accounting – The DRR uses the Oracle Solutions package for its general accounting system. Oracle "PeopleSoft" offers fully automated solutions to support the complete Financial Control and Reporting process – from establishing and managing controls, creating and interfacing transactions from operational sources, transforming ledger balances to account for enterprise allocations and re-measurement to consolidating and reporting results. Built-in best practices provide strong internal controls, save time and money, and allow for strategic analysis of the business. The software is designed to run on Windows 7 and Windows NT operating systems. The total operating and capital costs for this system, including hardware and training, is $1.3 million, which includes a Dell OptiPlex 380 PC, cables, HP LaserJet P4015n printer and Dell PowerEdge T710 Servers. The CSXT is currently using this system for many of their accounting functions.[15]

g. Human Resource Management – The DRR also uses Oracle Solutions package "Peoplesoft" for its Human Resources System. Oracle's PeopleSoft Enterprise Human Resources delivers comprehensive HR capabilities, from workforce management to compensation and talent management. Extensive business process automation and rich self-service capabilities free HR teams to perform value-added services while reducing operational costs. This system covers the DRR's human resource data needs at an affordable cost. The software package includes all basic employee reporting features, employee profile tracking, attendance reports, benefit, insurance and COBRA reports, compensation/job history reports, EEO and citizenship reports, organizational reports, and all OSHA and workers' compensation reports. This system is currently being used by CSXT for all their Human Resource functions. The system uses a Dell OptiPlex GX280 PC, cables, an HP Laser Jet 4250tn printer and a Dell

[15] *See* e-workpaper "DRR-Capital Budget.xls."

PowerEdge 1800 Server. The total operating and capital cost for this system, including hardware and training, is $4.4 million.[16]

h. Network and Router Equipment – The DRR needs networking capability and routers because it has a number of computers in multiple locations. Networking and router equipment permit these computers to communicate with one another. The DRR needs one router at each field reporting location and two at its headquarters. In addition to Networking, the DRR will need several severs to accommodate various other functions such as, Identity & Access Server, Internet IDS/IPS Server, FTP/EDI Interface Support, File Server, MailServer, Corporate Web Site Server, Anti-Virus and Anti-Spyware, Security Network Server, Vulnerability Patch Management and Auxiliary Mail Server. There is also a test and development system for system software fixes/upgrades and application software fixes/upgrades. The DRR will need e-mail capabilities for most of its employees to communicate among themselves on various issues which is provided using Microsoft Cloud, the most efficient method. The DRR will also need a an Uninterruptible Power Supply ("UPS") system as backup in case of a major power outage. A Northern Diesel Power Generator is provided to meet this need. The total number of servers, UPS and software costs are shown in detail in the Capital and Operating Budgets Statements. The DRR's communications network consists of a microwave and commercial telephone system. The costs for these items are included in the network infrastructure costs discussed in Part III-F. The IT operating-expense budget includes a network computer system for LAN and WAN, routers at various locations, and internet access for headquarters and field locations.[17]

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[16] Id.

[17] *See* e-workpaper "DRR-Operating Budget.xls."

GENERAL & ADMINISTRATIVE EXPENSE

i. **Workstations and Printers** – Both desktop and laptop PC's are provided, and included in the DRR's IT costs, with a high-end configuration to run a state-of-the-art operating system while avoiding the need to purchase other applications. One PC is provided for each G&A employee as well as for operating personnel located at headquarters. Additionally, one PC is provided at each crew change point and the major yard locations where employees are assigned. Laptops are provided for use by employees who are required to travel a considerable amount of their time. The total capital cost for desktop and laptop computers equals $828,039.[18]

The DRR needs a variety of printers for work orders, safety bulletins and normal office work such as printing contracts, correspondence and reports. A color printer is needed for various maps, charts and diagrams. Printers are also needed in the field and at major interchange locations to print information relating to the work performed there. The equipment needs include a desktop laser printer for each desktop PC, a printer for laptop PCs where needed, one color and two line printers at headquarters, and one line printer at each of the DRR's yards. The total capital cost for printers for the DRR equals $181,327.[19]

j. **Voice and Data Communications** – The DRR needs a telephone system and telephone service to handle external and internal telephone activity. Jive Communications provides this service for a monthly fee of $21.95 per telephone. Jive service includes industry leading reliability, free unlimited long-distance calling and straightforward microwave interface to Jive's PBX system. The Jive PBX system allows unlimited virtual extensions and unlimited voice mail boxes. Jive provides free installation of its system with a two year contract.

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[18] *See* e-workpaper "DRR-Capital Budget.xls."

[19] Id.

GENERAL & ADMINISTRATIVE EXPENSE

Data telecommunications to support the RMI transportation system from Roanoke to Atlanta, GA is provided by AT&T. This is a frame relay system that is based on estimated transactions. The Internet is used for data communications for all the field offices. The field offices also have Internet access to the RMI transportation system in Atlanta. Cellular phones and pagers are provided for employees who need them to perform their work efficiently. The capital costs for this system equals $67,168[20] and the annual operating expenses equal $760,339.[21]

k. Automatic Equipment Identification – Automatic equipment identification ("AEI") includes a track-side scanner that reads information from each car (car number and initial) in a manner similar to reading a bar code. That information is accumulated on a PC while the train passes a specific site where the scanner is installed. These readings are then compared to the train consist residing on a computer to determine if there are any discrepancies. If discrepancies exist, the consist record is adjusted to agree with the reading from the scanner.

The DRR's AEI scanner locations are discussed in Part III-F-6. The capital costs for AEI scanners are included in the DRR's road property investment costs.

l. Software Maintenance – Software products such as PC accounting packages that run on a server, and tools such as security software and monitoring software, require payment of annual maintenance fees for support and upgrades. Some of these fees are included in the licensing agreement, such as that for the Oracle Products, which has an annual fee payable for the use of its product. Other providers have a flat charge for the package with no annual fees,

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[20] Id.

[21] *See* e-workpaper "DRR-Operating Budget.xls."

but they will have enhancement upgrade announcements from time to time with a specified charge for the upgrade. The annual fees payable by the DRR equal $288,336.[22]

m. Railinc Services – The DRR requires some Railinc services to pass and receive car location information to/from NS and its other interchange partners for the various interchange locations. The annual cost for Railinc service equal $245,748.[23]

n. Network Security – The DRR also needs security software to protect its network from exterior intrusion due to the large amount of data that is transmitted to Atlanta and other parts of the railroad. The system to be used is the Watchguard Firebox X6500e UTM Software Suite. The Watchguard suite offers comprehensive Unified Threat Management and is an easily managed firewall and AV/IPS security appliance for mid-size businesses requiring a secure, private network. [24]

2. Other Out-Sourced Functions

As described earlier, several functions customarily provided in-house by large Class I railroads can be efficiently out-sourced by the DRR. Consistent with the stand-alone concept of an efficient, least-cost railroad, out-sourcing is used wherever the economics so justify without sacrificing the SARR's feasibility or service quality.

Out-sourced functions, in addition to those described in the preceding section, include initial training of operating employees (discussed in more detail below), several finance and accounting functions, including preparation of income, property and payroll tax returns and

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[22] Id.

[23] Id.

[24] *See* e-workpapers "DRR-Capital Budget.xls" and "DRR-Operating Budget.xls."

financial/account auditing, legal services, including claims administration and investigation, and administration of the company's retirement plan.[25]

A number of independent accounting, payroll service and other firms have the experience and systems to perform these functions. For example, the payroll service firm Paychex has experience in complying with Railroad Retirement and other railroad-specific tax and regulatory reporting requirements. In the human resources area, regional and industry employers' associations are available as a resource for the DRR's internal human resources staff.

Estimated annual costs of $2,123,550 have been developed for outsourcing all of the functions described above.[26]

3. Start-Up and Training Costs

The DRR's start-up and training costs have been calculated using the procedures approved by the Board in *WFA/Basin* at 51-54. Initial training costs for the DRR's train crew personnel equal $101.2 million. Training for the T&E employees is based on information provided by NS in discovery as to the actual expense it incurs for training engineers and conductors.

The duration of training for conductors is based on information provided by NS in discovery. Conductors and engineers are compensated during classroom training at a rate of { } per week and { } per week, respectively. The duration of training for conductors is also based on information provided by NS in discovery and equals { } weeks of classroom training and { } weeks of on the job training for a total of { } weeks. The duration of training for engineers is { } for classroom training and { } weeks for on the job

[25] *See* e-workpaper "DRR GA Outsourcing.xls."

[26] Id.

training, also based on information provided by NS in discovery.[27] The average training cost for train and enginemen is { } per individual, including tuition and salary as appropriate.[28]

Training for the DRR's dispatchers is based on information provided by NS in discovery and { } weeks of classroom training and { } weeks of field training. According to NS's data, dispatchers are paid a salary of { } per week during training. The total cost of training for dispatchers equals { } including the wages and the cost of training.

Training costs for the DRR's MOW employees are based on the training costs incurred by NS. The training cost for all MOW field employees (except welders and signal maintainers) equals ${ } for technical training and two (2) week's pay equal to 54 percent of their salary.[29] Training cost for welders and signal maintainers equals salary of { }, respectively, plus the { } for technical training. Salaries are increased to reflect fringe benefits and the training costs includes wages, fringes, training cost and room and board – *i.e.*, this is an all-inclusive training cost paid by NS to train MOW employees.[30]

IT Specialists are paid five (5) weeks' salary to set up the DRR's computer system.[31]

Recruiting costs have been added at { } per employee based on information provided by NS in discovery. The amounts provided by NS in discovery include NS expenditures for advertising, outside professional and consulting services, communications,

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[27] *See* e-workpaper "Training cost.xls."

[28] *See* e-workpaper "DRR Operating Expense.xls," tab "T&E Training,"

[29] The 54 percent of salary for MOW field employee wages is based on the percent of salary paid to other trainee employees as calculated from data in NS discovery e-workpaper "Training Cost.xls" tab "Program Summary." The version of this e-workpaper provide in DuPont's submission shows the calculation of the 54 percent.

[30] See e-workpaper "DRR Operating Expense.xls" tab T&E Training.

[31] The public version of AEPCO's Opening Evidence in Docket No. 42113, AEPCO proposal four (4) weeks of entry cost for IT Specialists to set-up the SARR's computer systems. *AEPCO* at 63-64 shows Defendants and the Board accepted this cost which is only 80 percent of that provide for herein.

temporary services, college funding, testing, travel and meetings. The expenses provided by NS cannot be distinguished between rank and file and managerial and executive employees and as a result one amount per employee is calculated for all employees.[32] Subsequent annual recruitment and training expenses are based on a 1.8 percent average annual attrition rate, which was determined from the Report of Dr. Robert Topel, PhD., submitted to the Emergency Board No. 243 on behalf of the Railroads Represented by the National Carriers' Conference before in National Mediation Board Case Nos. A-13569; A-13570; A-13572; A-13573; A-13574; A-13575; A-13592 on October 10, 2011.[33]

A total amount of $112.4 million has been provided for initial DRR training and recruiting costs.[34] Consistent with *WFA/Basin*, start-up training and recruitment costs are treated as operating expense in the DRR's first year of operations.

Travel expenses have been included for all DRR employees at the Manager level and higher (except for the Customer Service Managers and the Assistant Controllers, as these positions do not require travel) and for the five (5) outside members of the Board of Directors. Annual travel expenses of $9,751 per employee are included. This amount is based on the most recent available annual survey of corporate travel managers performed by Runzheimer International, which estimates the annual cost of corporate business travel.[35] The DRR's other start-up costs, road property investment costs including construction of fixed facilities, which are included in the DRR's capital costs, and equipment acquisition are discussed in other sections of Part III.

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[32] *See* e-workpaper "Recruiting Costs 2006-2010.xls.

[33] A copy of the pertinent pages from Dr. Topel's report are attached in e-workpaper "Attrition rate.pdf."

[34] Details are provided in e-workpaper "DRR Operating Expense.xls," tab "Training."

[35] *See* e-workpapers "DRR Operating Expense.xls" and "III-D-3 Material and Supplies.pdf."

EXHIBIT NO. 3

MAINTENANCE OF WAY

The MOW plan for the DRR was developed by DuPont's expert railroad engineering witness, Harvey Crouch.[1] It was also reviewed and approved by Richard McDonald, DuPont's rail operations expert, who has engineering and operating experience with NS's predecessors.

Mr. Crouch served in the Southern Railway's and then NS's Engineering Department from 1977 to 1987, including service as a Project Engineer and Track Supervisor in the Maintenance of Way & Structures Department. His duties in these positions are detailed in his Statement of Qualifications in Part IV. As Track Supervisor, Mr. Crouch was responsible for the inspection and maintenance of a portion of NS's mainline trackage in Virginia, including track inspection, day-to-day supervision of work gangs, ordering material, budgeting and planning, as well as management of rehabilitation and maintenance of track and inspection of bridges. As Project Engineer, Mr. Crouch was responsible for engineering design and plan review, and the bid and construction engineering phases for major capital track and bridge construction and rehabilitation projects in the geographic areas served by the DRR.

Mr. Crouch considered the kinds of terrain and climate in which the various portions of the DRR are located in developing the DRR's MOW plan and incorporated the significant aspects of the variations in terrain and climate into the MOW plan and staffing.

Consistent with *WFA/Basin*, Mr. Crouch's MOW plan has a substantial field staff to perform day-to-day inspection and maintenance activities, supported by a managerial/office engineering and support staff that reports to the DRR's Vice President-Engineering & Mechanical. Capital maintenance programs are also required during the 10-year DCF period to renew/replace the fixed facilities and in particular the principal elements of the track structure.

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[1] Mr. Crouch is also sponsoring DuPont's evidence on the DRR's construction costs in Part III-F. The staffing for the DRR's MOW Communications & Signals Department is also sponsored by DuPont's communications and signals expert, Victor Grappone, PE.

MAINTENANCE OF WAY

The DRR's MOW staff has been structured to include planning, budgeting and contracting related to annual capital programs.

Also consistent with *WFA/Basin*, all of the DRR's program work (including rail grinding and crossing paving) is performed by contractors. It is more efficient to contract out program work, rather than hiring large seasonal gangs to perform most of this work as most Class I railroads have done until recently.[2] Using contractors is more efficient, in part, because contractors are not subject to internal railroad union craft work-rules (which can be exacerbated for large railroads like NS that are the product of numerous mergers and consolidations among predecessor railroads) or the Railroad Retirement program, which makes internal railroad labor very expensive. In addition, it is not cost-effective to hire and equip large mechanized gangs consisting of DRR employees because most program work is performed on an as-needed basis each year, in different geographic areas and gangs simply are not needed throughout the entire year. In addition, winter work is not feasible on parts of the DRR due to roadbed freezing and the potential for ballast cars to freeze en route to construction areas.[3]

In developing the DRR's MOW plan, Mr. Crouch started by considering the maintenance functions that need to be performed, and then developed an appropriate field organization and supervisory/support staff for each function, given the railroad's geographic scope, terrain, number of trains and gross tonnages. The basic functions include track inspection and routine

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[2] Consistent with the treatment of program renewal work in other rate cases such as *AEP Texas* and *WFA/Basin*, the cost of capital programs is accounted for in the DCF model. In addition, CSX uses Hulcher for ballast train supply and unloading; all the Class 1's use contractors for vegetation control, rail defect testing, geometry car testing, and to some extent, inspection using hi-rail truck mounted equipment. Regional and Short Line Railroads routinely use contract services for all capital work. For example, the Central Florida Rail Corridor uses contractors for all inspection, maintenance and capital program work.

[3] Because the DRR starts operations with a newly-constructed physical plant, there should be no need for significant program work (and thus large mechanized forces) during the first 10 years of its operations – notwithstanding the way program maintenance is treated under the DCF model, in which a portion of the DRR's fixed assets are assumed to be renewed each year.

MAINTENANCE OF WAY

maintenance, communication and signal inspections, testing and maintenance, bridge inspection and minor building maintenance, and budgeting and administrative support. Mr. Crouch also considered the equipment needs for each function, as well as the maintenance work (other than capital program maintenance) that appropriately could be contracted. Each of these categories of MOW expense are discussed below and detailed in Mr. Crouch's supporting e-workpapers.

A. DRR Operating Staff

The DRR MOW personnel are organized into the Track, Communications & Signals, Building & Bridges and Miscellaneous Administrative Support Departments. The staffing and compensation for each of these departments is summarized in Table 1 below and a discussion of the personnel requirements by department follows.

Exhibit III-D-3
Table 1
DRR Base Year MOW Personnel Costs

Item	No. of Employees	Total Compensation
(1)	(2)	(3)
1. Track	725	$42,988,362
2. Comm. & Signals	219	$14,595,350
3. Bridge & Bldgs.	46	$2,703,683
4. Misc./Admin Support	16	$1,053,720
5. Total	**1,006**	**$61,341,115**

Source: "Exhibit III-D-3 DRR MOW.xlsx"

Salaries for the DRR's MOW personnel are based on the salaries paid by NS to MOW personnel as shown in NS's 2009 Wage Forms A and B.[4] The total annual compensation for

[4] *See* e-workpaper "DRR Salaries.xlsx."

these MOW personnel in the base year (excluding fringe benefits) equals $61.3 million as summarized in Table 1 above.

1. Track Department

The DRR's Track Department consists of 725 employees, organized into the positions shown in Table 2 below. The annual compensation for each position, by employee and in total, is also shown.[5] The DRR Track Department has been divided into four (4) maintenance-of-way divisions of approximately 1,800 route miles per division. There are two (2) MOW divisions in the North Region, hereinafter referred to as "Northeast" division and "Northwest" division; and, two (2) MOW divisions in the South Region, hereinafter referred to as "Southeast" division and "Southwest" division. The MOW regions do not correlate to any existing NS Operating Divisions.

[5] Compensation is salaries excluding fringe benefits from NS's 2009 Wage Form A & B, *See* e-workpaper "III-D-3 Salaries.pdf."

MAINTENANCE OF WAY

Exhibit III-D-3
Table 2
DRR Base Year Track Employees And Compensation

	Position	No. of Employees	Annual Salary	Total Salary
	(1)	(2)	(3)	(4)
1.	General Office Staff			
	a. Engineer – MOW	4	{ }	{ }
	b. Manager of Welding & Grinding	2	{ }	{ }
	c. Supervisor of Work Equipment	2	{ }	{ }
	d. Administrative Assistant/Clerk	5	{ }	{ }
2.	Field Staff			
	a. Asst. Engineer - MOW (Field Production)	8	{ }	{ }
	b. Roadmaster	36	{ }	{ }
	c. Asst. Roadmaster	72	{ }	{ }
	d. Track Crew Foreman	90	{ }	{ }
	e. Track Crew Member	270	{ }	{ }
	f. Roadway Machine Operator	42	{ }	{ }
	g. Welder/Helper/Grinder	72	{ }	{ }
	h. Rail Lubricator Repairman	18	{ }	{ }
	i. Roadway Equipment Mechanic	18	{ }	{ }
	j. Ditching Crew Foreman	16	{ }	{ }
	k. Ditching Crew Member	16	{ }	{ }
	l. Smoothing Crew Foreman	18	{ }	{ }
	m. Smoothing Crew / Machine Operator	36	{ }	{ }
3.	Total	725		**$42,988,362**

Source: "Exhibit III-D-3 DRR MOW.xlsx"

a. General Office Staff – On each of the four (4) MOW Divisions, the Track Department is headed by the Engineer - MOW. Each Engineer - MOW is responsible for maintenance of all the DRR's track within its division, preparing the annual track budget, and arranging for contractor performance of track maintenance (capital) programs.

There are a number of positions that report to the Engineer - MOW, including a Manager of Welding & Grinding and a Supervisor of Work Equipment. Each of these individuals covers the entire DRR system within his area of responsibility, as described further below.

MAINTENANCE OF WAY

One Administrative Assistant/Clerk is assigned to the Track Department (and to each of the other MOW sub-departments) to perform administrative and secretarial duties.

b. Field Staff – The Track Department's field staff is headed by eight (8) Assistant Engineers - MOW (Field Production) who report to the four (4) Engineers - MOW. The Assistant Engineers - MOW (Field Production) are based at each division Headquarters, and one other location on each division to enable them to efficiently cover all of the DRR's territory. They oversee routine contract work (such as weed spraying, use of rail detector and track geometry cars and rail grinding), maintenance programs, and track maintenance by the DRR's field track forces. They also work with the Roadmasters in their assigned territory in defining annual programs and overseeing contractor performance.

i. Roadmasters and Assistant Roadmasters – The Roadmasters (equivalent to the Field Maintenance Supervisors described in *WFA/Basin*) are responsible for day-to-day track maintenance in assigned geographic districts. There are thirty-six (36) Roadmaster districts, each headed by a Roadmaster, averaging about 200 route miles each. The specific territories each Roadmaster is responsible for, by Subdivision and milepost, are included in the workpapers accompanying this opening evidence.[6]

The Roadmasters are assisted by 2 Assistant Roadmasters. Each Assistant Roadmaster has an assigned territory of about 100 miles. These individuals conduct track inspections in accordance with all applicable FRA regulations, and are trained and certified by the DRR. They are responsible for track inspections and for routine field supervision of the track crews. Each Assistant Roadmaster inspects approximately 50 miles of track per day, four (4) days per week

[6] *See* e-workpaper "MOW Roadmaster Territories.xls."

(Monday, Tuesday, Thursday and Friday).[7] They also assist the Roadmasters in other activities, and on Wednesdays they perform activities such as routine switch inspections, vehicle maintenance, working with the local track crews, checking quality behind the track crews, and other light maintenance, as well as additional track inspections as dictated by temperature, weather conditions or emergency situations.

It is common in the railroad industry for Assistant Roadmasters to perform track inspections. The Assistant Roadmaster position on the DRR is roughly equivalent to the NS Assistant Track Supervisor position. The NS Assistant Track Supervisors have the track inspection responsibilities outlined above. This means there is no need for separate Track Inspector positions. When an Assistant Roadmaster is on vacation or otherwise unavailable, the Roadmaster or one of the Track Crew Foremen, who are cross-trained for this purpose, perform the routine track inspections.

ii. Track Crews – The DRR has a total of 90 field track crews, each consisting of a Foreman and three Crew Members (track laborers). Each crew is responsible for day-to-day maintenance of the track in a defined territory averaging 80 route miles.[8] They perform various tasks in connection with routine track maintenance, such as correcting track geometry defects (surface, line and gauge), repairing detected rail defects, replacing missing/broken joint bars and bolts, replacing failed tie plates/insulators/clips, replacing occasional defective ties at critical locations such as joints, switch points and frogs, removing snow/ice from switches, and replacing/repairing damaged signs.

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[7] The frequency of track inspections is dictated by the FRA track class involved. The DRR has mostly FRA Class IV track, which requires inspection twice per week.

[8] The track crews' territories are described in e-workpaper "MOW Roadmaster Territories.xls."

MAINTENANCE OF WAY

The territory assigned to each field track maintenance crew, the four-person crew size, and the tasks they are expected to perform are all consistent with the modern practice of Class I railroads (including CSXT and NS) and regional railroads, as well as the approach approved by the Board in *WFA/Basin*. These parameters also reflect the concept that some work traditionally handled by large in-house track gangs at a Class I railroad is contracted out (as described further below). It also should be noted that each Roadmaster has a backhoe and dump truck available for his territory, which limits the need for additional track and other field personnel.

iii. Roadway Machine Operators – Mr. Crouch has provided for a total of 42 Roadway Machine Operators, with one Operator assigned to each of the 36 backhoes (one backhoe is assigned to each Roadmaster district) and six (6) additional Operators assigned to the six (6) dozers available system-wide. Other Machine Operators are assigned under other classifications, such as Tamper and Regulator Operators and Ditching Crew Members or Foremen. (The Track Crew members operate the Hi-Rail Boom Trucks assigned to each Track Crew, and are not considered machine operators.)

iv. Welder/Helper/Grinders – The DRR has 36 Welder/Helper/Grinder crews, one for each Roadmaster District, each consisting of a two-person welding and grinding crew with a welder and a welder helper. There are very few turnouts in each district compared to the real-world NS, and very few joints to maintain, so there will not be a need for much welding repair on the new DRR. However, welding/grinding crews are needed to Thermite-weld joints where replacement rail is installed; repair engine wheel burns, chipped rail ends or localized rail flow problems; and maintain turnout and rail crossing frogs and switch points without removing

them from the track.[9] Although all of the DRR's main track has continuous welded rail (CWR), there are some joints, and rail ends must be maintained and joints slotted regularly to prevent joint failure and premature rail removal/replacement caused by significant rail-end batter and chipping. In addition, the welding crews can provide backup support on larger jobs such as contracted flash butt/Thermite welding programs and rail detector car/rail grinding operations. Each welding crew is assigned a hi-rail flatbed truck equipped with a self-contained, diesel-driven electric welding generator, winches for handling molds, oxygen and acetylene tanks, and the necessary hand tools and other welding equipment.

v. **Rail Lubricator Repairmen** – The DRR needs 18 Rail Lubricator Repairmen, each covering approximately 400 route miles. The Rail Lubricator Repairmen inspect and repair the DRR's 364 rail lubricators on a regular basis. The number of lubricators is based on ten (10) miles of carry per lubricator in each direction as recommended by the manufacturer (Portec).

vi. **Roadway Equipment Mechanics** – The DRR also needs 18 Roadway Equipment Mechanics, which are assigned as needed among the 36 Roadmaster territories. These individuals are responsible for maintaining and performing routine repairs to the DRR's field equipment, including tampers, regulators, backhoes, and the other specialized equipment assigned to the field MOW forces. The Machine Operators perform simple daily maintenance tasks on their machines. Trucks are maintained at dealerships and local mechanics are used for most auto or truck-related repairs and maintenance.

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[9] It is much more efficient to do the welding in place rather than remove the defective frog, install a replacement, and transport the defective frog to a shop for repairs.

MAINTENANCE OF WAY

vii. Ditching Crews – The DRR has sixteen (16) two-person ditching crews, with four (4) crews assigned to each MOW division. Each ditching crew consists of a Foreman and a Ditching Crew Member. The primary function of each of these crews is to keep the DRR's ditches free flowing and to clean culverts periodically. Each crew is assigned a Gradall or excavator, a hi-rail rotary three dump truck and a conventional pickup truck. The Foreman serves as the machine operator, and the other crew member serves as the dump truck driver. Each crew also has a normal complement of hand tools.

Where ditching is needed, it is performed by the DRR's field Ditching Crews using Gradalls and backhoes.[10] Ditching crews can be shifted to other territories as needed to handle work based on field conditions each year.

viii. Smoothing Crews – The DRR has eighteen (18) three-person smoothing crews, which perform spot surfacing and lining of the track as needed to correct any significant surface irregularities noted in geometry test car data, or as directed by the Assistant Engineer - MOW (Field Production). Each crew will cover an average of approximately 400 route miles. Given the DRR's newly-constructed status, and the absence of roadbed failures at former joint locations common to railroads caused by previous use of jointed rail, it is highly unlikely that there will be many surface or line irregularities within the first ten years of the

[10] Each Roadmaster is assigned a small rubber-tired backhoe and a dump truck which can also be used by the ditching crews for work in that Roadmaster's territory, as needed. In addition, one large backhoe is assigned to each division. It should be noted that most of the NS roadbed for the lines being replicated by the DRR that was observed during field inspections by Mr. Crouch's team is perched, meaning the roadbed is on fill or embankment with no parallel ditches except in cut sections. Thus, most of the DRR's route does not have any ditches that need cleaning or repairing. Some ditching is anticipated in cuts. Divisions share equipment as needed based upon field conditions.

railroad's existence.[11] Most of the surfacing will take place in the areas with the highest number of curves. Each smoothing crew consists of a Foreman and two Smoothing Crew Members (Machine Operators), and each crew is assigned a Tamper and a Ballast Regulator. The Tamper is used to surface and line track. The Ballast regulator is used to move ballast, restore the roadbed section and shoulder ballast, fill the tie cribs, and sweep the track following surfacing and lining. These crews also assist the field track forces and contractors with derailments or other problems requiring surfacing work. If additional labor is needed to assist a Smoothing Crew in unusual circumstances, it can be taken from the local Track Crew.

2. Communications & Signals Department

The DRR's Communications & Signals ("C&S") Department consists of 214 employees. The specific positions and compensation levels for this department are shown in Table 3 below.

[11] Even where existing railroads have continuous welded rail or CWR, it usually has replaced older, jointed rail. Old roadbed damaged by trains running over jointed rail for many years will not be a factor on the DRR.

MAINTENANCE OF WAY

Exhibit III-D-3
Table 3
DRR Base Year C&S Employees And Compensation

Position	No. of Employees	Annual Salary	Total Salary
(1)	(2)	(3)	(4)
1. General Office Staff			
a. Communications & Signals Engineer	1	{ }	{ }
b. Asst. Engineer – Signals	2	{ }	{ }
c. Asst. Engineer – Communications	1	{ }	{ }
d. Administrative Assistant/Clerk	1	{ }	{ }
2. Field Staff			
a. C&S Supervisors	16	{ }	{ }
b. Signal Maintainers	180	{ }	{ }
c. Communications Technicians	18	{ }	{ }
3. Total	219		**$14,595,350**

Source: "Exhibit III-D-3 DRR MOW.xlsx."

a. General Office Staff – The C&S Department is headed by the Communications & Signals Engineer. This Engineer position is responsible for the communications and signals functions, for assuring the proper tests are conducted, and that the necessary maintenance is being performed. He is also responsible for developing the necessary capital programs to keep the signal and communication equipment functioning reliably, and supervising the outside contractors who maintain the communications equipment including microwave towers and associated equipment and radios.

Three (3) Assistant Engineers report to the Communications & Signals Engineer, two in charge of supervising the signals function and the associated field personnel and one in charge of

supervising the communications function and associated personnel. This department also has an Administrative Assistant/Clerk who handles secretarial and administrative duties.

b. Field Staff – The field staff is led by sixteen (16) C&S Supervisors. The C&S Supervisor position is responsible for field supervision of the Signal Maintainers and Communications Technicians. C&S Supervisors are located in each Division office, and various Roadmaster locations as necessary to supervise the maintainers in their territories.

i. Signal Maintainers – The DRR has 180 Signal Maintainers. This position is responsible for scheduled inspections and routine testing and maintenance of the DRR's signal system. The Signal Maintainers repair defective trackside signals that govern train movements and grade-crossing protection devices, and change out broken signal bulbs. The number of Signal Maintainers required is a function of the number of AAR signal units involved.[12] Based on input from DuPont Witness Victor Grappone, DuPont's Signals & Communications expert, Mr. Crouch has provided one signal maintainer per 2,000 signal units. This is consistent with Mr. Grappone's experience with signal design and maintenance as an employee of the Long Island Railroad.

ii. Communications Technicians – The DRR has eighteen (18) Communications Technicians. These employees are primarily responsible for maintaining train crew radios and other communications devices. Sixteen (16) of them are based at the DRR's yards. Two (2) are a "roving" position and also available to cover for one of the other Communications Technicians during vacations, etc. The Technician based at Roanoke Yard (as

[12] An AAR signal unit is a measure of the difficulty of maintaining a particular signal device, therefore there are more AAR signal units than there are individual signals.

well as a Signal Maintainer and a General Office IT specialist) are on call if a problem arises in the control center.

3. Bridge & Building Department

The DRR's Bridge & Building (B&B) Department consists of 46 employees. The specific positions and compensation levels for this department are shown in Table 4 below.

Exhibit III-D-3
Table 4
DRR Base Year B&B Employees And Compensation

Position (1)	No. of Employees (2)	Annual Salary (3)	Total Salary (4)
1. General Office Staff			
a. Bridge Engineer	1	{ }	{ }
b. Administrative Assistant/Clerk	1	{ }	{ }
2. Field Staff			
a. B&B Supervisor	4	{ }	{ }
b. B&B Inspector	4	{ }	{ }
c. B&B Machine Operator	4	{ }	{ }
d. B&B Foreman	8	{ }	{ }
e. B&B Carpenter/Welder/Helper	24	{ }	{ }
3. Total	46		**$2,703,683**

Source: "Exhibit III-D-3 DRR MOW.xlsx"

a. General Office Staff – The DRR's B&B Department is headed by the Bridge Engineer. This Engineer is responsible for inspections and maintenance of the DRR's bridges, and for minor building inspections and repairs. He is also responsible for preparing the annual bridge repair budget and for supervising the contractors who perform periodic bridge maintenance and major structural repairs, as well as periodic building maintenance. Like the other MOW sub-departments, the B&B Department also has an Administrative Assistant/Clerk.

MAINTENANCE OF WAY

b. Field Staff – The B&B field staff is not large, reflecting the fact that all of the DRR's bridges will be constructed using concrete and steel components, resulting in virtually no annual maintenance to the structures – unlike older bridges, and bridges with timber components which are common on existing Class I railroads, including NS.

i. B&B Supervisors – The DRR has four (4) B&B Supervisors, who report to the Bridge Engineer. These individuals are headquartered at the headquarters building at each MOW Division office. They are responsible for performing regular bridge, culvert and tunnel inspections on their division, and for conducting periodic inspections of the DRR's other buildings. They also recommend minor bridge repairs/maintenance to the B&B Crews or, on occasion, the appropriate Roadmaster, to the extent the repairs (such as tightening or restoring missing bolts, clearing drift from bridge piers and cleaning debris from culvert inlets, etc.) are within the capability of the field Track Crews. Major bridge, tunnel and culvert repairs are contracted out, as are periodic detailed, extraordinary inspections of bridges.

ii. Bridge Inspectors and other field B&B employees – The B&B Department's field employees include four (4) Bridge Inspectors, who perform annual bridge inspections as a part of their daily routine, four (4) B&B Machine Operators (one for each Division), and eight (8) B&B Crews, two (2) per Division, that perform routine bridge, tunnel and culvert maintenance in assigned territories averaging about 900 miles each. Each of the B&B Machine Operators is equipped with a bridge hoist/crane. Each B&B Crew consists of a Foreman, a Welder, a Helper, and a Carpenter. These crews perform bridge and tunnel repairs to the extent they do not involve major pier or superstructure repairs, which are contracted out.

4. Misc. Administrative/Support Personnel

MAINTENANCE OF WAY

The DRR has sixteen (16) Engineering administrative and support personnel at the Roanoke, VA headquarters who are dedicated to the MOW function, but who do not support any particular field department by itself. These office personnel, who report to the Vice President-Engineering, develop and administer the annual MOW budget (including the capital or program budget), interface with contractors performing both program and day-to-day work and with governmental agencies involved in public projects that affect the railroad, and deal with other MOW administrative matters including environmental, safety and training. These positions and their salary requirements are summarized in Table 5 below.

Exhibit III-D-3
Table 5
DRR Base Year Admin/Support Employees And Compensation

Position (1)	No. of Employees (2)	Annual Salary (3)	Total Salary (4)
1. Engineer of Programs and Contracts	1	{ }	{ }
2. Public Project Engineer	4	{ }	{ }
3. Manager of Administration and Budgets	1	{ }	{ }
4. Manager of Environmental/Safety/Training	2	{ }	{ }
5. Manager of Mechanical Operations	1	{ }	{ }
6. Administrative Assistant/Clerk	1	{ }	{ }
7. Water Plant and Fueling Technician	6	{ }	{ }
8. Total	16		{ }

Source: "Exhibit III-D-3 DRR MOW.xlsx"

a. Engineer of Programs and Contracts – The Engineer of Programs and Contracts is responsible for implementation and monitoring of the DRR's contracts for program and other maintenance, as well as preparing the Engineering Department's overall budget for approval by the Vice President-Engineering and other senior management.

b. Public Project Engineers – The four (4) Public Project Engineers (one for each of the DRR's 4 geographic divisions) interface with governmental agencies and other

entities in handling requests for various types of public projects including rail/highway grade separations, new grade crossings, utility projects, and right-of-way encroachments. They also provide engineering expertise and support to the Roadmasters for issues related to such projects in their territory.

c. Manager Administration & Budgets – The Manager of Administration & Budgets interfaces with the Human Resources Department with respect to hiring MOW employees. He also assists the Engineer of Programs and Contracts in preparing the annual Engineering/MOW budget, and is responsible for the MOW payroll and monitoring/payment of contractor invoices.[13]

d. Managers Environmental/Safety/Training – The two (2) Managers - Environmental/ Safety/Training interface with federal and state environmental authorities on compliance, and monitor environmental compliance with respect to the DRR's MOW activities. They also manage the vegetation control program for the Track Department, and are responsible for MOW employee training and compliance with Hazmat practices and procedures.

e. Manager Mechanical Operations – A separate Manager of Mechanical Operations is needed for the MOW function given the amount of equipment used for this function. This individual is responsible for coordinating the deployment, use and maintenance of MOW equipment. He works closely with the Director of Mechanical Services, who is part of the Vice President-Mechanical's staff (and included with the DRR's other Operating employees).

[13] The DRR's purchasing function has been centralized in a four-person Budgets & Purchasing section within the Finance & Accounting Department, discussed above under General & Administrative expenses. However, the purchasing for the MOW function is coordinated by the Manager of Administration & Budgets.

MAINTENANCE OF WAY

One additional Administrative Assistant/Clerk is assigned to the Engineer of Programs and Contracts/Public Project Engineers and their staff, to assist with secretarial and other routine administrative duties.

f. Water Plant and Fuel Technicians – The six (6) Water Plant and Fuel Technicians are responsible for maintaining and repairing water and fuel equipment systems. The position is responsible for monitoring systems, performing preventative maintenance and general maintenance as necessary.

B. Non-Program MOW Work Performed by Contractors

While the DRR's in-house MOW forces handle most day-to-day routine and spot maintenance of the DRR's track and facilities, it is more cost-effective to contract out some maintenance work that is treated as operating expense. The treatment of such contracted work by DuPont's MOW experts is consistent with the approach approved by the Board.[14]

This contracted work includes (i) planned (or routine) maintenance that can be scheduled on a regular basis, (ii) unplanned maintenance, and (iii) large magnitude unplanned maintenance.

The costs associated with the contract work performed in these areas of maintenance are summarized in Table 6 and described below.

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[14] *See WFA/Basin* at 69-73.

MAINTENANCE OF WAY

Exhibit III-D-3
Table 6
DRR Base Year Non-Program Contract Costs

	Position (1)	Total Costs (2)
1.	Planned Contract Maintenance	
	a. Track Geometry Testing	{ }
	b. Ultrasonic Rail Testing	{ }
	c. Rail Grinding	{ }
	d. Yard Cleaning	{ }
	e. Vegetation Control	{ }
	f. Crossing Repaving	{ }
	g. Equipment Maintenance	{ }
	h. Comm. Sys. Inspect & Repair	{ }
	i. Bridge Inspections	{ }
	j. Bldg. Maintenance	{ }
2.	Unplanned Contract Maintenance	
	a. Snow Removal	{ }
	b. Storm Debris Removal	{ }
	c. Building Repairs	{ }
3.	Large Magnitude Unplanned Maint.	
	a. Derailments and Clearing Wrecks	{ }
	b. Washouts	{ }
	c. Environmental Cleanups	{ }
4.	Total	**$33,344,368**

Source:

1. Planned Contract Maintenance

Routine work is scheduled on a regular basis that is not performed frequently enough to justify the DRR's investment in the equipment and personnel required for it (such as track geometry and ultrasonic rail testing and rail grinding).

a. Track Geometry Testing – Track geometry testing is included in routine maintenance. The frequency of such testing is generally a function of the annual gross tonnage

moving over the track and ensures that the track and related structures meet all FRA standards in terms of alignment, gauge and profile. Track geometry test results are used to prioritize work to be performed by the Smoothing Crews. Geometry testing is required with varying frequency depending on the annual gross tonnage moving over various portions of the DRR. Generally, track carrying between 5 and 30 million gross tons ("MGT") per year is tested once per year, track carrying 30 to 60 MGT is tested twice per year, and track carrying more than 60 MGT is tested three times per year. These frequencies are consistent with NS's standards based on information produced in discovery.[15] The frequencies for testing above 30 MGT are conservative for a newly-constructed railroad that has better roadbed compaction, drainage, ballast and sub-ballast, rail and timber. This means the track structure will hold up better than average. The DRR also has no roadbed damage from previous use of jointed rail, where low joints developed.

The cost for track geometry testing is ${ } per track mile. This amount is based on data provided by NS in discovery. The total annual miles of testing and the related cost calculations are included in the workpapers accompanying this opening evidence.[16]

b. Ultrasonic Rail Testing – Ultrasonic rail testing is important in preventing derailments because it helps reveal internal rail defects that could cause disruptions in the DRR's operations. FRA regulations[17] require testing rail in Class 3 track, over which passenger trains do not operate, for internal defects at least once every 30 MGT or once a year, whichever interval is shorter, and similar testing of Class 4 through 5 track at least once every 40 MGT or once a year, whichever interval is shorter. Consistent with these standards, the DRR will conduct

[15] Source: *See* e-workpaper "Geometry Testing Costs.xls."

[16] *See* e-workpaper "Exhibit III-D-3 DRR MOW.xls."

[17] 49 CFR § 213.237.

ultrasonic rail testing at least once a year on all of its main lines, and twice a year on track carrying between 40 and 80 MGT. This is more than adequate given that the DRR starts operations with all new rail on its mainline tracks and sidings.

Based on data provided by NS in discovery, the average cost for ultrasonic rail testing in 2009 was ${ } per track mile for each pass over the track with the test car.[18] The total annual miles of ultrasonic testing and the related cost calculations are included in the workpapers accompanying this opening evidence.[19]

c. **Rail Grinding** – NS provided summary costs and a record of miles covered by rail grinding in 2008, 2009 and 2010 in discovery. Rail grinding is a part of some Class I railroads' MOW plans as they determine necessity based on traffic, tonnage and rail characteristics, and the potential to extend the service life of the rail. Studies have indicated that premium rail in high-density territory, even with heavy curves, can withstand well in excess of 150 MGT without the need for grinding.[20] Here, 136-pound premium CWR rail is being used on the DRR's main tracks, on curves of 3 degrees or more and where annual gross tonnage is greater than 20 MGT. This rail is extremely durable under heavy loads. However, to be conservative, the DRR will rail-grind every 100 MGT in the curve areas with premium rail. Consistent with the approach used in *WFA/Basin*, rail grinding will be performed every 30 MGT in other curves and every 60 MGT for tangent track. Tangent rail and rail in curves less than 3 degrees receive one pass, and rail in curves equal to or greater than three degrees receive two

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[18] *See* e-workpaper "Ultrasonic Rail Testing.cost.xls."

[19] *See* e-workpaper "Exhibit III-D-3 DRR MOW.xls."

[20] *See* Kevin Sawley, Transportation Technology Test Center Inc, Report 928, "North American Rail Grinding Practices and Effectiveness," August 1999; *Railway Track and Structures*, December 2000, page 15.

passes. Switches, rail crossings (diamonds) and rail located in at-grade road crossings will also be ground at the same time that normal rail grinding is performed.

The cost allotted for rail grinding is { } per mile, based on information provided by NS in discovery. The total miles of grinding and the related cost calculations are included in the workpapers accompanying this opening evidence.[21] Switch grinding has been included in the total rail grinding quantity.

In *WFA/Basin*, the Board treated the cost of rail grinding as an operating expense, notwithstanding the complainant's argument that it should be capitalized because it extends rail life.[22] For the DRR, annual rail grinding is considered a capital cost and therefore is not included in the annual MOW expense.

d. Yard Cleaning – The DRR's yards should be cleaned once a year in order to ensure that debris does not affect rail operations. The amount and cost of yard cleaning required for these yards is based on a verbal quote from ARS, a company used by Class I railroads for yard cleaning. The total annual cost for yard cleaning is $390,000 per year.

e. Vegetation Control – Weed spraying, brush cutting and mowing are necessary in order to prevent overgrowth into the rail bed or other structures, which can cause a safety hazard. The most critical vegetation control has to do with the ballast section. If vegetation is allowed to flourish in the ballast section, it will soon foul the ballast and interfere with the most important function of ballast which is to permit water to drain from the track structure, uninterrupted. If water is allowed to be retained in the track structure it can reduce tie life and destabilize the track structure, thus increasing the risk of track failures and derailments.

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[21] *See* e-workpaper "Exhibit III-D-3 DRR MOW.xls."

[22] *See WFA/Basin* at 71.

MAINTENANCE OF WAY

Vegetation control also is critical at grade crossings for the safety of both train operations and the traveling public.

The DRR's requirements for vegetation control work are based primarily on the climate conditions and annual rainfall in the geographic areas in which it lies. The areas in which the DRR is located south of Kentucky and Virginia receive considerably more precipitation per year than the areas in and north of those states, and have a longer growing season. As a result, weed spraying is needed once a year in the northerly areas and twice a year in the southerly areas (Tennessee/ North Carolina and south).

The annual cost for vegetation control is based on a prorated value from NS's data provided in discovery [23] for vegetation control at grade crossings and for line-of-road vegetation control. The total cost per mile for vegetation control is ${ }.[24]

Very little brush-cutting should be required because the DRR's right-of-way will be cleared during construction, and weed spraying will greatly inhibit the growth of brush. Brush or weeds may tend to accumulate near road grade crossings; the DRR's dozers will be used as needed to keep the right-of-way cleared around road crossings where contracted vegetation control work is not sufficient.

f. Crossing Repaving – Highway grade crossings must be repaved periodically. Asphalt pavement is used with treated hardwood crossing timbers in public grade crossings. The life of asphalt pavement is largely a function of road traffic, at least beyond 24 inches outside each rail, although rail traffic is also a factor within the crossing zone proper. A typical pavement application will last eight (8) to twelve (12) years, or longer. Consequently,

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[23] Source: *See* e-workpapers "Crossing maintenance 2009 payment schedule.xls." and "Brush 2009 payment schedule.xls."

[24] *See* e-workpaper "Exhibit III-D-3 DRR MOW.xls."

there should be little need for the DRR to begin paving activities immediately. However, to be conservative, and consistent with the approach used in the DCF model, Mr. Crouch has assumed that paving would begin in the DRR's first year of operations. As the paving should last at least ten (10) years, Mr. Crouch assumed that ten (10) percent of the total crossing paving quantity would be re-paved each year. The total cost of crossing paving is { } annually. This amount is capitalized as it is performed in conjunction with the annual capital (renewal) program.[25]

g. **Equipment Maintenance** – Normal maintenance of company leased equipment is contracted out, although the DRR has eighteen in-house mechanics who perform routine maintenance and repairs to the basic equipment used by the field track forces. The equipment that is maintained by contractors includes hi-rail trucks, dozers, Gradalls and backhoes, ballast regulators, tampers, air compressors and certain power hand tools. The DRR's mechanics are prepared and equipped to perform preventive maintenance and straightforward repairs to this equipment.

Based on Mr. Crouch's experience, the cost of annual maintenance of the DRR's equipment is five (5) percent of its purchase price.[26]

h. **Communications System Inspection and Repair** – Periodic inspection and planned maintenance of the DRR's communications system, which is described in detail in Part III-F-6, is performed by contractors. The DRR's communications system includes microwave towers and LMR radio facilities, which are inspected annually.

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[25] *See* e-workpaper "Exhibit III-D-3 DRR move.xls." and "Chapman Hwy Crossing Paving.pdf."

[26] NS did not provide any information on its annual equipment maintenance costs in discovery, and Mr. Crouch believes the 5 percent figure is reasonable. Details are provided in e-workpaper "Exhibit III-D-3 DRR MOW.xls."

MAINTENANCE OF WAY

Communications maintenance and inspection costs are normally a component of maintenance agreements for communications systems entered into at the time of installation. In *WFA/Basin*, the complainant proposed and the Board accepted, a communications system maintenance cost of two (2) percent of original purchase cost. Based on Mr. Crouch's experience this percentage is reasonable, and it has been applied it to the DRR's communications-equipment acquisition costs developed by DuPont Witness Kruzich. The result is an annual cost of contracted repairs to the DRR's communications facilities of ${ }[27]

i. **Bridge Inspections** – As described earlier, the DRR's Bridge and Building ("B&B") Supervisors and B&B Inspectors perform basic bridge inspections as part of their duties, including annual inspections of all bridges. However, the DRR's major river bridges require periodic in-depth inspection to assess integrity; these inspections are performed by professional outside contractors in the company of one of the B&B Inspectors, using specialized equipment. These inspections involve careful examination of the substructure and superstructure of each bridge. The bridges will be new at start-up, and will be inspected on a five-year schedule by the outside contractors in addition to the annual inspections by the DRR's B&B department. Driving inspections are not required since bridge designs incorporate scour design. Mr. Crouch applied an average cost of ${ } per track foot of bridge length for contractor inspection, which is based on a total of 177,178 track feet of bridges. On a five-year cycle, the annual cost of inspecting major bridges using contracted inspections is ${ }.[28]

j. **Building Maintenance** – All of the DRR's buildings are new at start-up, so only occasional routine maintenance is required. Other than general plumbing and electrical

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[27] *See* e-workpaper "Exhibit III-D-3 DRR MOW.xls."

[28] Id.

repairs over time, HVAC systems generally require semi-annual inspections and maintenance which is performed by contractors (as is occasional outside maintenance). NS did not provide any information for building maintenance costs so Mr. Crouch developed an annual cost of $4,125,965 for contract building maintenance, which is based on two (2) percent of the total building cost.[29]

2. Unplanned Contracted Maintenance

Experience teaches us that certain maintenance will be needed that does not occur at regular intervals and is more economically handled by contractors who have the requisite expertise and specialized equipment (such as snow and storm debris removal and bridge superstructure repairs).

a. Snow Removal – The DRR's northern terminals will require occasional snow removal. Most snow removal activity is performed by the DRR's field maintenance personnel who are not as busy in the winter as in the summer in the areas where snowstorms are likely.

All main track switches in the Northern Region are equipped with switch heaters. The Ballast regulators to be purchased for the Northern Region are all equipped with snow removal attachments, and have a higher purchase cost, reflected in the MOW Equipment costs. These ballast regulators are run by Smoothing Gang members who are not as busy in the winter in these areas. Snow removal from roadways and parking lots will be contracted out; it is better handled with contractors because it is uneconomical to have extra in-house staff and specialized equipment available to perform this work.

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[29] Id.

MAINTENANCE OF WAY

NS did not provide any data on snow removal costs in discovery. Based on his experience in the geographic regions served by the DRR, Mr. Crouch has allocated $325,000 per year for contract snow removal.[30]

b. Storm Debris Removal –There will be infrequent occasions where severe winds bring down trees or scatter debris on the right of way, and infrequent ice storm damage during winter conditions in the northerly parts of the DRR system. Depending on the severity and extent of the damage, outside contractors will be called upon to clean up the debris. In-house MOW forces will be available to assist, but the DRR will not staff for this eventuality. Once again, NS did not provide any information in discovery on storm debris removal costs. Based on his experience with weather conditions in the geographic regions where the DRR is situated, Mr. Crouch has provided $100,000 annually for this activity.[31]

c. Building Repairs – As described earlier, all of the DRR's buildings are new. Nevertheless, the buildings will require the occasional unplanned repair. Typical occurrences include storm damage, water and sewer line repairs, electrical failure, HVAC repairs, etc. In Mr. Crouch's experience, unplanned annual expense for building maintenance generally is subsumed within the general building maintenance costs described above.

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[30] Id.

[31] Id.

MAINTENANCE OF WAY

3. Large Magnitude Unplanned Maintenance

These are events requiring more people or specialized equipment than the DRR has because of the infrequency and unusual nature of the events (such as repairing the track structure after a major derailment or washout).

a. Derailments –A new railroad constructed to modern standards is less likely to experience a major derailment then the older plant of existing railroads. Nevertheless, over the 10-year DCF life of the DRR, derailments are likely to occur.

Removing rolling stock/lading and restoring the track structure after a major derailment usually involve considerable work requiring heavy equipment. Today, few railroads use in-house staff to repair the track after such derailments without assistance from a contractor; in fact, most Class I railroads no longer have auxiliary forces dedicated to derailment response. The same is true for regional/short-line railroads, which are even less able to afford this stand-by resource. These carriers rely primarily on contractors to respond to such occurrences because it is not cost-effective to have a separate complement of employees and heavy equipment on stand-by to deal with infrequent major derailments.

The DRR's average annual cost for repairing damage from derailments (primarily contractor expense) is $2,386,642 based on 2010 FRA Accident Reports for NS.[32] Given the DRR's brand-new network at start-up (including the fact that it did not replace older, jointed rail with CWR but starts operations with CWR on all of its main tracks), and considering that it moves only complete trains, the DRR certainly should not incur a greater expense for

[32] *See* e-workpaper "DRR Derailment and Clearing Wrecks.pdf."

MAINTENANCE OF WAY

derailments than the real-world NS does. When the estimated cost of clearing wrecks[33] is added, the DRR's total annual cost for derailments is $4,907,820.

b. Washouts – Again, a new railroad roadbed/track structure is not as prone to washouts as older, real-world railroad roadbed that may have experienced previous water-related damage, where ditches have not been maintained, culverts have become clogged with sediment or cut brush, or brush is allowed to accumulate in ditches, causing washouts. Nevertheless, washouts may occur – for example, when a culvert through the sub-grade becomes blocked, preventing the flow of water. This blockage can be caused by melting ice, snow or severe rainstorms that cause heavy runoff to move against the right of way. Floating debris at the upstream ends of some culverts can also prevent them from serving their intended purpose.

Based on Mr. Crouch's experience with railroad washouts in the geographic regions served by the DRR and its length in route miles, the average annual cost of washout repairs should not exceed $100,000. This cost includes furnishing and placing up to 1,000 tons of rip-rap. Other related work would be performed by the local field forces (including ditching and smoothing crews) as needed.

c. Environmental Cleanups –The DRR operates locomotive inspection and servicing facilities at its major yards that might be a source of inadvertent discharge of environmentally sensitive materials. In addition, the DRR transports some hazardous commodities over several of its lines. An infrequent environmental cleanup could occur if hazardous commodities are released during a derailment. Derailments are less likely to occur on the DRR than on a Class I railroad such as NS because the DRR begins operations July 1, 2009

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[33] The DRR's estimated annual cost for clearing wrecks is $2,521,1788 and is based on NS's 2009 R-1, Schedules 410 and 702. *See* e-workpaper "DRR Derailment and Clearing Wrecks.pdf.

with a brand-new track structure that includes CWR on all of its main tracks. It does not have to deal with situations where CWR replaced jointed rail that caused joint surface, ballast and subgrade pumping problems due to impact at rail joint locations, which increases the risk of derailments.

The DRR is providing protective drip pans at each location where locomotives are fueled at its yards. This insures that oil emissions from idling locomotives are contained. At each yard, 320 track feet are protected by drip pans, at a cost of ${ } per track foot. These pads have pvc cross drains to remove spilled fuel from the pans.

C. Program Maintenance

The Vice President-Engineering and the headquarters MOW administrative/support staff spend part of their time evaluating, planning and helping to execute capital MOW projects, as well as program contractor supervision. The field MOW forces assist in this effort to some extent, but their primary focus is on the day-to-day MOW work that is expensed. Consistent with the practice of most real-world railroads, DuPont's operating and engineering experts have concluded that one-third of the salaries of the Vice President-Engineering and the MOW administrative/support staff should be capitalized and two-thirds should be treated as operating expense, and that 100 percent of the salaries and equipment used by the remaining supervisory and field forces should be treated as operating expense.

Program maintenance, such as rail and tie renewal programs, that is performed by contractors, is capitalized in the DCF model. Consistent with the Board's SAC precedent and Class I railroad practice, the following more routine MOW work, that is contracted out, is also capitalized rather than being included in operating expense. Equipment costs are also capitalized in the DCF model.

MAINTENANCE OF WAY

1. Surfacing

The DRR has eighteen (18) field smoothing crews which perform day-to-day surfacing of the track to correct surface and alignment defects and rough spots. In addition, heavy-tonnage track subjected to the high axle loadings of unit coal and other trains needs to be surfaced on a regular basis (once every three years) to prevent it from deviating from acceptable standards. Consistent with standard railroad practice, this additional surfacing is performed by a contractor and it is capitalized in the DCF model.

2. Rail Grinding

As noted earlier, {

}. The rail and switch grinding frequencies developed by Mr. Crouch, as described in the preceding section, were provided for purposes of capitalizing them in the DCF Model.

3. Crossing Repaving

Again, as discussed earlier, {

}. The DRR follows the same approach. The crossing repaving frequencies developed by Mr. Crouch were also provided for purposes of capitalizing them in the DCF Model.

4. Bridge Substructure and Superstructure Repair

Bridge life expectancy under NS's depreciation accounting is 60 years. This longevity generally reflects the stability of bridge superstructure and substructure components.[34] Nevertheless, unexpected minor repairs on a bridge substructure and superstructure will be required from time-to-time. The likelihood that steel and concrete repairs will be required is

[34] The DRR's bridges are being replaced through the DCF process.

negligible given that the structures are new in year one and have a life expectancy of well over 50 years.

In the experience of Mr. Crouch, the annual cost for bridge superstructure and substructure repairs typically does not exceed $4,000 per major bridge every five (5) years. This assumes a contractor's crew of five (5) working over a period of two days ($2,000) plus material ($1,000) and equipment ($1,000) and was accepted by the STB in *WFA/Basin*. Mr. Crouch uses this same approach here. This cost is capitalized.

D. Equipment

The DRR's in-house MOW forces require a variety of equipment to perform their duties, some of which has previously been described. The MOW equipment requirements and costs (other than for small tools, whose cost is included as a materials additive to the base compensation cost for each employee) are described below and listed in the MOW worksheet.[35]

1. Hi-Rail Vehicles

Each of the DRR's 90 field track crews has a hi-rail truck that provides transportation for the crew and is equipped with the tools necessary for the crew to perform its duties. This crew-cab vehicle comfortably seats the Foreman and three track workers. Its hi-rail gear provides the versatility required for maintenance forces to gain access to the track and carry out their duties, particularly on the portions of the DRR network where traffic density is high. For example, if the track crew cannot access the track at its headquarters due to imminent train arrival, the crew travels by road to a point where the dispatcher can provide positive protection for the crew to get on the track. Alternatively, if the crew is on the track, and it cannot remain or proceed due to an oncoming train, the hi-rail vehicle is removed until the train clears the PTC block and then either

[35] *See* e-workpaper "Exhibit III-D-3 DRR MOW xls." Tab "Equipment."

returns to the track or moves, by road, to another point where (with authority from the dispatcher) it again gains access to the track.

Each of these hi-rail vehicles is equipped with a boom crane and overhead racks. This allows the crew to load 39 ft. long rails, frogs, switch ties, cross ties and other materials necessary for track maintenance. The vehicle is also equipped with a hydraulic system providing the capability for operating portable tamping tools, impact wrenches, rail saw, rail drill, hammer, spike pullers, etc., which are included in the complement of tools carried on the vehicle.[36] Based on quotations from Stanley Tools, the cost to equip a gang truck or Assistant Roadmaster truck with these tools is $15,949 per vehicle.

Other MOW personnel are assigned smaller hi-rail vehicles. This includes the Roadmasters and Assistant Roadmasters, Signal Maintainers, Welding Crews and Lubricator Technicians. The Assistant Roadmasters' vehicles will also have an hydraulic pump and tool set similar to the system in the track crew vehicles. The Head Quarter's Engineering/MOW staff is also assigned hi-rail vehicles as described in Part III-D. In addition, the DRR has eight (8) semi-trailer "lowboys" trucks. There are also trailers for the backhoe assigned to each Roadmaster. These vehicles are used to deliver equipment, tools and materials to the field track and other crews.

The smaller hi-rail vehicles for the supervisory employees are intended for their transportation and that of others who may accompany them together with some capability for small material transport. Vehicles rated 3/4 to 1 ton are suitable. Hi-rail vehicles for Signal Maintainers, Welders and Lubricator Technicians not only provide transportation for the

[36] The hydraulic systems on the track crew's hi-rail trucks can perform more functions than an air compressor. Air tools have largely been replaced by the hydraulic tools supplied to each crew and each Assistant Roadmaster.

employees but need to be equipped with service bodies for transporting equipment, tools and parts. Here, too, vehicles rated 3/4 to 1 ton are appropriate. The rating tolerance accommodates a wide variety of vehicle manufacturers.

DRR's total hi-rail vehicle cost is $7.54 million.[37]

2. Equipment for Track and Related Work

The DRR's field crews responsible for track maintenance (including the track crews, smoothing crews, ditching crews and welding/grinding crews) have a variety of other specialized equipment needed to perform their tasks. The complete list of equipment and costs are included in the workpapers.[38]

a. Rail Drills – Rail drills are needed by the field track crews for drilling holes in replacement rail when bolted joints are installed, and replacing a rail that is found to be defective through electronic testing or visual detection. Each track crew has one rail drill, and each Assistant Roadmaster also has a hydraulic rail drill as part of the hydraulic tool set on his truck. The total cost for rail drills is is included in the cost of the hydraulic tool package included with every hi-rail and every track crew.

b. Impact Wrenches – Each track crew and Assistant Roadmaster also has an impact wrench in the hydraulic tool set on its hi-rail vehicle. This piece of equipment is used to loosen and tighten joint bolts where joints are present in the track infrastructure. The impact feature of these tools is especially effective where a nut and bolt are seized and manual attempts to loosen them might prove unsafe. The impact wrench is also equipped with calibration capability so that applied force can be set in accordance with the manufacturer's specifications.

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[37] *See* e-workpaper"Exhibit III-D-3 DRR MOW.xls" tab, "Equipment."

[38] Id.

MAINTENANCE OF WAY

The cost of impact wrenches is included in the cost of the hydraulic tool package included with every hi-rail and every track crew.

c. **Tamping Tools** – The field track crews are equipped with small, hand-held tampers. Major surfacing programs are incorporated into major rail and tie renewal projects to be performed by outside contractors with large tamping equipment. However, additional spot surfacing may be required for joints, switch and railroad crossing frogs, switch points, bridge approaches, at-grade crossing approaches, local spots on the high sides of curves, and as curves move out in the Spring. This spot tamping minimizes speed restrictions due to track conditions. Thus, each track crew is equipped with a set of tamping tools driven by the hi-rail vehicle's hydraulic system. These tamping tools are included in the cost of the hydraulic tool package included with every hi-rail and every track crew.

d. **Tampers and Ballast Regulators** – Each of the eighteen (18) smoothing crews is equipped with a modern high-speed tamper with switch-tamping capability to perform spot tamping work, and a ballast regulator which is required for moving ballast, restoring the roadbed section and shoulder ballast, and sweeping the track. These crews perform virtually all of the spot tamping, lining and surfacing required to maintain proper track line and surface. The cost of eighteen (18) tampers is $2.7 million and the cost of eighteen (18) ballast regulators is $1.1 million per year.

e. **Grinders** – Each of the thirty-six (36) welding/grinding crews has a complement of rail grinding equipment, including straight and profile grinders. This equipment is used to grind rail to the designed profile at specific locations. The DRR's welding crews use the Thermite welding process to eliminate joints created temporarily in CWR where a section of rail is replaced. They also restore, by welding, rail ends which are battered, chipped or crushed,

switch and rail crossing frogs, and switch points. Once the welding is complete, the weld zone needs to be ground to conform with the rail profile adjacent to the zone. In addition, these crews slot rail joints to be found in the vicinity of switches, railroad crossings and bridge approaches. The joints require slotting as the railhead flow, under traffic, moves to span the joint gap. If the flow is not checked by slotting, it eventually breaks off causing the rail end to chip.

Each of the 90 track crews also needs a straight grinder in connection with their occasional rail repair work. The cost for 90 straight grinders for the track crews and 36 sets of grinding equipment for the welding/grinding crews is included in the cost of the hydraulic tool sets.

f. **400-Amp Welders** – Each of the thirty-six (36) welding/grinding crews is also provided with a 400-amp welder, which is mounted on the crew's hi-rail truck. This smaller welding tool provides the crews with the needed flexibility to access a work site regardless of the location of the track. The cost for 400-amp welders is included the tool and material additive and in the truck cost for welders.

g. **Oxy-Acetylene Welders** – Each of the eighteen (18) welding/grinding crews also needs welding and cutting torches and fuel cylinders. The total cost for oxy-acetylene equipment for the eighteen (18) welding crews is included in the cost of welder trucks and the tool and material additive.

h. **Gradalls** – The DRR has twelve (12) hi-rail Gradall hydraulic excavators which are available to the twelve (12) of the sixteen (16) ditching crews. These machines, which can be operated either on-track or off-track, are used primarily for cleaning and shaping the parallel and lateral ditches along the right-of-way. The annual cost of twelve (12) Gradalls is $864,000.

MAINTENANCE OF WAY

i. **Track Hoes** – The DRR also has four (4) backhoe track excavators (also known as a "track hoe"), that are available for use by the remaining four (4) ditching crews. These machines, which are operated off-track, are used primarily for clearing slide areas, installing culverts, and other miscellaneous excavation work which is not suited to a Gradall. They are also occasionally needed by the field track and signal forces. This machine is effective for specialized ditching purposes (such as improving drainage in the vicinity of highway grade crossings and placing signal conduit) and for spot excavating. It also can clear debris and beaver dams lodged at culverts and bridges when equipped with the optional grapple attachment. The total annual cost for four (4) track hoes is $168,000.

j. **Backhoes and Dump trucks** – Each of the thirty-six (36) roadmaster territories is equipped with a small rubber-tired backhoe, dump truck, and trailer to transport the backhoe. These additional support vehicles supplement the equipment described in the preceding sections and are available to the track, ditching and smoothing crews on an as-needed basis. The annual cost of this equipment, including dump truck for the track hoe excavators is $2.0 million.

3. Work Trains

Contractors provide the equipment (except locomotives) for large track programs. As explained in Part III-C, the DRR has several SW1500 locomotives available for periodic use in contractor work-train service, as needed.[39] These locomotives can also be used to move the occasional car of ballast, etc. needed by the DRR's field MOW track forces.

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[39] For example, CWR is laid in 1,440-foot strings from a rail train of specialized flatcars that requires a locomotive. Other contractor equipment items such as spike pullers, nipper-spikers, tampers and ballast regulators are self-propelled and do not require motive power.

MAINTENANCE OF WAY

The DRR will temporarily store freight cars carrying materials in local yards, setout tracks, siding or other tracks.

E. Other - Scheduling of Maintenance

Spot maintenance work carried out by the DRR's MOW crews is not scheduled in planned maintenance windows. Although much of the work is routine, some occurrences are unplanned but require immediate attention and do not reflect the normal, routine approach to spot maintenance designed by DuPont's MOW experts. Given the flow of traffic on the railroad, spot MOW work must be fluid and flexible, as well as structured where possible.

In general, the field MOW crews (including signal maintainers) are responsible for all routine maintenance work that occurs on the DRR's right-of-way. However, the in-house crews do not perform all the work that is required. As described earlier, any condition requiring remedial action that cannot be met by the MOW field crews is referred to the proper authority, usually the Roadmaster or an Assistant Roadmaster, who calls in the needed resources. In the meantime, the field MOW forces provide protection in the area requiring remedial action.

Each day for a DRR field maintenance crew may involve different work than the previous day. In addition to regular duties, which the Foreman of each crew will have planned, the Roadmaster or other supervisor will have specific tasks which will be referred to a particular crew or a combination of crews.

On a given day, knowing what the expected traffic will be, and thus the work window available, a track crew (for example) may be able to move on track by hi-rail vehicle directly from its base to a location requiring the change-out of a defective rail which has precipitated a temporary slow order, thereby restricting the speed of trains. Another crew could have a similar task but, because of a differing circumstance with respect to train location and work window,

MAINTENANCE OF WAY

must move by road (in its hi-rail vehicle) closer to the task's location, and then obtain a work window from the dispatcher.

Other activities can be scheduled more easily. For example, following the passage of an ultrasonic rail test car, some rails will require removal and joints must be Thermite-welded. Since the testing is planned, the replacement of defective rails can be scheduled. The field track crew, assisted by a welding crew, can then be ready to replace the defective rail and weld it.

Ultimately, the DRR's field MOW crews are not relying on specific maintenance windows that are planned substantially in advance of the needed work. Instead the crews plan their days around specific information about the number of trains expected that day in their territory and the work that needs to be completed. Obviously, no scheduled maintenance would be performed during the DRR's peak traffic period.

EXHIBIT III-F

EXHIBIT NO. 1

ROAD PROPERTY INVESTMENT
($ in Millions)

Item (1)	Amount (2)
1. Land	$3,371
2. Roadbed Preparation	3,978
3. Track Construction	8,273
4. Tunnels	444
5. Bridges	1,926
6. Signals and Communications	1,606
7. Buildings and Facilities	233
8. Public Improvements	121
9. Subtotal	$19,952
10. Mobilization	448
11. Engineering	1,658
12. Contingencies	1,869
13. Total	$23,927

Source: See e-workpaper "III-F Total.xlsx"

EXHIBIT III-H

EXHIBIT NO. 1

TABLE A: DRR ANNUAL COST OF CAPITAL

Year (1)	Industry Cost of Capital (2)	Industry Cost of Debt 1/ (3)	Industry Cost of Preferred Equity 2/ (4)	Industry Cost of Equity 3/ (5)	DRR 's Cost of Debt (6)	DRR 's Cost of Preferred Equity (7)	DRR 's Cost of Equity (8)	Debt as a Percent of Total Investment (9)	Preferred Equity as a Percent of Total Investment (10)	Equity as a Percent of Total Investment (11)	Composite Cost of Capital (12)	1 + Cost of Capital (13)	STB Prescribed Debt as a % of Capital 4/ (14)
2006	9.94%	5.97%	0.00%	11.13%	5.97%	0.00%	11.13%	23.05%	0.00%	76.95%	9.94%	1.0994	23.05%
2007	11.33%	6.15%	0.00%	12.68%	6.15%	0.00%	12.68%	20.68%	0.00%	79.32%	11.33%	1.1133	20.68%
2008	11.75%	6.57%	0.00%	13.17%	6.57%	0.00%	13.17%	21.54%	0.00%	78.46%	11.75%	1.1175	21.54%
2009	10.43%	5.72%	0.00%	12.37%	5.72%	0.00%	12.37%	29.10%	0.00%	70.90%	10.43%	1.1043	29.10%
2010	11.03%			12.99%	6.32%	0.00%	12.99%	22.20%	0.00%	77.80%	11.51%	1.1151	
2011					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2012					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2013					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2014					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2015					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2016					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2017					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2018					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	
2019					6.32%	0.00%	12.47%	22.20%	0.00%	77.80%	11.10%	1.1110	

1/ Cost of railroad industry debt from the STB Decision in Ex Parte No. 558 (Sub-No. 10), Railroad Cost of Capital - 2006, decided April 14, 2008, STB Decision in Ex Parte No. 558 (Sub-No. Railroad Cost of Capital - 2007, decided September 24, 2008, STB Decision in Ex Parte No. 558 (Sub-No. 12), Railroad Cost of Capital - 2008, decided September 24, 2009, STB Decis in Ex Parte No. 558 (Sub-No. 13), Railroad Cost of Capital - 2009, decided October 28, 2010

2/ No preferred equity was issued in 2006 - 2010

3/ Cost of railroad industry cost of equity from the STB Decision in Ex Parte No. 558 (Sub-No. 10), Railroad Cost of Capital - 2006, decided April 14, 2008, STB Decision in Ex Parte No. 5 (Sub-No. 11),Railroad Cost of Capital - 2007, decided September 24, 2008, STB Decision in Ex Parte No. 558 (Sub-No. 12), Railroad Cost of Capital - 2008, decided September 24, 2009, S Decision in Ex Parte No. 558 (Sub-No. 13), Railroad Cost of Capital - 2009, decided October 28, 2010, and STB Decision in Ex Parte No. 558 (Sub-No. 14), Railroad Cost of Capital - 201 decided September 30, 2011.

4/ Capital structure from the STB Decision in Ex Parte No. 558 (Sub-No. 10), Railroad Cost of Capital - 2006, decided April 14, 2008, STB Decision in Ex Parte No. 558 (Sub-No. 11), Railroad Cost of Capital - 2007, decided September 24, 2008, STB Decision in Ex Parte No. 558 (Sub-No. 12), Railroad Cost of Capital - 2008, decided September 24, 2009, and STB Deci in Ex Parte No. 558 (Sub-No. 13), Railroad Cost of Capital - 2009, decided October 28, 2010.

TABLE B: DRR INFLATION INDEXES

Period	Land 1/	Hybrid RCAF 2/	MWSExFuel 3/	Mat & Suppl 4/	Wages & Supps 5/
(1)	(2)	(3)	(4)	(5)	(6)
4Q 2006	100.0		372.8	250.9	397.4
1Q 2007	102.7		381.7	256.9	407.0
2Q 2007	105.8		381.8	254.7	407.5
3Q 2007	108.7		387.7	265.2	412.3
4Q 2007	111.6		392.9	274.8	416.5
1Q 2008	113.0		397.6	276.2	421.9
2Q 2008	114.1		399.6	283.4	422.7
3Q 2008	115.0		410.0	285.6	434.9
4Q 2008	112.6		418.1	318.9	437.1
1Q 2009	109.5		423.9	319.5	444.1
2Q 2009	107.1	100.0	422.7	305.5	445.8
3Q 2009	105.5	110.3	425.8	312.5	448.0
4Q 2009	104.4	117.1	421.7	302.2	445.4
1Q 2010	104.7	122.1	451.4	311.2	479.7
2Q 2010	105.7	124.6	448.8	305.2	477.9
3Q 2010	107.1	125.5	448.1	304.5	477.1
4Q 2010	108.7	129.7	451.7	322.0	477.5
1Q 2011	110.1	128.4	453.9	314.7	481.9
2Q 2011	111.5	138.1	454.5	309.1	484.0
3Q 2011	113.0	141.5	460.7	329.4	486.8
4Q 2011	114.5	141.7	466.7	331.8	493.5
1Q 2012	116.3	137.1	466.4	331.8	493.2
2Q 2012	118.2	138.9	475.6	344.7	501.6
3Q 2012	120.0	143.0	485.1	346.5	512.6
4Q 2012	122.0	145.4	493.8	348.5	522.9
1Q 2013	123.9	146.3	504.0	351.0	533.3
2Q 2013	125.9	146.9	504.4	352.0	533.9
3Q 2013	127.9	147.7	508.4	355.2	538.7
4Q 2013	129.9	148.4	513.4	357.0	544.1
1Q 2014	132.0	148.4	518.3	358.8	550.0
2Q 2014	134.1	149.0	518.7	360.6	550.6
3Q 2014	136.3	149.1	524.5	362.7	557.2
4Q 2014	138.5	150.5	530.7	366.0	563.9
1Q 2015	140.7	151.2	536.3	368.4	569.8
2Q 2015	143.0	151.8	541.5	370.9	575.9
3Q 2015	145.3	152.5	546.8	373.4	582.0
4Q 2015	147.6	153.1	552.8	375.9	588.1
1Q 2016	150.0	153.8	557.5	377.5	593.4
2Q 2016	152.4	154.4	562.1	379.2	598.6
3Q 2016	154.9	155.0	566.9	380.9	603.9
4Q 2016	157.4	155.6	571.6	382.6	609.3
1Q 2017	160.0	155.9	576.3	384.1	614.9
2Q 2017	162.5	156.3	582.4	385.5	620.5
3Q 2017	165.2	156.6	587.0	386.9	626.1
4Q 2017	167.9	157.0	591.4	388.4	631.8
1Q 2018	170.6	157.5	596.8	389.9	637.8
2Q 2018	173.4	158.1	601.6	391.5	643.7
3Q 2018	176.2	158.6	606.4	393.0	649.8
4Q 2018	179.1	159.2	611.7	394.6	655.9
1Q 2019	182.0	159.6	617.0	396.1	661.8
2Q 2019	184.9	160.1	622.5	397.5	667.9
Annual Inflation Rate 6/	5.25%		3.82%	2.15%	4.06%

1/ Used to index Road Property Account 2. Based on historic change in rural land prices as reported by the USDA and urban land prices as reported by the National Council of Real Estate Investment Fiduciaries.

2/ Used to index expenses in Table K. Based on the RCAF-U and RCAF-A through 2Q12 then Global Insight forecast for remaining periods.

3/ Used to index Road Property Accounts 3, 5, 6, 13, 17, 19, 20, 26, 27, 37, and 39. Based on RCR indices - East Region through 1Q12 then Global Insight forecast

4/ Used to index Road Property Accounts 8, 9, and 11. Based on RCR indexes - East Region through 1Q12 then Global Insight forecast for remaining periods.

5/ Used to index Road Property Accounts 1, 1A and 12. Based on RCR indexes - East Region through 1Q12 then Global Insight forecast for remaining periods.

6/ 1Q2009 ÷ 2Q2019^(1/10.25) - 1. The Annual Rate is used to develop asset replacement values at the end of asset lives.

TABLE C: DRR PROPERTY INVESTMENT VALUES

Construction of the DRR occurs between December 1, 2006 and May 31, 2009.
Investments are assumed to be in June 2009 dollars.

Property Account (1)	Property Component (2)	Service Life In Years 1/ (3)	Investment In 12/1/2006 Dollars 2/ (4)	Investment In 6/1/2007 Dollars 3/ (5)	Investment In 6/1/2008 Dollars 4/ (6)	Investment In 6/1/2009 Dollars 5/ (7)	2006 Investment Value 6/ (8)	2007 Investment Value 7/ (9)	2008 Investment Value 8/ (10)	2009 Investment Value 9/ (11)	Total Property Investment 2Q09 10/ (12)
1	Engineering	NA	$1,625,932,926	$1,667,256,335	$1,729,446,019	$1,823,957,973	$116,138,066	$1,429,076,859	$123,531,859	$0	$1,668,746,783
2	Land	NA	3,147,643,491	3,329,332,742	$3,591,326,576	$3,370,835,000	$0	$3,329,332,742	$0	$0	3,329,332,742
3	Grading	95	3,831,805,349	3,924,311,379	$4,107,267,750	$4,344,699,895	$0	$2,803,079,556	$1,173,505,072	$0	3,976,584,628
5	Tunnels	120	442,181,871	452,856,862	$473,969,623	$501,368,768	$0	$0	$434,472,154	$41,780,731	476,252,885
6	Bridges & Culverts	97	2,050,488,341	2,099,990,474	$2,197,894,692	$2,324,950,166	$0	$139,999,365	$1,758,315,754	$309,993,355	2,208,308,474
8	Ties	32	1,522,106,726	1,545,159,757	$1,719,270,809	$1,853,342,386	$0	$0	$1,432,725,674	$308,890,398	1,741,616,072
9	Rails and OTM	41	3,634,860,093	3,689,911,780	$4,105,696,893	$4,425,865,916	$0	$0	$3,421,414,077	$737,644,319	4,159,058,397
11	Ballast	39	1,070,131,436	1,086,339,086	$1,208,749,497	$1,303,009,779	$0	$0	$1,007,291,248	$217,168,297	1,224,459,544
12	Labor	38	1,572,739,635	1,612,711,125	$1,672,866,240	$1,764,286,183	$0	$0	$1,394,055,200	$294,047,697	1,688,102,897
13	Fences and Roadway Signs	95	7,667,399	7,852,503	$8,218,596	$8,693,695	$0	$0	$6,848,830	$1,448,949	8,297,779
17	Roadway Buildings	39	202,458,075	207,345,743	$217,012,465	$229,557,480	$0	$0	$217,012,465	$0	217,012,465
19	Fuel Stations	31	16,876,758	17,284,190	$18,090,001	$19,135,745	$0	$0	$18,090,001	$0	18,090,001
20	Shops and Enginehouses	50	12,335,060	12,632,848	$13,221,808	$13,986,132	$0	$0	$13,221,808	$0	13,221,808
26	Communications Systems	26	276,470,369	283,144,814	$296,345,385	$313,476,462	$0	$0	$148,172,692	$156,738,231	304,910,923
27	Signals and Interlockers	56	1,323,873,839	1,355,834,313	$1,419,045,027	$1,501,076,910	$0	$0	$709,522,514	$750,538,455	1,460,060,969
39	Public Improvements	38	113,417,693	116,155,781	$121,571,111	$128,598,871	$0	$0	$101,309,259	$21,433,145	122,742,404
	Total		$20,850,989,061	$21,408,119,735	$22,899,992,492	$23,926,841,360	$116,138,066	$7,701,488,522	$11,959,488,607	$2,839,683,577	$22,616,798,772

1/ 1 ÷ Depreciation Rate shown in Schedule 332 of NS' 2009 Annual Report R-1.
2/ June 2009, indexed to 2006 dollars; 2Q09 Investment x Inflation Index from Table B, 4Q2006 ÷ 2Q2009.
3/ June 2009, indexed to 2007 dollars; 2Q09 Investment x Inflation Index from Table B, 2Q2007 ÷ 2Q2009.
4/ June 2009, indexed to 2008 dollars; 2Q09 Investment x Inflation Index from Table B, 2Q2008 ÷ 2Q2009.
5/ June 2009, indexed to 2009 dollars; 2Q09 Investment x Inflation Index from Table B, 2Q2009 ÷ 2Q2009.
6/ Column (4) x Percent constructed in 2006.
7/ Column (5) x Percent constructed in 2007.
8/ Column (6) x Percent constructed in 2008.
9/ Column (7) x Percent constructed in 2009.
10/ Sum of Columns (8) through (11).

TABLE D: INTEREST DURING CONSTRUCTION

Month of Installation (1)	Cost of Funds 1/ (2)	Timing of Account 1 Investment 2/ (3)	Timing of Account 2 Investment 2/ (4)	Timing of Accounts 3,5 and 6 Investment 2/ (5)	Timing of Accounts 8 Through 39 Investment 2/ (6)	Total Investment by Month 3/ (7)	Interest During Construction 4/ (8)	Cost of Debt 5/ (9)	Deductible Interest During Construction 6/ (10)
Dec-06	0.79%	$116,138,066	$0	$0	$0	$116,138,066	$0	0.48%	$0
Jan-07	0.90%	119,089,738		0	0	119,089,738	1,043,368	0.50%	133,474
Feb-07	0.90%	119,089,738		0	0	119,089,738	2,122,627	0.50%	271,539
Mar-07	0.90%	119,089,738		0	0	119,089,738	3,211,582	0.50%	410,844
Apr-07	0.90%	119,089,738	475,618,963	0	0	594,708,701	4,310,320	0.50%	551,401
May-07	0.90%	119,089,738	475,618,963	0	0	594,708,701	9,691,824	0.50%	1,239,833
Jun-07	0.90%	119,089,738	475,618,963	0	0	594,708,701	15,121,674	0.50%	1,735,551
Jul-07	0.90%	119,089,738	475,618,963	0	0	594,708,701	20,600,305	0.50%	2,364,346
Aug-07	0.90%	119,089,738	475,618,963	560,615,911	0	1,155,324,613	26,128,155	0.50%	2,998,791
Sep-07	0.90%	119,089,738	475,618,963	560,615,911	0	1,155,324,613	36,742,162	0.50%	4,216,985
Oct-07	0.90%	119,089,738	475,618,963	560,615,911	0	1,155,324,613	47,451,524	0.50%	5,446,124
Nov-07	0.90%	119,089,738	0	560,615,911	0	679,705,650	58,257,097	0.50%	6,686,306
Dec-07	0.90%	119,089,738	0	700,615,276	0	819,705,014	64,886,851	0.50%	7,447,218
Jan-08	0.93%	123,531,859	0	733,278,849		856,810,707	75,393,575	0.53%	8,913,873
Feb-08	0.93%	0	0	772,776,317	41,387,379	814,163,696	84,062,692	0.53%	9,938,833
Mar-08	0.93%	0	0	186,023,781	777,751,808	963,775,589	92,415,828	0.53%	10,926,435
Apr-08	0.93%	0	0	186,023,781	777,751,808	963,775,589	102,237,975	0.53%	12,087,719
May-08	0.93%	0	0	186,023,781	777,751,808	963,775,589	112,151,463	0.53%	13,259,802
Jun-08	0.93%	0	0	186,023,781	777,751,808	963,775,589	122,157,143	0.53%	15,043,405
Jul-08	0.93%	0	0	186,023,781	777,751,808	963,775,589	132,255,871	0.53%	16,287,043
Aug-08	0.93%	0	0	186,023,781	736,364,429	922,388,210	142,448,514	0.53%	17,542,246
Sep-08	0.93%	0	0	186,023,781	736,364,429	922,388,210	152,351,058	0.53%	18,761,724
Oct-08	0.93%	0	0	186,023,781	1,022,262,831	1,208,286,612	162,345,692	0.53%	19,992,543
Nov-08	0.93%	0	0	186,023,781	1,022,262,831	1,208,286,612	175,092,009	0.53%	21,562,226
Dec-08	0.93%	0	0	186,023,781	1,022,262,831	1,208,286,612	187,956,862	0.53%	23,146,507
Jan-09	0.83%	0	0	196,777,408	1,092,741,964	1,289,519,373	179,463,658	0.46%	21,624,118
Feb-09	0.83%	0	0	154,996,678	1,092,741,964	1,247,738,642	191,664,442	0.46%	23,094,228
Mar-09	0.83%	0	0	0	302,425,562	302,425,562	203,619,547	0.46%	24,534,734
Apr-09	0.83%	0	0	0	0	0	207,822,555	0.46%	25,041,167
May-09	0.83%	0	0	0	0	0	209,548,646	0.46%	25,249,149
Total		$1,668,746,783	$3,329,332,742	$6,661,145,987	$10,957,573,259	$22,616,798,772	$2,822,555,016		$340,508,163

1/ ((1 + Cost of Capital from Table A for the applicable year)^(1/12) - 1) x 100.
2/ Applicable account value from Table C for the applicable investment period.
3/ Sum of Columns (3) through (6)
4/ January 2007 equals Column (2) x prior Column (7), all other periods equal Column (2) x ((Sum of Column (7) for all prior periods) + (Sum of Column (8) for all prior periods)
5/ ((1 + Cost of Debt from Table A for the applicable year)^(1/12) - 1) x 100.
6/ January 2007 equals prior Column (7) x Column (9) x Table A, Column (9) for 2007, all other periods equal Column (9) x ((Sum of Column (7) for all prior periods) - (Sum of Column (8) for all prior periods)) x Table A, Column (9) for the applicable year

TABLE E: DRR INTEREST PAYMENTS FOR ASSETS PURCHASED WITH DEBT CAPITAL

INTEREST SCHEDULE FOR THE DRR 2006 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$116,138,066 1/
2. IDC	$0 2/
3. PRINCIPAL	$26,769,824 3/
4. INTEREST	5.97% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$390,894 6/

INTEREST SCHEDULE FOR THE DRR 2007 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$7,701,488,522 1/
2. IDC	$289,567,488 2/
3. PRINCIPAL	$1,652,550,383 3/
4. INTEREST	6.15% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$24,842,163 6/

INTEREST SCHEDULE FOR THE DRR 2008 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$11,959,488,607 1/
2. IDC	$1,540,868,681 2/
3. PRINCIPAL	$2,907,976,960 3/
4. INTEREST	6.57% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$46,629,906 6/

INTEREST SCHEDULE FOR THE DRR 2009 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$2,839,683,577 1/
2. IDC	$992,118,848 2/
3. PRINCIPAL	$825,370,242 3/
4. INTEREST	5.72% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$11,557,753 6/

Quarter (1)	Interest 7/ (2)	Quarter (3)	Interest 7/ (4)	Quarter (5)	Interest 7/ (6)	Quarter (7)	Interest 7/ (8)
1	$390,894	1	$24,842,163	1	$46,629,906	1	$11,557,753
2	390,894	2	24,842,163	2	46,629,906	2	$11,557,753
3	390,894	3	24,842,163	3	46,629,906	3	$11,557,753
4	390,894	4	24,842,163	4	46,629,906	4	$11,557,753
5	390,894	5	24,842,163	5	46,629,906	5	$11,557,753
6	390,894	6	24,842,163	6	46,629,906	6	$11,557,753
7	390,894	7	24,842,163	7	46,629,906	7	$11,557,753
8	390,894	8	24,842,163	8	46,629,906	8	$11,557,753
9	390,894	9	24,842,163	9	46,629,906	9	$11,557,753
10	390,894	10	24,842,163	10	46,629,906	10	$11,557,753
11	390,894	11	24,842,163	11	46,629,906	11	$11,557,753
12	390,894	12	24,842,163	12	46,629,906	12	$11,557,753
13	390,894	13	24,842,163	13	46,629,906	13	$11,557,753
14	390,894	14	24,842,163	14	46,629,906	14	$11,557,753
15	390,894	15	24,842,163	15	46,629,906	15	$11,557,753
16	390,894	16	24,842,163	16	46,629,906	16	$11,557,753
17	390,894	17	24,842,163	17	46,629,906	17	$11,557,753
18	390,894	18	24,842,163	18	46,629,906	18	$11,557,753
19	390,894	19	24,842,163	19	46,629,906	19	$11,557,753
20	390,894	20	24,842,163	20	46,629,906	20	$11,557,753
21	390,894	21	24,842,163	21	46,629,906	21	$11,557,753
22	390,894	22	24,842,163	22	46,629,906	22	$11,557,753
23	390,894	23	24,842,163	23	46,629,906	23	$11,557,753
24	390,894	24	24,842,163	24	46,629,906	24	$11,557,753
25	390,894	25	24,842,163	25	46,629,906	25	$11,557,753
26	390,894	26	24,842,163	26	46,629,906	26	$11,557,753
27	390,894	27	24,842,163	27	46,629,906	27	$11,557,753
28	390,894	28	24,842,163	28	46,629,906	28	$11,557,753
29	390,894	29	24,842,163	29	46,629,906	29	$11,557,753
30	390,894	30	24,842,163	30	46,629,906	30	$11,557,753
31	390,894	31	24,842,163	31	46,629,906	31	$11,557,753
32	390,894	32	24,842,163	32	46,629,906	32	$11,557,753
33	390,894	33	24,842,163	33	46,629,906	33	$11,557,753
34	390,894	34	24,842,163	34	46,629,906	34	$11,557,753
35	390,894	35	24,842,163	35	46,629,906	35	$11,557,753
36	390,894	36	24,842,163	36	46,629,906	36	$11,557,753
37	390,894	37	24,842,163	37	46,629,906	37	$11,557,753
38	390,894	38	24,842,163	38	46,629,906	38	$11,557,753
39	390,894	39	24,842,163	39	46,629,906	39	$11,557,753
40	390,894	40	24,842,163	40	46,629,906	40	$11,557,753

1/ From Table D, Column (7) for the applicable year investmen
2/ From Table D, Column (8) for the applicable year investmen
3/ (Total Investment + IDC) x (Proportion of Debt from Table A, Column (9)
4/ From Table A, Column (6) for the applicable year investmen
5/ Based on Ex Parte No. 657, 20-year payment period x 4
6/ $\{[(1 + \text{Annual Interest Rate})^{.25}] - 1\} \times \text{Yearly Principal}$.
7/ Line 6 coupon payment

TABLE E: DRR INTEREST PAYMENTS FOR ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

INTEREST SCHEDULE FOR THE DRR 2006 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$116,138,066 1/
2. IDC	$0 2/
3. PRINCIPAL	$26,769,824 3/
4. INTEREST	5.97% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$390,894 6/

Quarter	Interest 7/
(1)	(2)
41	$390,894
42	390,894
43	390,894
44	390,894
45	390,894
46	390,894
47	390,894
48	390,894
49	390,894
50	390,894
51	390,894
52	390,894
53	390,894
54	390,894
55	390,894
56	390,894
57	390,894
58	390,894
59	390,894
60	390,894
61	390,894
62	390,894
63	390,894
64	390,894
65	390,894
66	390,894
67	390,894
68	390,894
69	390,894
70	390,894
71	390,894
72	390,894
73	390,894
74	390,894
75	390,894
76	390,894
77	390,894
78	390,894
79	390,894
80	390,894

INTEREST SCHEDULE FOR THE DRR 2007 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$7,701,488,522 1/
2. IDC	$289,567,488 2/
3. PRINCIPAL	$1,652,550,383 3/
4. INTEREST	6.15% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$24,842,163 6/

Quarter	Interest 7/
(3)	(4)
41	$24,842,163
42	24,842,163
43	24,842,163
44	24,842,163
45	24,842,163
46	24,842,163
47	24,842,163
48	24,842,163
49	24,842,163
50	24,842,163
51	24,842,163
52	24,842,163
53	24,842,163
54	24,842,163
55	24,842,163
56	24,842,163
57	24,842,163
58	24,842,163
59	24,842,163
60	24,842,163
61	24,842,163
62	24,842,163
63	24,842,163
64	24,842,163
65	24,842,163
66	24,842,163
67	24,842,163
68	24,842,163
69	24,842,163
70	24,842,163
71	24,842,163
72	24,842,163
73	24,842,163
74	24,842,163
75	24,842,163
76	24,842,163
77	24,842,163
78	24,842,163
79	24,842,163
80	24,842,163

INTEREST SCHEDULE FOR THE DRR 2008 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$11,959,488,607 1/
2. IDC	$1,540,868,681 2/
3. PRINCIPAL	$2,907,976,960 3/
4. INTEREST	6.57% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$46,629,906 6/

Quarter	Interest 7/
(5)	(6)
41	$46,629,906
42	46,629,906
43	46,629,906
44	46,629,906
45	46,629,906
46	46,629,906
47	46,629,906
48	46,629,906
49	46,629,906
50	46,629,906
51	46,629,906
52	46,629,906
53	46,629,906
54	46,629,906
55	46,629,906
56	46,629,906
57	46,629,906
58	46,629,906
59	46,629,906
60	46,629,906
61	46,629,906
62	46,629,906
63	46,629,906
64	46,629,906
65	46,629,906
66	46,629,906
67	46,629,906
68	46,629,906
69	46,629,906
70	46,629,906
71	46,629,906
72	46,629,906
73	46,629,906
74	46,629,906
75	46,629,906
76	46,629,906
77	46,629,906
78	46,629,906
79	46,629,906
80	46,629,906

INTEREST SCHEDULE FOR THE DRR 2009 ROAD PROPERTY INVESTMENT FOR THE 2Q2009 START-UP	
1. TOTAL INVESTMENT	$2,839,683,577 1/
2. IDC	$992,118,848 2/
3. PRINCIPAL	$825,370,242 3/
4. INTEREST	5.72% 4/
5. TERM (QUARTERS)	80 5/
6. QUARTERLY COUPOI	$11,557,753 6/

Quarter	Interest 7/
(7)	(8)
41	$11,557,753
42	$11,557,753
43	$11,557,753
44	$11,557,753
45	$11,557,753
46	$11,557,753
47	$11,557,753
48	$11,557,753
49	$11,557,753
50	$11,557,753
51	$11,557,753
52	$11,557,753
53	$11,557,753
54	$11,557,753
55	$11,557,753
56	$11,557,753
57	$11,557,753
58	$11,557,753
59	$11,557,753
60	$11,557,753
61	$11,557,753
62	$11,557,753
63	$11,557,753
64	$11,557,753
65	$11,557,753
66	$11,557,753
67	$11,557,753
68	$11,557,753
69	$11,557,753
70	$11,557,753
71	$11,557,753
72	$11,557,753
73	$11,557,753
74	$11,557,753
75	$11,557,753
76	$11,557,753
77	$11,557,753
78	$11,557,753
79	$11,557,753
80	$11,557,753

1/ From Table D, Column (7) for the applicable year investment.
2/ From Table D, Column (8) for the applicable year investmen
3/ (Total Investment + IDC) x (Proportion of Debt from Table A, Column (9),
4/ From Table A, Column (6) for the applicable year investmen
5/ Based on Ex Parte No. 657 20-year payment period x 4
6/ $\{[(1 + \text{Annual Interest Rate})^{0.25}] - 1\} \times$ Yearly Principal.
7/ Line 6 coupon payment

TABLE F: DRR PRESENT VALUE OF REPLACEMENT COST

Property Account (1)	Property Component (2)	Service Life In Years 1/ (3)	Investment 2/ (4)	Salvage 3/ (5)	Replacement Year Asset Net Cost 4/ (6)	Replacement Cost Adjusted To Reflect An Infinite Life 5/ (7)	Present Value Of Replacement Cost Adjusted To Reflect An Infinite Life (2009 Dollars) 6/ (8)
3	Grading	95	$169,311,194,371	$0	$144,099,779,046	$144,304,677,472	$7,608,899
5	Tunnels	120	52,240,643,708	0	44,461,709,950	44,472,815,235	172,274
6	Bridges & Culverts	97	100,772,819,900	0	67,704,443,806	67,789,190,489	2,952,125
8	Ties	32	4,118,221,711	0	2,612,956,457	2,938,671,909	107,907,885
9	Rails and OTM	41	11,876,078,575	797,722,451	7,068,825,224	7,521,563,665	110,381,762
11	Ballast	39	3,368,371,505	0	2,137,186,555	2,292,915,353	40,341,922
12	Labor	38	9,306,595,519	0	5,904,910,070	6,358,560,180	120,461,143
13	Fences and Roadway Signs	95	353,294,865	0	237,361,943	237,699,453	12,533
16	Stations and Office Buildings	35	0	0	0	0	0
17	Roadway Buildings	39	1,124,770,401	0	755,679,502	810,743,044	14,264,344
19	Wastewater Treatment	31	69,955,569	0	46,999,805	53,185,330	2,099,359
20	Shops and Enginehouses	50	103,262,764	0	69,377,318	71,669,614	406,824
26	Communications Systems	26	969,973,066	0	615,434,904	738,342,415	49,946,323
27	Signals and Interlockers	56	14,375,963,764	414,342,630	8,907,553,753	9,097,698,288	27,253,146
39	Public Improvements	38	611,852,399	0	411,074,399	443,425,537	8,687,413
	Total		$368,602,998,117	$1,212,065,081	$285,033,292,732	$287,131,157,985	$492,495,954

1/ From Table C, Column (3).

2/ (Table C, Column (10) after allocation of Engineering) x (Table B, 1.0 + Annual Inflation Index)^(Column (3)).

3/ [(Column (4) x Salvage %) - (Table C, Column (10) after allocation of Engineering x Salvage %)] x (1 - Current Federal Tax Rate) + (Table C, Column (10) after allocation of Engineering x Salvage %).

4/ Column (4) - (Present Value of the remaining tax deductions for depreciation, interest expense and the Present Value of any salvage).

5/ Column (6) + [(Column (6) / ((1 + Real Cost of Capital)^Column (3) - 1)].

6/ Column (7) / ((1 + Average Nominal Cost of Capital from Table A Column (2))^Column (3)).

TABLE G: DRR TAX DEPRECIATION SCHEDULES

Depreciation of Start-up investment for tax purposes using
accounting lives from Modified Accelerated Cost Recovery System (MACRS) 1/

Road Property Account (1)	Road Property Component (2)	Asset Lives Per MACRS 2/ (3)	Total 2Q 2009 Investment (4)	Depreciable Base (5)
1	Engineering	5	$1,668,746,783	$1,668,746,783
2	Land	N/A	3,329,332,742	0
3	Grading	50	3,976,584,628	3,976,584,628
5	Tunnels	50	476,252,885	476,252,885
6	Bridges & Culverts	15	2,208,308,474	2,208,308,474
8	Ties	7	1,741,616,072	1,741,616,072
9	Rails and OTM	7	4,159,058,397	4,159,058,397
11	Ballast	7	1,224,459,544	1,224,459,544
12	Labor	7	1,688,102,897	1,688,102,897
13	Fences and Roadway Signs	15	8,297,779	8,297,779
16	Stations and Office Buildings	15	0	0
17	Roadway Buildings	15	217,012,465	217,012,465
19	Fuel Stations	15	18,090,001	18,090,001
20	Shops and Enginehouses	15	13,221,808	13,221,808
26	Communications Systems	7	304,910,923	304,910,923
27	Signals and Interlockers	7	1,460,060,969	1,460,060,969
39	Public Improvements	15	122,742,404	122,742,404
	Total		$22,616,798,772	$19,287,466,030

1/ Applicable Depreciation Method: 200 or 150 percent
Declining Balance Switching to Straight Line
Applicable Recovery Periods: 7, 15 and 50 a/ years
Applicable Convention: Mid-quarter(property placed in service in second quarter)

The Depreciation Rates are as follows for the corresponding
Recovery Period and Recovery year:

Recovery Year	--- Recovery Period --- 5-Year	7-year	15-year	50-year	Recovery Year	--- Recovery Period --- 7-year	15-year	50-year
1	20.00%	17.85%	6.250%	2.00%	10	0.00%	5.900%	2.00%
2	20.00%	23.47%	9.380%	2.00%	11	0.00%	5.910%	2.00%
3	20.00%	16.76%	8.440%	2.00%	12	0.00%	5.900%	2.00%
4	20.00%	11.97%	7.590%	2.00%	13	0.00%	5.910%	2.00%
5	20.00%	8.87%	6.830%	2.00%	14	0.00%	5.900%	2.00%
6		8.87%	6.150%	2.00%	15	0.00%	5.910%	2.00%
7		8.87%	5.910%	2.00%	16	0.00%	2.460%	2.00%
8		3.34%	5.90%	2.00%	17	0.00%	0.000%	2.00%
9		0.00%	5.910%	2.00%	18	0.00%	0.000%	2.00%
					19-50	0.00%	0.000%	2.00%

a/ 50 year property uses the Straight Line Method for all time periods

2/ Bonus Depreciation Per the **Economic Stimulus Act of 2008,** and the **American Recovery & Reinvestment Act** for the following depreciable assets:

MACRS Lives (1)	Bonus Depreciation (2)
7	$5,289,104,401
15	$1,223,836,783

TABLE G: DRR TAX DEPRECIATION SCHEDULES
(Continued)

	Amortization - 5 Years			Road Property Depreciation - MACRS 7 Years			Depreciation - MACRS 15 Years			Depreciation - MACRS 50 Years			
Year	Unamortized Investment 1/	Rate 2/	Annual Amort. 3/	Undepreciated Investment 4/	Rate 2/	Annual Amount 5/	Undepreciated Investment 6/	Rate 2/	Annual Amount 7/	Unamortized Investment 8/	Rate 2/	Annual Amount 9/	Total Annual Depreciation 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
1	$1,668,746,783	20.00%	$333,749,357	$5,289,104,401	17.85%	$944,105,136	$1,363,836,148	6.25%	$85,239,759	$4,452,837,513	2%	$89,056,750	$7,965,092,186
2	1,334,997,427	20.00%	333,749,357	4,344,999,265	23.47%	1,241,352,803	1,278,596,389	9.38%	127,927,831	4,363,780,763	2%	89,056,750	1,792,086,740
3	1,001,248,070	20.00%	333,749,357	3,103,646,462	16.76%	886,453,898	1,150,668,558	8.44%	115,107,771	4,274,724,013	2%	89,056,750	1,424,367,775
4	667,498,713	20.00%	333,749,357	2,217,192,565	11.97%	633,105,797	1,035,560,787	7.59%	103,515,164	4,185,667,262	2%	89,056,750	1,159,427,067
5	333,749,357	20.00%	333,749,357	1,584,086,768	8.87%	469,143,560	932,045,624	6.83%	93,150,009	4,096,610,512	2%	89,056,750	985,099,676
6				1,114,943,208	8.87%	469,143,560	838,895,615	6.15%	83,875,923	4,007,553,762	2%	89,056,750	642,076,234
7				645,799,647	8.87%	469,143,560	755,019,692	5.91%	80,602,716	3,918,497,011	2%	89,056,750	638,803,027
8				176,656,087	3.34%	176,656,087	674,416,975	5.90%	80,466,333	3,829,440,261	2%	89,056,750	346,179,170
9							593,950,643	5.91%	80,602,716	3,740,383,511	2%	89,056,750	169,659,467
10					100.00%		513,347,926	5.90%	80,466,333	3,651,326,761	2%	89,056,750	169,523,083
11							432,881,593	5.91%	80,602,716	3,562,270,010	2%	89,056,750	169,659,467
12							352,278,877	5.90%	80,466,333	3,473,213,260	2%	89,056,750	169,523,083
13							271,812,544	5.91%	80,602,716	3,384,156,510	2%	89,056,750	169,659,467
14							191,209,828	5.90%	80,466,333	3,295,099,760	2%	89,056,750	169,523,083
15							110,743,495	5.91%	80,602,716	3,206,043,009	2%	89,056,750	169,659,467
16							30,140,779	2.21%	30,140,779	3,116,986,259	2%	89,056,750	119,197,529
17										3,027,929,509	2%	89,056,750	89,056,750
18								100.00%		2,938,872,759	2%	89,056,750	89,056,750
19										2,849,816,008	2%	89,056,750	89,056,750
20										2,760,759,258	2%	89,056,750	89,056,750
21										2,671,702,508	2%	89,056,750	89,056,750

1/ From Table G, Page 8, Column (5), Road Property Accounts 1.

2/ From Table G, Footnote 1/, Page 8.

3/ Column (2), Year 1 x Column (3).

4/ From Table G, Page 8, Column (5), Road Property Accounts 8, 9, 11, 12, 26 and 27 minus Page 10, 7-Year Bonus Depreciation.

5/ Column (5), Year 1 x Column (6).

6/ From Table G, Page 8, Column (5), Road Property Accounts 6, 13, 16, 17, 19, 20 and 39 minus Page 8, 15-Year Bonus Depreciation.

7/ Column (8), Year 1 x Column (9).

8/ From Table G, Page 8, Column (5), Road Property Accounts 3 and 5.

9/ Column (11), Year 1 x Column (12).

10/ Column (4) + Column (7) + Column (10) + Column (13) plus Page 8, 7 & 15 Year Bonus Depreciation.

TABLE H: DRR AVERAGE ANNUAL INFLATION IN ASSET PRICES

Development of average annual inflation factors for all capital assets

1. 2Q2009 Land value	$3,329,332,742 1/
2. 2Q2009 Property asset value accounts 3, 5, 6, 13, 17, 26, 27, 39 and 52	$8,805,482,337 1/
3. 2Q2009 Road Property asset value accounts 8, 9, and 11	$7,125,134,013 1/
4. 2Q2009 Road Property asset value accounts 1 and 12	$3,356,849,680 1/

Period	Quarter	Inflation Index For Land 2/	Inflation Index For Line 2 Property Assets 3/	Inflation Index For Line 3 Road Property Assets 4/	Inflation Index For Line 4 Road Property Assets 5/	Land Value 6/	Road Property Value 7/	2Q2009 Inflation Index 8/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
0		1.000	1.000	1.000	1.000	$3,329,332,742	$19,287,466,030	1.000
1	June 1-June 30 09	0.978	0.997	0.956	1.004	3,257,330,644	18,963,176,438	0.982
2	2009 3 Qtr	0.964	1.004	0.978	1.009	3,209,804,352	19,200,306,847	0.991
3	2009 4 Qtr	0.954	0.995	0.946	1.003	3,176,632,512	18,865,787,450	0.975
4	2010 1 Qtr	0.957	1.065	0.974	1.080	3,184,532,758	19,942,705,878	1.023
5	2010 2 Qtr	0.965	1.059	0.955	1.076	3,214,179,176	19,741,286,139	1.015
6	2010 3 Qtr	0.978	1.057	0.953	1.074	3,256,260,225	19,705,087,718	1.015
7	2010 4 Qtr	0.993	1.066	1.008	1.075	3,306,182,352	20,173,157,949	1.038
8	2011 1 Qtr	1.006	1.071	0.985	1.085	3,348,547,038	20,089,319,648	1.036
9	2011 2 Qtr	1.019	1.072	0.967	1.090	3,391,985,395	19,992,771,615	1.034
10	2011 3 Qtr	1.032	1.087	1.031	1.096	3,436,523,632	20,595,434,002	1.063
11	2011 4 Qtr	1.046	1.101	1.038	1.111	3,482,188,679	20,824,235,170	1.075
12	2012 1 Qtr	1.063	1.100	1.038	1.111	3,537,620,661	20,815,735,776	1.077
13	2012 2 Qtr	1.079	1.122	1.079	1.129	3,593,981,928	21,358,185,077	1.103
14	2012 3 Qtr	1.097	1.144	1.084	1.154	3,651,288,921	21,677,634,172	1.120
15	2012 4 Qtr	1.114	1.165	1.091	1.177	3,709,558,388	21,983,404,714	1.136
16	2013 1 Qtr	1.132	1.189	1.099	1.201	3,768,807,393	22,328,896,277	1.154
17	2013 2 Qtr	1.150	1.190	1.102	1.202	3,829,053,315	22,363,572,453	1.158
18	2013 3 Qtr	1.168	1.199	1.112	1.213	3,890,313,859	22,553,835,078	1.169
19	2013 4 Qtr	1.187	1.211	1.117	1.225	3,952,607,064	22,736,933,192	1.180
20	2014 1 Qtr	1.206	1.223	1.123	1.239	4,015,951,304	22,925,079,750	1.191

1/ Table C, Page 3, Column (12).
2/ Previous Column (3) x (1 + Quarterly Inflation Rate Change from Table B)
3/ Previous Column (4) x (1 + Quarterly Inflation Rate Change from Table B)
4/ Previous Column (5) x (1 + Quarterly Inflation Rate Change from Table B)
5/ Previous Column (6) x (1 + Quarterly Inflation Rate Change from Table B)
6/ Line 1 x Column (3) for applicable quarter
7/ (Line 2 x Column (4) for applicable quarter) + (Line 3 x Column (5)for applicable quarter) + (Line 4 x Column (6) for applicable quarter
8/ (Column (7) + Column (8)) ÷ (Period 0; (Column (7) + Column (8))).
9/ Annual weighted inflation using the last two quarters, used to calculate real cost of capit

TABLE H: DRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets

1. 2Q2009 Land value	$3,329,332,742 1/
2. 2Q2009 Property asset value accounts 3, 5, 6, 13, 17, 26, 27, 39 and 52	$8,805,482,337 1/
3. 2Q2009 Road Property asset value accounts 8, 9, and 11	$7,125,134,013 1/
4. 2Q2009 Road Property asset value accounts 1 and 12	$3,356,849,680 1/

Period	Quarter	Inflation Index For Land 2/	Inflation Index For Line 2 Property Assets 3/	Inflation Index For Line 3 Road Property Assets 4/	Inflation Index For Line 4 Road Property Assets 5/	Land Value 6/	Road Property Value 7/	2Q2009 Inflation Index 8/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
21	2014 2 Qtr	1.226	1.224	1.129	1.240	$4,080,365,299	$22,977,324,676	1.196
22	2014 3 Qtr	1.245	1.237	1.135	1.255	4,145,868,120	23,195,967,631	1.209
23	2014 4 Qtr	1.265	1.252	1.145	1.270	4,212,479,197	23,448,105,723	1.223
24	2015 1 Qtr	1.286	1.265	1.153	1.283	4,280,218,326	23,665,013,171	1.236
25	2015 2 Qtr	1.306	1.277	1.161	1.297	4,349,105,674	23,872,664,453	1.248
26	2015 3 Qtr	1.327	1.290	1.169	1.310	4,419,161,789	24,084,073,639	1.260
27	2015 4 Qtr	1.349	1.304	1.176	1.324	4,490,407,606	24,311,313,420	1.273
28	2016 1 Qtr	1.371	1.315	1.182	1.336	4,562,864,456	24,484,520,981	1.284
29	2016 2 Qtr	1.393	1.326	1.187	1.348	4,636,554,074	24,657,662,193	1.295
30	2016 3 Qtr	1.415	1.337	1.192	1.360	4,711,498,603	24,835,394,710	1.306
31	2016 4 Qtr	1.438	1.348	1.198	1.372	4,787,720,607	25,011,984,470	1.318
32	2017 1 Qtr	1.461	1.359	1.202	1.385	4,865,243,079	25,182,918,948	1.329
33	2017 2 Qtr	1.485	1.374	1.207	1.397	4,944,089,445	25,384,854,095	1.341
34	2017 3 Qtr	1.509	1.385	1.211	1.410	5,024,283,578	25,555,865,894	1.352
35	2017 4 Qtr	1.534	1.395	1.216	1.423	5,105,849,805	25,722,104,401	1.363
36	2018 1 Qtr	1.559	1.408	1.220	1.436	5,188,812,912	25,912,510,554	1.375
37	2018 2 Qtr	1.584	1.419	1.225	1.450	5,273,198,161	26,092,748,471	1.387
38	2018 3 Qtr	1.610	1.431	1.230	1.463	5,359,031,292	26,273,515,290	1.399
39	2018 4 Qtr	1.636	1.443	1.235	1.477	5,446,338,539	26,462,925,359	1.411
40	2019 1 Qtr	1.663	1.455	1.240	1.490	5,535,146,634	26,651,157,062	1.423
41	April 1-May 31 '19	1.690	1.469	1.244	1.504	5,625,482,820	26,845,204,624	1.436
Annual Average 9/								3.52%

1/ Table C, Page 3, Column (12).
2/ Previous Column (3) x (1 + Quarterly Inflation Rate Change from Table B)
3/ Previous Column (4) x (1 + Quarterly Inflation Rate Change from Table B)
4/ Previous Column (5) x (1 + Quarterly Inflation Rate Change from Table B)
5/ Previous Column (6) x (1 + Quarterly Inflation Rate Change from Table B)
6/ Line 1 x Column (3) for applicable quarter
7/ (Line 2 x Column (4) for applicable quarter) + (Line 3 x Column (5)for applicable quarter) + (Line 4 x Column (6) for applicable quarter
8/ (Column (7) + Column (8)) ÷ (Period 0; (Column (7) + Column (8))).
9/ Annual weighted inflation using the last two quarters, used to calculate real cost of capit

TABLE I: DRR DISCOUNTED CASH FLOW
(Road Property)

Discounted Cash Flow
Present Value of the Cash Flow Discounted at the Cost of Capital in Table A
Inflation In Asset Values From Table H

1. 2Q2009 Road Property Investment	$22,663,872,534 1/	Federal Tax Rate	35.0%
2. Interest During Construction (2Q2009 Invest.)	$2,822,555,016 2/		
3. Total 2Q2009 Investment	$25,486,427,550 3/	Route Mile Weighted	
4. Present Value Of Replacement Cost for the DRR	$492,495,954 4/	Average State Tax Rate	6.5% 6/
5. Total Cost Recovered From Quarterly Revenue Flow	$25,978,923,504 5/		

Period	Quarter	Quarterly Levelized Capital Carrying Charge Requirement 7/	Interest on Investment Financed With Debt 8/	Tax Depreciation 9/	Actual Federal Tax Payments 10/	Actual State Tax Payments 11/	Cash Flow 12/	Present Value Cash Flow 13/	Cumulative Present Value 14/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	June 1 to June 30	$80,686,451	$27,501,335	$1,116,601,708	$0	$0	$80,686,451	$79,691,563	$79,691,563
2	2009 3 Qtr	580,474,541	83,420,717	3,424,245,239	0	0	580,474,541	557,915,019	637,606,582
3	2009 4 Qtr	570,950,474	83,420,717	3,424,245,239	0	0	570,950,474	534,018,691	1,171,625,273
4	2010 1 Qtr	599,049,827	83,420,717	448,021,685	0	0	599,049,827	545,248,037	1,716,873,310
5	2010 2 Qtr	594,600,494	83,420,717	448,021,685	0	0	594,600,494	526,659,077	2,243,532,386
6	2010 3 Qtr	594,752,868	83,420,717	448,021,685	0	0	594,752,868	512,875,627	2,756,408,013
7	2010 4 Qtr	608,170,088	83,420,717	448,021,685	0	0	608,170,088	510,822,295	3,267,230,308
8	2011 1 Qtr	607,095,824	83,420,717	356,091,944	0	0	607,095,824	496,673,862	3,763,904,170
9	2011 2 Qtr	605,720,158	83,420,717	356,091,944	0	0	605,720,158	482,675,616	4,246,579,786
10	2011 3 Qtr	622,484,175	83,420,717	356,091,944	0	0	622,484,175	483,148,817	4,729,728,602
11	2011 4 Qtr	629,593,495	83,420,717	356,091,944	0	0	629,593,495	475,972,772	5,205,701,374
12	2012 1 Qtr	630,809,159	83,420,717	289,856,767	0	0	630,809,159	464,503,660	5,670,205,034
13	2012 2 Qtr	646,319,760	83,420,717	289,856,767	0	0	646,319,760	463,562,030	6,133,767,064
14	2012 3 Qtr	656,078,628	83,420,717	289,856,767	0	0	656,078,628	458,337,704	6,592,104,769
15	2012 4 Qtr	665,508,120	83,420,717	289,856,767	0	0	665,508,120	452,847,866	7,044,952,634
16	2013 1 Qtr	675,991,852	83,420,717	246,274,919	0	0	675,991,852	448,032,687	7,492,985,322
17	2013 2 Qtr	678,450,557	83,420,717	246,274,919	0	0	678,450,557	437,981,448	7,930,966,769
18	2013 3 Qtr	684,965,598	83,420,717	246,274,919	0	0	684,965,598	430,700,666	8,361,667,436
19	2013 4 Qtr	691,321,810	83,420,717	246,274,919	0	0	691,321,810	423,405,324	8,785,072,760
20	2014 1 Qtr	697,836,013	83,420,717	160,519,058	0	0	697,836,013	416,292,615	9,201,365,375
21	2014 2 Qtr	700,857,753	83,420,717	160,519,058	0	0	700,857,753	407,234,424	9,608,599,799
22	2014 3 Qtr	708,217,796	83,420,717	160,519,058	0	0	708,217,796	400,821,223	10,009,421,022
23	2014 4 Qtr	716,474,149	83,420,717	160,519,058	0	0	716,474,149	394,960,506	10,404,381,528
24	2015 1 Qtr	723,847,164	83,420,717	159,700,757	0	0	723,847,164	388,659,507	10,793,041,035
25	2015 2 Qtr	731,010,164	83,420,717	159,700,757	0	0	731,010,164	382,309,514	11,175,350,549

TABLE I: DRR DISCOUNTED CASH FLOW
(Road Property Continued)

Period	Quarter	Quarterly Levelized Capital Carrying Charge Requirement 7/	Interest on Investment Financed With Debt 8/	Tax Depreciation 9/	Actual Federal Tax Payments 10/	Actual State Tax Payments 11/	Cash Flow 12/	Present Value Cash Flow 13/	Cumulative Present Value 14/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
26	2015 3 Qtr	$738,300,777	$83,420,717	$159,700,757	$0	$0	$738,300,777	$376,092,167	$11,551,442,715
27	2015 4 Qtr	746,032,255	83,420,717	159,700,757	13,639,606	2,728,816	729,663,834	362,037,082	11,913,479,797
28	2016 1 Qtr	752,395,541	83,420,717	86,544,792	190,510,408	38,114,581	523,770,552	253,128,231	12,166,608,028
29	2016 2 Qtr	758,789,040	83,420,717	86,544,792	192,601,694	38,532,975	527,654,370	248,380,970	12,414,988,998
30	2016 3 Qtr	765,333,969	83,420,717	86,544,792	194,742,513	38,961,280	531,630,176	243,751,713	12,658,740,711
31	2016 4 Qtr	771,882,388	83,420,717	86,544,792	196,884,473	39,389,812	535,608,102	239,196,303	12,897,937,014
32	2017 1 Qtr	778,318,006	83,420,717	42,414,867	213,424,250	42,698,853	522,194,904	227,148,161	13,125,085,175
33	2017 2 Qtr	785,590,907	83,420,717	42,414,867	215,803,185	43,174,796	526,612,927	223,119,426	13,348,204,602
34	2017 3 Qtr	792,097,731	83,420,717	42,414,867	217,931,540	43,600,606	530,565,585	218,954,673	13,567,159,274
35	2017 4 Qtr	798,516,456	83,420,717	42,414,867	220,031,077	44,020,652	534,464,727	214,834,221	13,781,993,496
36	2018 1 Qtr	805,597,362	83,420,717	42,380,771	222,358,365	44,486,262	538,752,736	210,932,342	13,992,925,838
37	2018 2 Qtr	812,451,724	83,420,717	42,380,771	224,600,398	44,934,816	542,916,511	207,040,834	14,199,966,672
38	2018 3 Qtr	819,357,289	83,420,717	42,380,771	226,859,179	45,386,720	547,111,391	203,220,721	14,403,187,392
39	2018 4 Qtr	826,524,918	83,420,717	42,380,771	229,203,680	45,855,774	551,465,464	199,516,962	14,602,704,354
40	2019 1 Qtr	833,700,900	83,420,717	42,414,867	231,539,761	46,323,143	555,837,996	195,874,999	14,798,579,353
41	April 1-May 31 '19	563,792,237	55,919,381	28,431,944	156,823,101	31,374,909	375,594,227	130,627,411	14,929,206,764
	Future	48,444,226,096	4,804,910,356	1,164,601,747	13,893,299,868	2,779,571,512	31,771,354,716	11,049,716,740	25,978,923,504

1/ From Table C, Column (12) + Maintenance of Way Capital Costs
2/ From Table D, Column (8).
3/ Line 1 + Line 2.
4/ Table F Column (8).
5/ Line 3 + Line 4.
6/ DRR route mile weighted average state tax rates for the DRR states.
7/ Carrying costs needed to recover the total investment over 1 month, 39 quarters and 2 months after consideration of the applicab interest payments, tax depreciation and tax liability. The Future value is an estimate of a perpetual income stream for the DRI and is calculated by taking the Period 41, Column (3) value and dividing it by the DRR 's estimated quarterly Real Cost of Capit
8/ Value from Table E, except for Future. Future equals Period 40, Column (4) value and dividing it by the DRR 's estimated quarterly Real Cost of Capit
9/ Value from Table G, Page 9, Column (14) divided by 4 quarters.
10/ Table J: Part 1 Page 14 of 18.
11/ Table J: Part 2 Page 15 of 18.
12/ (Column (3) - Column (6) - Column (7)).
13/ Column (8) discounted by the fourth root of the annual Cost of Capital adjusted to midquarter dollars from Table A
14/ Cumulative total of Column (9)

TABLE J - PART 1: COMPUTATION OF FEDERAL TAX LIABILITY - TAXABLE INCOME

(Road Property)

Time Period	Taxable Income B/4 NOL's DRR 1/	Net Operating Losses Generated 2/	NOL's Generated Plus Carryforward 3/	Carryforward Utilized 4/	Carryforward Remaining 5/	Carryback Available 6/	Carryback Utilized 7/	Carryback Remaining 8/	Annual Taxable Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2007	($33,502,411)	($33,502,411)	($33,502,411)	$0	($33,502,411)	($33,502,411)	$0	($33,502,411)	$0	$0
2008	(187,462,355)	(187,462,355)	(220,964,766)	0	(220,964,766)	(220,964,766)	0	(220,964,766)	0	0
Jan. 1-May 31 09	(119,543,397)	(119,543,397)	(340,508,163)	0	(340,508,163)	(340,508,163)	0	(340,508,163)	0	0
June 1-June 30 09	(1,063,416,593)	(1,063,416,593)	(1,403,924,756)	0	(1,403,924,756)	(1,403,924,756)	0	(1,403,924,756)	0	0
2009 3 Qtr	(2,927,191,414)	(2,927,191,414)	(4,331,116,170)	0	(4,331,116,170)	(4,331,116,170)	0	(4,331,116,170)	0	0
2009 4 Qtr	(2,936,715,481)	(2,936,715,481)	(7,267,831,651)	0	(7,267,831,651)	(7,267,831,651)	0	(7,267,831,651)	0	0
2010 1 Qtr	67,607,425	0	(7,267,831,651)	67,607,425	(7,200,224,225)	(7,200,224,225)	0	(7,200,224,225)	0	0
2010 2 Qtr	63,158,093	0	(7,200,224,225)	63,158,093	(7,137,066,132)	(7,137,066,132)	0	(7,137,066,132)	0	0
2010 3 Qtr	63,310,467	0	(7,137,066,132)	63,310,467	(7,073,755,666)	(7,073,755,666)	0	(7,073,755,666)	0	0
2010 4 Qtr	76,727,686	0	(7,073,755,666)	76,727,686	(6,997,027,980)	(6,997,027,980)	0	(6,997,027,980)	0	0
2011 1 Qtr	167,583,163	0	(6,997,027,980)	167,583,163	(6,829,444,816)	(6,829,444,816)	0	(6,829,444,816)	0	0
2011 2 Qtr	166,207,498	0	(6,829,444,816)	166,207,498	(6,663,237,319)	(6,663,237,319)	0	(6,663,237,319)	0	0
2011 3 Qtr	182,971,515	0	(6,663,237,319)	182,971,515	(6,480,265,804)	(6,480,265,804)	0	(6,480,265,804)	0	0
2011 4 Qtr	190,080,835	0	(6,480,265,804)	190,080,835	(6,290,184,969)	(6,290,184,969)	0	(6,290,184,969)	0	0
2012 1 Qtr	257,531,676	0	(6,290,184,969)	257,531,676	(6,032,653,293)	(6,032,653,293)	0	(6,032,653,293)	0	0
2012 2 Qtr	273,042,277	0	(6,032,653,293)	273,042,277	(5,759,611,016)	(5,759,611,016)	0	(5,759,611,016)	0	0
2012 3 Qtr	282,801,145	0	(5,759,611,016)	282,801,145	(5,476,809,871)	(5,476,809,871)	0	(5,476,809,871)	0	0
2012 4 Qtr	292,230,637	0	(5,476,809,871)	292,230,637	(5,184,579,235)	(5,184,579,235)	0	(5,184,579,235)	0	0
2013 1 Qtr	346,296,216	0	(5,184,579,235)	346,296,216	(4,838,283,019)	(4,838,283,019)	0	(4,838,283,019)	0	0
2013 2 Qtr	348,754,922	0	(4,838,283,019)	348,754,922	(4,489,528,097)	(4,489,528,097)	0	(4,489,528,097)	0	0
2013 3 Qtr	355,269,963	0	(4,489,528,097)	355,269,963	(4,134,258,134)	(4,134,258,134)	0	(4,134,258,134)	0	0
2013 4 Qtr	361,626,175	0	(4,134,258,134)	361,626,175	(3,772,631,960)	(3,772,631,960)	0	(3,772,631,960)	0	0
2014 1 Qtr	453,896,238	0	(3,772,631,960)	453,896,238	(3,318,735,722)	(3,318,735,722)	0	(3,318,735,722)	0	0
2014 2 Qtr	456,917,978	0	(3,318,735,722)	456,917,978	(2,861,817,744)	(2,861,817,744)	0	(2,861,817,744)	0	0
2014 3 Qtr	464,278,021	0	(2,861,817,744)	464,278,021	(2,397,539,723)	(2,397,539,723)	0	(2,397,539,723)	0	0
2014 4 Qtr	472,534,374	0	(2,397,539,723)	472,534,374	(1,925,005,349)	(1,925,005,349)	0	(1,925,005,349)	0	0
2015 1 Qtr	480,725,691	0	(1,925,005,349)	480,725,691	(1,444,279,658)	(1,444,279,658)	0	(1,444,279,658)	0	0
2015 2 Qtr	487,888,691	0	(1,444,279,658)	487,888,691	(956,390,967)	(956,390,967)	0	(956,390,967)	0	0
2015 3 Qtr	495,179,304	0	(956,390,967)	495,179,304	(461,211,664)	(461,211,664)	0	(461,211,664)	0	0
2015 4 Qtr	500,181,966	0	(461,211,664)	461,211,664	0	0	0	0	38,970,302	13,639,606
2016 1 Qtr	544,315,451	0	0	0	0	0	0	0	544,315,451	190,510,408
2016 2 Qtr	550,290,555	0	0	0	0	0	0	0	550,290,555	192,601,694
2016 3 Qtr	556,407,180	0	0	0	0	0	0	0	556,407,180	194,742,513
2016 4 Qtr	562,527,066	0	0	0	0	0	0	0	562,527,066	196,884,473
2017 1 Qtr	609,783,570	0	0	0	0	0	0	0	609,783,570	213,424,250
2017 2 Qtr	616,580,528	0	0	0	0	0	0	0	616,580,528	215,803,185
2017 3 Qtr	622,661,542	0	0	0	0	0	0	0	622,661,542	217,931,540
2017 4 Qtr	628,660,221	0	0	0	0	0	0	0	628,660,221	220,031,077
2018 1 Qtr	635,309,613	0	0	0	0	0	0	0	635,309,613	222,358,365
2018 2 Qtr	641,715,421	0	0	0	0	0	0	0	641,715,421	224,600,398
2018 3 Qtr	648,169,082	0	0	0	0	0	0	0	648,169,082	226,859,179
2018 4 Qtr	654,867,657	0	0	0	0	0	0	0	654,867,657	229,203,680
2019 1 Qtr	661,542,173	0	0	0	0	0	0	0	661,542,173	231,539,761
April 1-May 31 '19	448,066,002	0	0	0	0	0	0	0	448,066,002	156,823,101
Future	39,695,142,481	0	0	0	0	0	0	0	39,695,142,481	13,893,299,868

1/ Table I, Page 13, Column (3) - Table E, Page 5, Columns (2), (4), (6) & (8) - Table G, Column (14) / 4 - Table J Part 2, Page 15, Column (11).
Values for 2007-May 31, 2009 from Table D, Sum of Column (10).

2/ Column (2) if less than zero, otherwise zero.

3/ Cumulative total of Column (2).

4/ If Column (2) is greater than zero, and (Column (2) + Column (4) is less than zero, then Column (2), otherwise Column (4)

5/ Column (4) + Column (5) + Column (8).

6/ Previous period Column (9) + current period Column (3) - current period Column (5).

7/ If previous Column (10) is greater than zero. and previous Column (10) is less than current Column (7), then previous Column (10), otherwise zero

8/ Column (7) + Column (8).

9/ If Column (2) is greater than zero. then Column (2) - Column (5) - Column (8), otherwise zero

10/ Column (10) times applicable Federal Statutory Tax Rate.

TABLE J - PART 2: COMPUTATION OF STATE TAX LIABILITY - TAXABLE INCOME

(Road Property)

Time Period	Taxable Income B/4 NOL's DRR 1/	Net Operating Losses Generated 2/	NOL's Generated Plus Carryforward 3/	Carryforward Utilized 4/	Carryforward Remaining 5/	Carryback Available 6/	Carryback Utilized 7/	Carryback Remaining 8/	Annual Taxable Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2007	($33,502,411)	($33,502,411)	($33,502,411)	$0	($33,502,411)	($33,502,411)	$0	($33,502,411)	$0	$0
2008	(187,462,355)	(187,462,355)	(220,964,766)	0	(220,964,766)	(220,964,766)	0	(220,964,766)	0	0
Jan. 1-May 31 09	(119,543,397)	(119,543,397)	(340,508,163)	0	(340,508,163)	(340,508,163)	0	(340,508,163)	0	0
June 1-June 30 09	(1,063,416,593)	(1,063,416,593)	(1,403,924,756)	0	(1,403,924,756)	(1,403,924,756)	0	(1,403,924,756)	0	0
2009 3 Qtr	(2,927,191,414)	(2,927,191,414)	(4,331,116,170)	0	(4,331,116,170)	(4,331,116,170)	0	(4,331,116,170)	0	0
2009 4 Qtr	(2,936,715,481)	(2,936,715,481)	(7,267,831,651)	0	(7,267,831,651)	(7,267,831,651)	0	(7,267,831,651)	0	0
2010 1 Qtr	67,607,425	0	(7,267,831,651)	67,607,425	(7,200,224,225)	(7,200,224,225)	0	(7,200,224,225)	0	0
2010 2 Qtr	63,158,093	0	(7,200,224,225)	63,158,093	(7,137,066,132)	(7,137,066,132)	0	(7,137,066,132)	0	0
2010 3 Qtr	63,310,467	0	(7,137,066,132)	63,310,467	(7,073,755,666)	(7,073,755,666)	0	(7,073,755,666)	0	0
2010 4 Qtr	76,727,686	0	(7,073,755,666)	76,727,686	(6,997,027,980)	(6,997,027,980)	0	(6,997,027,980)	0	0
2011 1 Qtr	167,583,163	0	(6,997,027,980)	167,583,163	(6,829,444,816)	(6,829,444,816)	0	(6,829,444,816)	0	0
2011 2 Qtr	166,207,498	0	(6,829,444,816)	166,207,498	(6,663,237,319)	(6,663,237,319)	0	(6,663,237,319)	0	0
2011 3 Qtr	182,971,515	0	(6,663,237,319)	182,971,515	(6,480,265,804)	(6,480,265,804)	0	(6,480,265,804)	0	0
2011 4 Qtr	190,080,835	0	(6,480,265,804)	190,080,835	(6,290,184,969)	(6,290,184,969)	0	(6,290,184,969)	0	0
2012 1 Qtr	257,531,676	0	(6,290,184,969)	257,531,676	(6,032,653,293)	(6,032,653,293)	0	(6,032,653,293)	0	0
2012 2 Qtr	273,042,277	0	(6,032,653,293)	273,042,277	(5,759,611,016)	(5,759,611,016)	0	(5,759,611,016)	0	0
2012 3 Qtr	282,801,145	0	(5,759,611,016)	282,801,145	(5,476,809,871)	(5,476,809,871)	0	(5,476,809,871)	0	0
2012 4 Qtr	292,230,637	0	(5,476,809,871)	292,230,637	(5,184,579,235)	(5,184,579,235)	0	(5,184,579,235)	0	0
2013 1 Qtr	346,296,216	0	(5,184,579,235)	346,296,216	(4,838,283,019)	(4,838,283,019)	0	(4,838,283,019)	0	0
2013 2 Qtr	348,754,922	0	(4,838,283,019)	348,754,922	(4,489,528,097)	(4,489,528,097)	0	(4,489,528,097)	0	0
2013 3 Qtr	355,269,963	0	(4,489,528,097)	355,269,963	(4,134,258,134)	(4,134,258,134)	0	(4,134,258,134)	0	0
2013 4 Qtr	361,626,175	0	(4,134,258,134)	361,626,175	(3,772,631,960)	(3,772,631,960)	0	(3,772,631,960)	0	0
2014 1 Qtr	453,896,238	0	(3,772,631,960)	453,896,238	(3,318,735,722)	(3,318,735,722)	0	(3,318,735,722)	0	0
2014 2 Qtr	456,917,978	0	(3,318,735,722)	456,917,978	(2,861,817,744)	(2,861,817,744)	0	(2,861,817,744)	0	0
2014 3 Qtr	464,278,021	0	(2,861,817,744)	464,278,021	(2,397,539,723)	(2,397,539,723)	0	(2,397,539,723)	0	0
2014 4 Qtr	472,534,374	0	(2,397,539,723)	472,534,374	(1,925,005,349)	(1,925,005,349)	0	(1,925,005,349)	0	0
2015 1 Qtr	480,725,691	0	(1,925,005,349)	480,725,691	(1,444,279,658)	(1,444,279,658)	0	(1,444,279,658)	0	0
2015 2 Qtr	487,888,691	0	(1,444,279,658)	487,888,691	(956,390,967)	(956,390,967)	0	(956,390,967)	0	0
2015 3 Qtr	495,179,304	0	(956,390,967)	495,179,304	(461,211,664)	(461,211,664)	0	(461,211,664)	0	0
2015 4 Qtr	502,910,782	0	(461,211,664)	461,211,664	0	0	0	0	41,699,118	2,728,816
2016 1 Qtr	582,430,032	0	0	0	0	0	0	0	582,430,032	38,114,581
2016 2 Qtr	588,823,530	0	0	0	0	0	0	0	588,823,530	38,532,975
2016 3 Qtr	595,368,460	0	0	0	0	0	0	0	595,368,460	38,961,280
2016 4 Qtr	601,916,878	0	0	0	0	0	0	0	601,916,878	39,389,812
2017 1 Qtr	652,482,423	0	0	0	0	0	0	0	652,482,423	42,698,853
2017 2 Qtr	659,755,324	0	0	0	0	0	0	0	659,755,324	43,174,796
2017 3 Qtr	666,262,148	0	0	0	0	0	0	0	666,262,148	43,600,606
2017 4 Qtr	672,680,873	0	0	0	0	0	0	0	672,680,873	44,020,652
2018 1 Qtr	679,795,875	0	0	0	0	0	0	0	679,795,875	44,486,262
2018 2 Qtr	686,650,237	0	0	0	0	0	0	0	686,650,237	44,934,816
2018 3 Qtr	693,555,802	0	0	0	0	0	0	0	693,555,802	45,386,720
2018 4 Qtr	700,723,431	0	0	0	0	0	0	0	700,723,431	45,855,774
2019 1 Qtr	707,865,317	0	0	0	0	0	0	0	707,865,317	46,323,143
April 1-May 31 '19	479,440,912	0	0	0	0	0	0	0	479,440,912	31,374,909
Future	42,474,713,993	0	0	0	0	0	0	0	42,474,713,993	2,779,571,512

1/ Table I, Page 13, Column (3) - Table E, Page 5, Columns (2), (4), (6) & (8) - Table G, Column (14) / 4.
Values for 2007-May 31, 2009 from Table D, Sum of Column (10).

2/ Column (2) if less than zero, otherwise zero.

3/ Cumulative total of Column (2).

4/ If Column (2) is greater than zero, and (Column (2) + Column (4) is less than zero, then Column (2), otherwise Column (4).

5/ Column (4) + Column (5) + Column (8).

6/ Previous period Column (9) + current period Column (3) - current period Column (5).

7/ If previous Column (10) is greater than zero, and previous Column (10) is less than current Column (7), then previous Column (10), otherwise zero.

8/ Column (7) + Column (8).

9/ If Column (2) is greater than zero, then Column (2) - Column (5) - Column (8), otherwise zero.

10/ Column (10) times applicable route mile weighted State Statutory Tax Rates.

TABLE K: DRR OPERATING EXPENSES

Item (1)		2009 (2)	2010 (3)	2011 (4)	2012 (5)	2013 (7)	2014 (8)	2015 (9)	2016 (10)	2017 (11)	2018 (12)	2019 (13)
1. Train & Engine Personnel		$314,029,473	$345,576,394	$369,035,264	$379,712,850	$392,707,437	$406,571,363	$416,347,539	$439,198,741	$463,440,799	$489,166,561	$518,099,183
2. Locomotive Lease Expense		$58,151,424	$63,993,228	$68,337,300	$70,314,556	$72,720,871	$75,288,169	$77,098,504	$81,330,049	$85,819,150	$90,583,002	$95,940,694
3. Locomotive Maintenance Expense		$123,992,604	$136,448,711	$145,711,302	$149,927,281	$155,058,113	$160,532,199	$164,392,262	$173,414,918	$182,986,746	$193,144,405	$204,568,272
4. Locomotive Operating Expense		$394,040,352	$433,625,044	$463,060,947	$476,459,052	$492,764,501	$510,160,786	$522,427,813	$551,101,222	$581,519,861	$613,800,234	$650,104,535
5. Railcar Lease Expense		$307,367,049	$338,244,674	$361,205,842	$371,656,893	$384,375,788	$397,945,578	$407,514,344	$429,880,737	$453,608,477	$478,788,444	$507,107,234
6. Material & Supply Operating		$3,795,246	$3,795,246	$3,795,246	$3,795,246	$3,795,246	$3,795,246	$3,795,246	$3,795,246	$3,795,246	$3,795,246	$3,795,246
7. Ad Valorem Tax		$56,671,222	$56,671,222	$56,671,222	$56,671,222	$56,671,222	$56,671,222	$56,671,222	$56,671,222	$56,671,222	$56,671,222	$56,671,222
8. Operating Managers		$53,672,046	$53,672,046	$53,672,046	$53,672,046	$53,672,046	$53,672,046	$53,672,046	$53,672,046	$53,672,046	$53,672,046	$53,672,046
9. General & Administration		$170,048,396	$59,655,859	$59,655,859	$59,655,859	$59,655,859	$59,655,859	$59,655,859	$59,655,859	$59,655,859	$59,655,859	$59,655,859
10. Loss and Damage		$14,077,196	$15,491,370	$16,542,976	$17,021,626	$17,604,143	$18,225,630	$18,663,873	$19,688,238	$20,774,952	$21,928,177	$23,225,157
11. Trackage Rights		$42,278,322	$46,525,538	$49,683,845	$51,121,387	$52,870,870	$54,737,394	$56,053,577	$59,130,073	$62,393,823	$65,857,326	$69,752,574
12. Intermodal Lift Costs		$90,771,783	$99,890,577	$106,671,480	$109,757,890	$113,514,040	$117,521,477	$120,347,329	$126,952,583	$133,959,870	$141,396,030	$149,759,148
13. Multi-Level Loading Costs		$6,917,396	$7,612,307	$8,129,056	$8,364,260	$8,650,503	$8,955,896	$9,171,244	$9,674,607	$10,208,607	$10,775,291	$11,412,614
14. Insurance	2.0%	$35,125,455	$35,623,017	$37,601,728	$38,502,362	$39,598,431	$40,767,827	$41,592,429	$43,519,884	$45,564,656	$47,734,575	$50,174,987
15. Maintenance of Way		$156,577,982	$156,577,982	$156,577,982	$156,577,982	$156,577,982	$156,577,982	$156,577,982	$156,577,982	$156,577,982	$156,577,982	$156,577,982
16. Total Operating Expenses		$1,827,515,945	$1,853,403,213	$1,956,352,093	$2,003,210,510	$2,060,237,052	$2,121,078,671	$2,163,981,267	$2,264,263,406	$2,370,649,294	$2,483,546,398	$2,610,516,753
17. Expense Per Quarter		456,878,986	$463,350,803	$489,088,023	$500,802,628	$515,059,263	$530,269,668	$540,995,317	$566,065,852	$592,662,323	$620,886,600	$652,629,188

TABLE K: DRR OPERATING EXPENSES, INDEXED
(Continued)

Period (1)	Quarter (2)	Hybrid Index 1/ (3)	Operating Expense Indexed For Inflation 2/ (4)	Period (5)	Quarter (6)	Hybrid Index 1/ (7)	Operating Expense Indexed For Inflation 2/ (8)
1	June 1 to June 30	100.000	$150,594,062 3/	27	2015 4 Qtr	153.119	$828,364,839
2	2009 3 Qtr	110.339	504,371,356 4/	28	2016 1 Qtr	153.751	870,330,106
3	2009 4 Qtr	117.144	535,479,103 4/	29	2016 2 Qtr	154.385	873,922,471
4	2010 1 Qtr	122.071	565,617,352	30	2016 3 Qtr	154.982	877,302,549
5	2010 2 Qtr	124.633	577,488,389	31	2016 4 Qtr	155.582	880,695,701
6	2010 3 Qtr	125.532	581,653,086	32	2017 1 Qtr	155.945	924,226,878
7	2010 4 Qtr	129.733	601,120,202	33	2017 2 Qtr	156.309	926,383,795
8	2011 1 Qtr	128.412	628,049,383	34	2017 3 Qtr	156.637	928,326,955
9	2011 2 Qtr	138.110	675,477,247	35	2017 4 Qtr	156.965	930,274,191
10	2011 3 Qtr	141.540	692,255,122	36	2018 1 Qtr	157.527	978,064,785
11	2011 4 Qtr	141.700	693,036,484	37	2018 2 Qtr	158.091	981,565,546
12	2012 1 Qtr	137.054	686,367,689	38	2018 3 Qtr	158.641	984,981,698
13	2012 2 Qtr	138.888	695,554,616	39	2018 4 Qtr	159.193	988,409,739
14	2012 3 Qtr	142.971	716,003,922	40	2019 1 Qtr	159.649	1,041,913,082
15	2012 4 Qtr	145.402	728,175,989	41	April 1-May 31 '19	160.105	700,422,682
16	2013 1 Qtr	146.274	753,398,824				
17	2013 2 Qtr	146.859	756,412,419				
18	2013 3 Qtr	147.667	760,572,688				
19	2013 4 Qtr	148.368	764,185,408				
20	2014 1 Qtr	148.443	787,146,225				
21	2014 2 Qtr	148.999	790,098,023				
22	2014 3 Qtr	149.074	790,493,073				
23	2014 4 Qtr	150.490	798,002,757				
24	2015 1 Qtr	151.162	817,776,715				
25	2015 2 Qtr	151.836	821,425,857				
26	2015 3 Qtr	152.476	824,888,052				

1/ 2Q09 equals 100.0, all other quarters equal Quarterly Inflation Indexes for the Hybrid Index from Table B).

2/ (Quarterly expense from Table K, Page 16, for the applicable time period x Column (3) or Column (7) ÷ Period 1: June 1 to June 30, 2009.

3/ (Quarterly 2009 expense excluding start-up costs from Table K, Page 16 x 30/92) + (Annual start-up expense from Table K, Page 16 x 30/365)

4/ (Quarterly 2009 expense excluding start-up costs from Table K, Page 16 x Column (3) ÷ Period 1: June 1 to June 30, 2009) + (Annual start-up expense from Table K, Page 16 x 92/365 x Column (3) ÷ Period 1: June 1 to June 30, 2009).

TABLE L : DRR - Stand-Alone Costs and Revenues

Quarterly Revenue Requirements to Cover Total Stand-Alone Costs

Period (1)	Quarter (2)	Quarterly Capital Requirement Road Property (3)	Quarterly Operating Expense (4)	Annual Stand-Alone Requirement (5)	Quarterly Stand-Alone Revenues (6)	Annual Stand-Alone Revenues (7)	Overpayments Or Shortfalls In Revenues (8)	PV Difference (9)	Cumulative PV Difference (10)
1	June 1-June 30 09	$80,686,451	$150,594,062						
2	2009 3 Qtr	580,474,541	504,371,356						
3	2009 4 Qtr	570,950,474	535,479,103	$2,422,555,988		$3,349,996,131	$927,440,143	$904,709,922	$904,709,922
4	2010 1 Qtr	599,049,827	565,617,352						
5	2010 2 Qtr	594,600,494	577,488,389						
6	2010 3 Qtr	594,752,868	581,653,086						
7	2010 4 Qtr	608,170,088	601,120,202	4,722,452,306		6,642,807,927	1,920,355,621	1,675,897,219	2,580,607,141
8	2011 1 Qtr	607,095,824	628,049,383						
9	2011 2 Qtr	605,720,158	675,477,247						
10	2011 3 Qtr	622,484,175	692,255,122						
11	2011 4 Qtr	629,593,495	693,036,484	5,153,711,887		7,250,894,061	2,097,182,174	1,654,853,713	4,235,460,855
12	2012 1 Qtr	630,809,159	686,367,689						
13	2012 2 Qtr	646,319,760	695,554,616						
14	2012 3 Qtr	656,078,628	716,003,922						
15	2012 4 Qtr	665,508,120	728,175,989	5,424,817,884		8,092,558,612	2,667,740,729	1,894,716,163	6,130,177,018
16	2013 1 Qtr	675,991,852	753,398,824						
17	2013 2 Qtr	678,450,557	756,412,419						
18	2013 3 Qtr	684,965,598	760,572,688						
19	2013 4 Qtr	691,321,810	764,185,408	5,765,299,156		8,683,051,185	2,917,752,029	1,865,202,590	7,995,379,607
20	2014 1 Qtr	697,836,013	787,146,225						
21	2014 2 Qtr	700,857,753	790,098,023						
22	2014 3 Qtr	708,217,796	790,493,073						
23	2014 4 Qtr	716,474,149	798,002,757	5,989,125,789		9,511,505,582	3,522,379,794	2,026,706,687	10,022,086,295
24	2015 1 Qtr	723,847,164	817,776,715						
25	2015 2 Qtr	731,010,164	821,425,857						
26	2015 3 Qtr	738,300,777	824,888,052						
27	2015 4 Qtr	746,032,255	828,364,839	6,231,645,823		10,287,456,885	4,055,811,062	2,100,436,344	12,122,522,638
28	2016 1 Qtr	752,395,541	870,330,106						
29	2016 2 Qtr	758,789,040	873,922,471						
30	2016 3 Qtr	765,333,969	877,302,549						
31	2016 4 Qtr	771,882,388	880,695,701	6,550,651,764		11,264,722,566	4,714,070,802	2,197,379,150	14,319,901,788
32	2017 1 Qtr	778,318,006	924,226,878						
33	2017 2 Qtr	785,590,907	926,383,795						
34	2017 3 Qtr	792,097,731	928,326,955						
35	2017 4 Qtr	798,516,456	930,274,191	6,863,734,920		12,407,612,570	5,543,877,650	2,325,945,984	16,645,847,772
36	2018 1 Qtr	805,597,362	978,064,785						
37	2018 2 Qtr	812,451,724	981,565,546						
38	2018 3 Qtr	819,357,289	984,981,698						
39	2018 4 Qtr	826,524,918	988,409,739	7,196,953,063		13,496,875,907	6,299,922,844	2,379,021,176	19,024,868,948
40	2019 1 Qtr	833,700,900	1,041,913,082						
41	April 1-May 31 '19	563,792,237	700,422,682	3,139,828,900		6,116,978,938	2,977,150,038	1,066,601,878	20,091,470,826

EXHIBIT NO. 2

Railroad Industry Debt - 1998 to 2009

($ in Thousands)

	Railroad	Bonds	ETC	CSA	Other	Total
		(1)	(2)	(3)	(4)	(5)	(6)
	1998					
1.	BNSF	$3,567,245	$384,003	$0	$1,465,800	$5,417,048
2.	Conrail	1,315,232	164,531	0	486,888	1,966,651
3.	CSX	4,751,927	606,877	165,555	1,167,181	6,691,540
4.	NS	5,553,302	382,253	0	2,196,875	8,132,430
5.	UP	6,083,074	374,485	121,483	1,856,527	8,435,569
6.	Total	$21,270,780	$1,912,149	$287,038	$7,173,271	$30,643,238
	1999					
7.	BNSF	$3,788,968	$434,180	$0	$1,633,315	$5,856,463
8.	CSX	4,646,421	675,181	150,904	1,235,278	6,707,784
9.	NS	5,586,787	411,447	0	2,096,136	8,094,370
10.	UP	6,400,711	324,661	95,627	1,835,651	8,656,650
11.	Total	$20,422,887	$1,845,469	$246,531	$6,800,380	$29,315,267
	2000					
12.	BNSF	$3,874,165	$479,450	$0	$1,616,226	$5,969,841
13.	CSX	4,301,219	722,600	130,993	777,661	5,932,473
14.	NS	5,303,625	399,607	0	1,880,779	7,584,011
15.	UP	5,900,352	264,294	72,433	1,900,215	8,137,294
16.	Total	$19,379,361	$1,865,951	$203,426	$6,174,881	$27,623,619
	2001					
17.	BNSF	$4,753,585	$477,866	$0	$1,491,266	$6,722,717
18.	CSX	5,322,289	757,043	130,975	268,512	6,478,819
19.	NS	6,830,019	506,733	0	356,197	7,692,949
20.	UP	5,923,562	237,954	54,863	1,775,176	7,991,555
21.	Total	$22,829,455	$1,979,596	$185,838	$3,891,151	$28,886,040
	2002					
22.	BNSF	$5,346,700	$431,510	$0	$1,271,585	$7,049,795
23.	CSX	5,398,556	608,004	124,985	675,212	6,806,757
24.	NS	7,059,667	338,868	0	506,454	7,904,989
25.	UP	6,038,802	187,827	32,287	1,711,672	7,970,588
26.	Total	$23,843,725	$1,566,209	$157,272	$4,164,923	$29,732,129
	2003					
27.	BNSF	$5,718,153	$386,023	$0	$1,098,941	$7,203,117
28.	CSX	5,237,473	490,636	115,990	174,600	6,018,699
29.	NS	6,952,242	293,619	0	939,125	8,184,986
30.	UP	6,332,851	168,355	2,773	2,019,969	8,523,948
31.	Total	$24,240,719	$1,338,633	$118,763	$4,232,635	$29,930,750

Railroad Industry Debt - 1998 to 2009

($ in Thousands)

	Railroad	Bonds	ETC	CSA	Other	Total
		(1)	(2)	(3)	(4)	(5)	(6)
	2004					
32.	BNSF	$5,444,619	$324,213	$0	$790,901	$6,559,733
33.	CSX	6,418,995	427,920	159,558	136,431	7,142,904
34.	NS	6,911,770	246,784	0	784,506	7,943,060
35.	UP	6,132,695	247,642	0	1,301,462	7,681,799
36.	Total	$24,908,079	$1,246,559	$159,558	$3,013,300	$29,327,496
	2005					
37.	BNSF	$5,464,515	$368,458	$0	$1,195,009	$7,027,982
38.	CSX	5,062,299	366,722	142,197	306,737	5,877,955
39.	NS	6,787,492	195,483	0	326,245	7,309,220
40.	UP	5,812,182	208,593	0	1,251,308	7,272,083
41.	Total	$23,126,488	$1,139,256	$142,197	$3,079,299	$27,487,240
	2006					
42.	BNSF	$5,948,542	$315,007	$0	$1,472,626	$7,736,175
43.	CSX	4,637,108	287,070	74,489	293,002	5,291,669
44.	NS	6,409,527	157,391	0	147,213	6,714,131
45.	UP	5,966,313	169,828	0	1,166,408	7,302,549
46.	Total	$22,961,490	$929,296	$74,489	$3,079,249	$27,044,524
	2007					
47.	BNSF	$6,194,580	$262,421	$0	$1,201,743	$7,658,744
48.	CSX	4,959,289	221,209	63,389	230,126	5,474,013
49.	NS	6,034,279	131,643	0	286,067	6,451,989
50.	UP	4,931,853	189,350	0	1,140,434	6,261,637
51.	Total	$22,120,001	$804,623	$63,389	$2,858,370	$25,846,383
	2008					
52.	BNSF	$7,098,663	$227,997	$0	$1,443,114	$8,769,774
53.	CSX	6,785,450	192,631	54,389	179,534	7,212,004
54.	NS	5,860,071	112,996	0	273,935	6,247,002
55.	UP	6,142,454	233,118	0	1,468,746	7,844,318
56.	Total	$25,886,638	$766,742	$54,389	$3,365,329	$30,073,098
	2009					
57.	BNSF	$7,915,817	$236,659	$0	$1,554,082	$9,706,558
58.	CSX	7,657,784	158,159	43,349	78,462	7,937,754
59.	NS	6,685,553	97,756	0	124,709	6,908,018
60.	UP	7,288,352	215,499	0	2,075,919	9,579,770
61.	Total	$29,547,506	$708,073	$43,349	$3,833,172	$34,132,100

Sources: STB Ex Parte No. 558 - Railroad Cost of Capital.

EXHIBIT NO. 3

DRR Maximum Markup Methodology Results

	Year	Stand-Alone Costs 1/	DRR Revenues 1/	Maximum Markup 2/
	(1)	(2)	(3)	(4)
1.	2009	$2,422,555,988	$3,349,996,131	119.6%
2.	2010	4,722,452,306	6,642,807,927	119.9%
3.	2011	5,153,711,887	7,250,894,061	119.2%
4.	2012	5,424,817,884	8,092,558,612	115.7%
5.	2013	5,765,299,156	8,683,051,185	114.7%
6.	2014	5,989,125,789	9,511,505,582	111.1%
7.	2015	6,231,645,823	10,287,456,885	109.0%
8.	2016	6,550,651,764	11,264,722,566	105.4%
9.	2017	6,863,734,920	12,407,612,570	102.2%
10.	2018	7,196,953,063	13,496,875,907	99.4%
11.	2019	3,139,828,900	6,116,978,938	96.6%

1/ Source: Exhibit III-H-1.
2/ Source: *See* e-workpaper "MaximumMarkup.accdb."

EXHIBIT NO. 4

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q09

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	2Q2009 Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	xxx	$2,238	$4,028	xxx	xxx
3. Belle	WV	Danville	IL	NS	2813980	xxx	$1,629	$2,932	xxx	xxx
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	xxx	$1,222	$2,200	xxx	xxx
10. Charleston	TN	Edgemoor	DE	NS	2812815	xxx	$2,224	$4,004	xxx	xxx
11. Edgemoor	DE	Chicago	IL	NS	2816130	xxx	$2,222	$4,000	xxx	xxx
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	xxx	$2,166	$3,899	xxx	xxx
13. Edgemoor	DE	Mahrt	AL	NS	2816130	xxx	$2,858	$5,144	xxx	xxx
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	xxx	$2,579	$4,642	xxx	xxx
15. Edgemoor	DE	Wabash	IN	NS	2816130	xxx	$2,274	$4,094	xxx	xxx
16. Lemoyne	AL	Giant	SC	NS	4810560	xxx	$2,120	$3,817	xxx	xxx
17. Loudon	TN	Braithwaite	LA	NS	2818512	xxx	$1,731	$3,116	xxx	xxx
18. Louisville	KY	Decatur	IL	NS	2819450	xxx	$1,222	$2,200	xxx	xxx
19. Louisville	KY	Lafayette	IN	NS	2819450	xxx	$1,497	$2,695	xxx	xxx
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	xxx	$398	$717	xxx	xxx
23. Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,781	$3,205	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,785	$3,213	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	xxx	$565	$1,017	xxx	xxx
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$7,715	$1,513	$2,724	$1,810	$2,724
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$4,537	$1,891	$3,403	$2,261	$3,403
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$4,537	$1,882	$3,388	$2,251	$3,388
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$7,715	$1,513	$2,724	$1,810	$2,724
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$9,563	$2,358	$4,244	$2,820	$4,244
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$4,537	$1,737	$3,127	$2,077	$3,127
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$8,561	$1,642	$2,956	$1,964	$2,956
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$8,093	$1,873	$3,372	$2,240	$3,372
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$8,093	$1,778	$3,201	$2,127	$3,201
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$5,132	$1,487	$2,677	$1,778	$2,677
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$8,093	$1,793	$3,227	$2,144	$3,227
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$7,715	$1,505	$2,709	$1,800	$2,709
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$4,537	$1,659	$2,986	$1,984	$2,986
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$10,560	$2,690	$4,841	$3,217	$4,841
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$10,560	$2,469	$4,443	$2,952	$4,443
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$7,715	$1,482	$2,667	$1,772	$2,667
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$4,537	$1,882	$3,388	$2,251	$3,388
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$8,093	$1,882	$3,388	$2,251	$3,388
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$7,715	$1,482	$2,668	$1,773	$2,668
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$6,649	$1,681	$3,025	$2,010	$3,025
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$5,132	$1,499	$2,697	$1,792	$2,697
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$7,715	$1,452	$2,614	$1,737	$2,614
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$5,132	$1,634	$2,942	$1,955	$2,942
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$7,715	$1,526	$2,746	$1,825	$2,746
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$10,560	$2,681	$4,827	$3,207	$4,827
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$6,465	$2,333	$4,200	$2,790	$4,200
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$4,537	$1,944	$3,499	$2,325	$3,499
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$8,093	$1,604	$2,887	$1,918	$2,887
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,157	$1,720	$3,097	$2,058	$3,097
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$8,093	$1,787	$3,216	$2,137	$3,216
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$8,093	$1,863	$3,354	$2,229	$3,354
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$9,563	$2,350	$4,230	$2,810	$4,230
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$8,939	$2,272	$4,089	$2,717	$4,089
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$8,093	$1,873	$3,372	$2,240	$3,372
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,617	$2,910	$1,933	$2,910
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,280	$4,103	$2,726	$4,103
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,911	$1,009	$1,816	$1,207	$1,816
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$2,341	$622	$1,120	$744	$1,120
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$4,450	$1,441	$2,594	$1,724	$2,594
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$6,246	$2,774	$4,992	$3,317	$4,992

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q09

	Origin		Destination					2Q2009				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$5,689	$2,125	$3,824	$2,541	$3,824
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$6,093	$2,456	$4,421	$2,937	$4,421
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$3,530	$1,260	$2,269	$1,507	$2,269
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$10,747	$2,437	$4,387	$2,915	$4,387
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$4,880	$1,650	$2,970	$1,973	$2,970
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,149	$1,266	$2,280	$1,515	$2,280
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$5,689	$2,145	$3,862	$2,566	$3,862
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$5,689	$2,123	$3,822	$2,540	$3,822
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,149	$1,271	$2,287	$1,520	$2,287
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,149	$1,242	$2,235	$1,485	$2,235
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,149	$1,270	$2,287	$1,519	$2,287
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$5,689	$2,143	$3,857	$2,563	$3,857
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$5,101	$2,306	$4,151	$2,758	$4,151
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$5,689	$2,139	$3,850	$2,558	$3,850
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$6,246	$2,777	$4,999	$3,322	$4,999
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$5,689	$2,122	$3,819	$2,538	$3,819
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$5,364	$2,435	$4,383	$2,912	$4,383
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,373	$486	$874	$581	$874
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$10,123	$2,611	$4,700	$3,123	$4,700
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$4,608	$1,992	$3,586	$2,383	$3,586
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$3,550	$1,197	$2,155	$1,432	$2,155
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$1,092	$299	$539	$358	$539
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$2,184	$303	$546	$363	$546
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$1,993	$308	$555	$369	$555
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$3,658	$1,532	$2,758	$1,832	$2,758
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$1,993	$308	$554	$368	$554
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,384	$2,492	$1,656	$2,492
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,104	$3,788	$2,517	$3,788
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$4,068	$1,713	$3,083	$2,049	$3,083
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$1,092	$260	$469	$312	$469
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$4,003	$1,683	$3,029	$2,013	$3,029
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,317	$2,371	xxx	xxx
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	xxx	$927	$1,668	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	xxx	$1,945	$3,500	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	xxx	$952	$1,713	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	xxx	$2,176	$3,916	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$263	$474	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	xxx	$883	$1,589	xxx	xxx
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	xxx	$587	$1,056	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	xxx	$2,039	$3,670	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	xxx	$3,000	$5,401	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$391	$705	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$413	$743	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	xxx	$1,473	$2,652	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	xxx	$1,403	$2,526	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	xxx	$930	$1,673	xxx	xxx
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	xxx	$1,313	$2,363	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	xxx	$995	$1,792	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	xxx	$357	$643	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	xxx	$2,037	$3,667	xxx	xxx
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	xxx	$618	$1,113	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	xxx	$689	$1,240	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,321	$2,378	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	xxx	$1,390	$2,503	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	xxx	$1,139	$2,051	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$266	$478	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$453	$815	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$264	$475	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	xxx	$742	$1,336	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	xxx	$1,417	$2,550	xxx	xxx
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	xxx	$1,261	$2,269	xxx	xxx
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	xxx	$1,829	$3,292	xxx	xxx
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	xxx	$2,520	$4,536	xxx	xxx
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$2,951	$625	$1,125	$747	$1,125
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	xxx	$996	$1,793	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,206	$3,970	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$356	$641	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,046	$3,682	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q09

	Origin		Destination				2Q2009				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,311	$4,161	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,600	$2,881	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$2,948	$5,306	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,046	$3,682	xxx	xxx
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,674	$4,812	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,046	$3,682	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,840	$3,311	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,046	$3,682	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,445	$4,401	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,206	$3,970	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,046	$3,682	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,533	$2,759	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$608	$1,095	xxx	xxx

1/ From Exhibit II-A-1
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 5

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q09

	Origin		Destination					3Q2009				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Exhibit A - Local Moves											
1.	**Removed**										
2.	Bayway	NJ	Waynesville	NC	NS	2819315	xxx	$2,286	$4,114	xxx	xxx
3.	Belle	WV	Danville	IL	NS	2813980	xxx	$1,663	$2,994	xxx	xxx
4.	**Removed**										
5.	**Removed**										
6.	**Removed**										
7.	**Removed**										
8.	**Removed**										
9.	Belle	WV	Wyandotte	MI	NS	2813934	xxx	$1,248	$2,247	xxx	xxx
10.	Charleston	TN	Edgemoor	DE	NS	2812815	xxx	$2,271	$4,089	xxx	xxx
11.	Edgemoor	DE	Chicago	IL	NS	2816130	xxx	$2,269	$4,085	xxx	xxx
12.	Edgemoor	DE	Chillicothe	OH	NS	2816130	xxx	$2,212	$3,982	xxx	xxx
13.	Edgemoor	DE	Mahrt	AL	NS	2816130	xxx	$2,918	$5,253	xxx	xxx
14.	Edgemoor	DE	Riverwood Intl	GA	NS	2816130	xxx	$2,634	$4,741	xxx	xxx
15.	Edgemoor	DE	Wabash	IN	NS	2816130	xxx	$2,323	$4,181	xxx	xxx
16.	Lemoyne	AL	Giant	SC	NS	4810560	xxx	$2,165	$3,898	xxx	xxx
17.	Loudon	TN	Braithwaite	LA	NS	2818512	xxx	$1,768	$3,182	xxx	xxx
18.	Louisville	KY	Decatur	IL	NS	2819450	xxx	$1,248	$2,247	xxx	xxx
19.	Louisville	KY	Lafayette	IN	NS	2819450	xxx	$1,529	$2,752	xxx	xxx
20.	**Removed**										
21.	**Removed**										
22.	McIntosh	AL	Lemoyne	AL	NS	2812220	xxx	$407	$732	xxx	xxx
23.	Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,818	$3,273	xxx	xxx
24.	Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,823	$3,281	xxx	xxx
25.	Reybold	DE	Morrisville	PA	NS	2819315	xxx	$577	$1,038	xxx	xxx
Exhibit B - Joint Moves											
1.	Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$7,715	$1,545	$2,782	$1,848	$2,782
2.	Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$4,851	$1,931	$3,475	$2,309	$3,475
3.	**Removed**										
4.	Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$4,851	$1,922	$3,460	$2,299	$3,460
5.	Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$7,715	$1,545	$2,781	$1,848	$2,781
6.	Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$8,086	$2,407	$4,333	$2,879	$4,333
7.	**Removed**										
8.	Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$5,019	$1,774	$3,193	$2,122	$3,193
9.	Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$8,561	$1,677	$3,019	$2,006	$3,019
10.	Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$8,093	$1,913	$3,443	$2,288	$3,443
11.	Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$8,093	$1,816	$3,269	$2,172	$3,269
12.	**Removed**										
13.	Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$5,516	$1,519	$2,733	$1,816	$2,733
14.	Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$8,093	$1,831	$3,296	$2,190	$3,296
15.	Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$7,715	$1,537	$2,766	$1,838	$2,766
16.	**Removed**										
17.	Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$4,851	$1,694	$3,049	$2,026	$3,049
18.	Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$10,560	$2,747	$4,944	$3,285	$4,944
19.	Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$10,560	$2,521	$4,538	$3,015	$4,538
20.	Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$7,715	$1,513	$2,724	$1,810	$2,724
21.	Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$4,851	$1,922	$3,460	$2,299	$3,460
22.	Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$8,093	$1,922	$3,460	$2,299	$3,460
23.	Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$7,715	$1,513	$2,724	$1,810	$2,724
24.	Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$6,649	$1,716	$3,089	$2,053	$3,089
25.	Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$5,324	$1,530	$2,755	$1,830	$2,755
26.	**Removed**										
27.	Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$7,715	$1,483	$2,669	$1,773	$2,669
28.	**Removed**										
29.	Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$5,411	$1,669	$3,004	$1,996	$3,004
30.	Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$7,715	$1,558	$2,804	$1,863	$2,804
31.	**Removed**										
32.	Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$10,560	$2,738	$4,929	$3,275	$4,929
33.	Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$6,465	$2,383	$4,289	$2,850	$4,289
34.	**Removed**										
35.	Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$4,778	$1,985	$3,574	$2,375	$3,574
36.	Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$8,093	$1,638	$2,948	$1,959	$2,948
37.	Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,157	$1,757	$3,162	$2,101	$3,162
38.	**Removed**										
39.	Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$8,093	$1,824	$3,284	$2,182	$3,284
40.	Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$8,093	$1,903	$3,425	$2,276	$3,425
41.	Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$7,875	$2,400	$4,319	$2,870	$4,319
42.	Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$8,939	$2,320	$4,176	$2,775	$4,176
43.	Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$8,093	$1,913	$3,443	$2,288	$3,443
44.	Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,651	$2,972	$1,974	$2,972
45.	Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,328	$4,190	$2,784	$4,190
46.	**Removed**										
47.	Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,911	$1,030	$1,854	$1,232	$1,854
48.	Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$2,341	$635	$1,143	$760	$1,143
49.	Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$4,450	$1,472	$2,649	$1,760	$2,649
50.	Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$7,028	$2,832	$5,098	$3,387	$5,098

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q09

	Origin		Destination				3Q2009				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$5,814	$2,170	$3,906	$2,595	$3,906
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$6,093	$2,508	$4,515	$3,000	$4,515
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$3,677	$1,287	$2,317	$1,539	$2,317
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$11,817	$2,489	$4,480	$2,977	$4,480
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$4,880	$1,685	$3,033	$2,015	$3,033
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,392	$1,293	$2,328	$1,547	$2,328
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$5,779	$2,191	$3,944	$2,620	$3,944
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$6,095	$2,168	$3,903	$2,593	$3,903
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,362	$1,297	$2,335	$1,552	$2,335
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,433	$1,268	$2,282	$1,516	$2,282
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$3,514	$1,297	$2,335	$1,552	$2,335
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$5,824	$2,188	$3,939	$2,617	$3,939
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$5,101	$2,355	$4,239	$2,817	$4,239
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$5,993	$2,184	$3,932	$2,613	$3,932
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$6,863	$2,836	$5,105	$3,392	$5,105
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$6,037	$2,167	$3,900	$2,591	$3,900
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$5,364	$2,487	$4,476	$2,974	$4,476
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,373	$496	$893	$593	$893
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$10,123	$2,667	$4,800	$3,189	$4,800
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$4,659	$2,035	$3,662	$2,433	$3,662
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$3,958	$1,222	$2,200	$1,462	$2,200
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$1,296	$306	$550	$366	$550
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$1,982	$310	$557	$370	$557
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$1,993	$315	$567	$377	$567
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$4,096	$1,565	$2,816	$1,871	$2,816
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$1,993	$315	$566	$376	$566
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,414	$2,545	$1,691	$2,545
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,149	$3,868	$2,570	$3,868
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$4,698	$1,749	$3,149	$2,092	$3,149
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$1,092	$266	$479	$318	$479
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$4,328	$1,719	$3,094	$2,056	$3,094
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,345	$2,421	xxx	xxx
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	xxx	$946	$1,703	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	xxx	$1,986	$3,574	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	xxx	$972	$1,750	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	xxx	$2,222	$3,999	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$269	$484	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	xxx	$901	$1,623	xxx	xxx
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	xxx	$599	$1,078	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	xxx	$2,082	$3,748	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	xxx	$3,064	$5,515	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$400	$719	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$422	$759	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	xxx	$1,505	$2,708	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	xxx	$1,433	$2,579	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	xxx	$949	$1,709	xxx	xxx
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	xxx	$1,341	$2,413	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	xxx	$1,017	$1,830	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	xxx	$365	$657	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	xxx	$2,080	$3,745	xxx	xxx
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	xxx	$631	$1,136	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	xxx	$703	$1,266	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,349	$2,428	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	xxx	$1,420	$2,556	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	xxx	$1,163	$2,094	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$271	$488	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$463	$833	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$269	$485	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	xxx	$758	$1,364	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$7,502	$1,447	$2,604	$1,730	$2,604
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$5,843	$1,287	$2,317	$1,540	$2,317
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$4,200	$1,868	$3,362	$2,234	$3,362
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	xxx	$2,573	$4,632	xxx	xxx
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$2,951	$638	$1,149	$763	$1,149
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	xxx	$1,017	$1,831	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,253	$4,055	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$364	$655	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,089	$3,760	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q09

	Origin		Destination				3Q2009				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,360	$4,249	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,634	$2,942	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$3,010	$5,418	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,089	$3,760	xxx	xxx
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,730	$4,914	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,089	$3,760	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,879	$3,382	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,089	$3,760	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,497	$4,494	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,253	$4,055	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,089	$3,760	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,565	$2,817	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$621	$1,118	xxx	xxx

1/ From Exhibit II-A-2
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 6

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q09

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	4Q2009 Tariff Rate 1/ (5)	Phase III Cost 1/ (6)	Jurisdictional Threshold 1/ (7)	SAC Rate 2/ (8)	STB Maximum Rate 3/ (9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	xxx	$2,313	$4,164	xxx	xxx
3. Belle	WV	Danville	IL	NS	2813980	xxx	$1,683	$3,030	xxx	xxx
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	xxx	$1,264	$2,274	xxx	xxx
10. Charleston	TN	Edgemoor	DE	NS	2812815	xxx	$2,299	$4,138	xxx	xxx
11. Edgemoor	DE	Chicago	IL	NS	2816130	xxx	$2,297	$4,134	xxx	xxx
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	xxx	$2,239	$4,030	xxx	xxx
13. Edgemoor	DE	Mahrt	AL	NS	2816130	xxx	$2,953	$5,316	xxx	xxx
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	xxx	$2,666	$4,798	xxx	xxx
15. Edgemoor	DE	Wabash	IN	NS	2816130	xxx	$2,351	$4,231	xxx	xxx
16. Lemoyne	AL	Giant	SC	NS	4810560	xxx	$2,192	$3,945	xxx	xxx
17. Loudon	TN	Braithwaite	LA	NS	2818512	xxx	$1,789	$3,221	xxx	xxx
18. Louisville	KY	Decatur	IL	NS	2819450	xxx	$1,264	$2,274	xxx	xxx
19. Louisville	KY	Lafayette	IN	NS	2819450	xxx	$1,547	$2,785	xxx	xxx
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	xxx	$412	$741	xxx	xxx
23. Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,841	$3,313	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,845	$3,321	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	xxx	$584	$1,051	xxx	xxx
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$7,715	$1,564	$2,815	$1,871	$2,815
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$5,500	$1,954	$3,517	$2,337	$3,517
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$5,500	$1,946	$3,502	$2,327	$3,502
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$7,715	$1,564	$2,815	$1,871	$2,815
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$7,875	$2,437	$4,386	$2,914	$4,386
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$5,500	$1,795	$3,232	$2,147	$3,232
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$8,561	$1,697	$3,055	$2,030	$3,055
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$8,093	$1,936	$3,485	$2,315	$3,485
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$8,093	$1,838	$3,309	$2,198	$3,309
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$5,900	$1,537	$2,767	$1,838	$2,767
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$8,093	$1,853	$3,336	$2,216	$3,336
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$7,715	$1,556	$2,800	$1,860	$2,800
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$5,500	$1,715	$3,086	$2,051	$3,086
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$10,560	$2,780	$5,004	$3,325	$5,004
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$10,560	$2,551	$4,593	$3,051	$4,593
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$7,715	$1,532	$2,757	$1,832	$2,757
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$5,500	$1,946	$3,502	$2,327	$3,502
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$8,093	$1,946	$3,502	$2,327	$3,502
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$7,715	$1,532	$2,757	$1,832	$2,757
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$6,649	$1,737	$3,127	$2,078	$3,127
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$5,900	$1,549	$2,788	$1,852	$2,788
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$7,715	$1,501	$2,701	$1,795	$2,701
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$5,900	$1,689	$3,041	$2,020	$3,041
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$7,715	$1,577	$2,838	$1,886	$2,838
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$10,560	$2,772	$4,989	$3,315	$4,989
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$6,465	$2,411	$4,341	$2,884	$4,341
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$5,500	$2,009	$3,617	$2,403	$3,617
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$8,093	$1,658	$2,984	$1,982	$2,984
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,157	$1,778	$3,201	$2,127	$3,201
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$8,093	$1,847	$3,324	$2,209	$3,324
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$8,093	$1,926	$3,467	$2,304	$3,467
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$7,875	$2,429	$4,372	$2,905	$4,372
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$8,939	$2,348	$4,227	$2,808	$4,227
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$8,093	$1,936	$3,485	$2,315	$3,485
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,671	$3,008	$1,998	$3,008
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,356	$4,241	$2,818	$4,241
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,911	$1,043	$1,877	$1,247	$1,877
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$2,341	$643	$1,157	$769	$1,157
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$4,450	$1,490	$2,681	$1,782	$2,681
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$8,200	$2,867	$5,160	$3,429	$5,160

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q09

	Origin		Destination				4Q2009				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$6,500	$2,196	$3,953	$2,626	$3,953
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$6,093	$2,538	$4,569	$3,036	$4,569
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$4,000	$1,303	$2,345	$1,558	$2,345
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$13,600	$2,519	$4,535	$3,013	$4,535
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$4,880	$1,705	$3,070	$2,040	$3,070
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,309	$2,356	$1,566	$2,356
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$6,500	$2,218	$3,992	$2,652	$3,992
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$6,500	$2,195	$3,950	$2,625	$3,950
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,313	$2,364	$1,571	$2,364
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,283	$2,310	$1,535	$2,310
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,313	$2,363	$1,570	$2,363
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$6,500	$2,215	$3,986	$2,649	$3,986
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$5,101	$2,384	$4,291	$2,851	$4,291
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$6,500	$2,211	$3,980	$2,644	$3,980
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$8,200	$2,871	$5,167	$3,433	$5,167
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$6,500	$2,193	$3,947	$2,623	$3,947
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$5,364	$2,517	$4,531	$3,010	$4,531
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,373	$502	$903	$600	$903
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$10,123	$2,699	$4,858	$3,228	$4,858
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$4,905	$2,059	$3,707	$2,463	$3,707
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$4,800	$1,237	$2,227	$1,480	$2,227
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$1,603	$309	$557	$370	$557
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$1,700	$313	$564	$375	$564
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$1,500	$319	$574	$381	$574
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$5,000	$1,584	$2,851	$1,894	$2,851
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$1,500	$318	$573	$381	$573
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,431	$2,575	$1,711	$2,575
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,175	$3,915	$2,601	$3,915
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$6,000	$1,771	$3,187	$2,118	$3,187
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$1,092	$269	$485	$322	$485
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$5,000	$1,740	$3,131	$2,080	$3,131
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,362	$2,451	xxx	xxx
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	xxx	$958	$1,724	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	xxx	$2,010	$3,618	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	xxx	$984	$1,771	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	xxx	$2,249	$4,048	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$272	$490	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	xxx	$912	$1,642	xxx	xxx
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	xxx	$606	$1,091	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	xxx	$2,108	$3,794	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	xxx	$3,101	$5,582	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$405	$728	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$427	$768	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	xxx	$1,523	$2,741	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	xxx	$1,450	$2,610	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	xxx	$961	$1,729	xxx	xxx
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	xxx	$1,357	$2,442	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	xxx	$1,029	$1,852	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	xxx	$369	$665	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	xxx	$2,106	$3,790	xxx	xxx
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	xxx	$639	$1,150	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	xxx	$712	$1,282	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,365	$2,458	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	xxx	$1,437	$2,587	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	xxx	$1,178	$2,120	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$275	$494	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$468	$843	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$273	$491	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	xxx	$767	$1,381	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$7,502	$1,464	$2,636	$1,751	$2,636
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$5,843	$1,303	$2,345	$1,558	$2,345
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$4,200	$1,890	$3,403	$2,261	$3,403
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$5,641	$2,605	$4,688	$3,115	$4,688
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$2,951	$646	$1,163	$772	$1,163
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	xxx	$1,029	$1,853	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,280	$4,104	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$368	$663	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,114	$3,806	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q09

	Origin		Destination				4Q2009				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,389	$4,300	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,654	$2,977	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$3,047	$5,484	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,114	$3,806	xxx	xxx
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,763	$4,974	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,114	$3,806	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,901	$3,423	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,114	$3,806	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,527	$4,549	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,280	$4,104	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,114	$3,806	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,584	$2,851	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$629	$1,131	xxx	xxx

1/ From Exhibit II-A-3
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 7

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q10

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	1Q2010 Tariff Rate 1/ (5)	Phase III Cost 1/ (6)	Jurisdictional Threshold 1/ (7)	SAC Rate 2/ (8)	STB Maximum Rate 3/ (9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	xxx	$2,305	$4,150	xxx	xxx
3. Belle	WV	Danville	IL	NS	2813980	xxx	$1,680	$3,025	xxx	xxx
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	xxx	$1,252	$2,254	xxx	xxx
10. Charleston	TN	Edgemoor	DE	NS	2812815	xxx	$2,290	$4,121	xxx	xxx
11. Edgemoor	DE	Chicago	IL	NS	2816130	xxx	$2,289	$4,121	xxx	xxx
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	xxx	$2,232	$4,017	xxx	xxx
13. Edgemoor	DE	Mahrt	AL	NS	2816130	xxx	$2,947	$5,305	xxx	xxx
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	xxx	$2,659	$4,786	xxx	xxx
15. Edgemoor	DE	Wabash	IN	NS	2816130	xxx	$2,344	$4,219	xxx	xxx
16. Lemoyne	AL	Giant	SC	NS	4810560	xxx	$2,190	$3,941	xxx	xxx
17. Loudon	TN	Braithwaite	LA	NS	2818512	xxx	$1,789	$3,220	xxx	xxx
18. Louisville	KY	Decatur	IL	NS	2819450	xxx	$1,255	$2,259	xxx	xxx
19. Louisville	KY	Lafayette	IN	NS	2819450	xxx	$1,539	$2,770	xxx	xxx
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	xxx	$402	$724	xxx	xxx
23. Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,831	$3,297	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,836	$3,305	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	xxx	$575	$1,034	xxx	xxx
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$7,715	$1,565	$2,816	$1,876	$2,816
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$5,500	$1,959	$3,526	$2,348	$3,526
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$5,500	$1,949	$3,508	$2,336	$3,508
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$7,715	$1,565	$2,816	$1,876	$2,816
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$7,875	$2,441	$4,395	$2,927	$4,395
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$5,500	$1,796	$3,233	$2,153	$3,233
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$8,561	$1,700	$3,059	$2,037	$3,059
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$8,093	$1,939	$3,490	$2,324	$3,490
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$8,093	$1,840	$3,312	$2,206	$3,312
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$5,900	$1,537	$2,767	$1,843	$2,767
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$8,093	$1,855	$3,340	$2,224	$3,340
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$7,715	$1,556	$2,802	$1,866	$2,802
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$5,500	$1,713	$3,084	$2,054	$3,084
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$10,560	$2,786	$5,016	$3,340	$5,016
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$10,560	$2,558	$4,605	$3,066	$4,605
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$7,715	$1,525	$2,744	$1,827	$2,744
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$5,500	$1,949	$3,508	$2,336	$3,508
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$8,093	$1,949	$3,508	$2,336	$3,508
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$7,715	$1,532	$2,758	$1,837	$2,758
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$6,649	$1,739	$3,130	$2,084	$3,130
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$5,900	$1,549	$2,788	$1,857	$2,788
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$7,715	$1,494	$2,689	$1,791	$2,689
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$5,900	$1,693	$3,048	$2,030	$3,048
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$7,715	$1,578	$2,840	$1,891	$2,840
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$10,560	$2,778	$5,000	$3,330	$5,000
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$6,465	$2,416	$4,348	$2,896	$4,348
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$5,500	$2,016	$3,628	$2,416	$3,628
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$8,093	$1,655	$2,979	$1,984	$2,979
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,157	$1,770	$3,186	$2,122	$3,186
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$8,093	$1,849	$3,328	$2,216	$3,328
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$8,093	$1,928	$3,471	$2,312	$3,471
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$7,875	$2,433	$4,380	$2,917	$4,380
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$8,939	$2,353	$4,235	$2,820	$4,235
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$8,093	$1,939	$3,489	$2,324	$3,489
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,685	$3,032	$2,019	$3,032
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,379	$4,281	$2,851	$4,281
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$1,911	$1,038	$1,869	$1,244	$1,869
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$2,341	$643	$1,158	$771	$1,158
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$4,450	$1,489	$2,681	$1,785	$2,681
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$8,200	$2,864	$5,154	$3,433	$5,154

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q10

	Origin		Destination				1Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$6,500	$2,192	$3,946	$2,628	$3,946
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$6,093	$2,533	$4,559	$3,036	$4,559
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$4,000	$1,298	$2,337	$1,556	$2,337
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$13,600	$2,512	$4,522	$3,011	$4,522
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$4,880	$1,701	$3,062	$2,039	$3,062
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,304	$2,348	$1,563	$2,348
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$6,500	$2,214	$3,985	$2,654	$3,985
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$6,500	$2,191	$3,944	$2,626	$3,944
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,309	$2,355	$1,569	$2,355
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,279	$2,301	$1,533	$2,301
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,000	$1,308	$2,355	$1,568	$2,355
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$6,500	$2,211	$3,980	$2,650	$3,980
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$5,101	$2,380	$4,284	$2,853	$4,284
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$6,500	$2,207	$3,973	$2,646	$3,973
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$8,200	$2,867	$5,161	$3,437	$5,161
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$6,500	$2,189	$3,940	$2,624	$3,940
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$5,364	$2,544	$4,579	$3,049	$4,579
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,373	$498	$896	$597	$896
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$10,123	$2,707	$4,873	$3,245	$4,873
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$4,905	$2,079	$3,742	$2,492	$3,742
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$4,800	$1,228	$2,211	$1,472	$2,211
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$1,603	$303	$546	$364	$546
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$1,700	$308	$554	$369	$554
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$1,500	$313	$564	$375	$564
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$5,000	$1,579	$2,843	$1,893	$2,843
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$1,500	$313	$563	$375	$563
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,439	$2,589	$1,724	$2,589
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,191	$3,945	$2,627	$3,945
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$6,000	$1,764	$3,175	$2,114	$3,175
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$1,092	$264	$475	$316	$475
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$5,000	$1,743	$3,138	$2,090	$3,138
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,356	$2,440	xxx	xxx
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	xxx	$956	$1,720	xxx	xxx
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	xxx	$2,013	$3,623	xxx	xxx
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	xxx	$982	$1,767	xxx	xxx
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	xxx	$2,245	$4,041	xxx	xxx
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$266	$479	xxx	xxx
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	xxx	$907	$1,633	xxx	xxx
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	xxx	$605	$1,090	xxx	xxx
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	xxx	$2,104	$3,787	xxx	xxx
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	xxx	$3,087	$5,557	xxx	xxx
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$399	$717	xxx	xxx
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	xxx	$423	$761	xxx	xxx
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	xxx	$1,518	$2,732	xxx	xxx
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	xxx	$1,444	$2,600	xxx	xxx
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	xxx	$953	$1,715	xxx	xxx
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	xxx	$1,351	$2,431	xxx	xxx
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	xxx	$1,024	$1,843	xxx	xxx
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	xxx	$364	$655	xxx	xxx
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	xxx	$2,101	$3,782	xxx	xxx
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	xxx	$633	$1,140	xxx	xxx
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	xxx	$707	$1,272	xxx	xxx
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	xxx	$1,360	$2,447	xxx	xxx
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	xxx	$1,433	$2,580	xxx	xxx
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	xxx	$1,171	$2,108	xxx	xxx
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$270	$486	xxx	xxx
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	xxx	$435	$783	xxx	xxx
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	xxx	$267	$480	xxx	xxx
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	xxx	$762	$1,371	xxx	xxx
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$7,502	$1,464	$2,635	$1,755	$2,635
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$5,843	$1,298	$2,337	$1,556	$2,337
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$4,200	$1,883	$3,389	$2,257	$3,389
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$5,641	$2,587	$4,657	$3,101	$4,657
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$2,951	$640	$1,153	$768	$1,153
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	xxx	$1,025	$1,844	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,274	$4,094	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$362	$652	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,109	$3,796	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q10

	Origin		Destination				1Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,383	$4,290	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,648	$2,967	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$3,041	$5,474	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,109	$3,796	xxx	xxx
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,758	$4,964	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,109	$3,796	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,896	$3,412	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,109	$3,796	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,522	$4,539	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,274	$4,094	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,109	$3,796	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,578	$2,841	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$623	$1,121	xxx	xxx

1/ From Exhibit II-A-4
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 8

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q10

	Origin		Destination				2Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Exhibit A - Local Moves											
1.	**Removed**										
2.	Bayway	NJ	Waynesville	NC	NS	2819315	$12,014	$2,331	$4,196	$2,795	$4,196
3.	Belle	WV	Danville	IL	NS	2813980	$4,626	$1,699	$3,059	$2,037	$3,059
4.	**Removed**										
5.	**Removed**										
6.	**Removed**										
7.	**Removed**										
8.	**Removed**										
9.	Belle	WV	Wyandotte	MI	NS	2813934	$6,264	$1,266	$2,279	$1,518	$2,279
10.	Charleston	TN	Edgemoor	DE	NS	2812815	$13,638	$2,315	$4,168	$2,775	$4,168
11.	Edgemoor	DE	Chicago	IL	NS	2816130	$9,200	$2,315	$4,167	$2,775	$4,167
12.	Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,084	$2,257	$4,062	$2,705	$4,062
13.	Edgemoor	DE	Mahrt	AL	NS	2816130	$11,566	$2,980	$5,364	$3,572	$5,364
14.	Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$5,860	$2,689	$4,840	$3,223	$4,840
15.	Edgemoor	DE	Wabash	IN	NS	2816130	$6,193	$2,370	$4,266	$2,841	$4,266
16.	Lemoyne	AL	Giant	SC	NS	4810560	$4,800	$2,214	$3,986	$2,654	$3,986
17.	Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,809	$3,257	$2,169	$3,257
18.	Louisville	KY	Decatur	IL	NS	2819450	$3,302	$1,269	$2,284	$1,521	$2,284
19.	Louisville	KY	Lafayette	IN	NS	2819450	$3,752	$1,556	$2,801	$1,865	$2,801
20.	**Removed**										
21.	**Removed**										
22.	McIntosh	AL	Lemoyne	AL	NS	2812220	$1,500	$407	$732	$488	$732
23.	Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,852	$3,334	xxx	xxx
24.	Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,857	$3,342	xxx	xxx
25.	Reybold	DE	Morrisville	PA	NS	2819315	xxx	$581	$1,046	xxx	xxx
Exhibit B - Joint Moves											
1.	Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$7,937	$1,582	$2,848	$1,897	$2,848
2.	Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$5,500	$1,981	$3,566	$2,374	$3,566
3.	**Removed**										
4.	Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$5,579	$1,971	$3,548	$2,363	$3,548
5.	Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$7,715	$1,582	$2,848	$1,897	$2,848
6.	Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$8,495	$2,469	$4,444	$2,959	$4,444
7.	**Removed**										
8.	Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$5,569	$1,816	$3,269	$2,177	$3,269
9.	Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$8,561	$1,719	$3,093	$2,060	$3,093
10.	Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$8,214	$1,960	$3,529	$2,350	$3,529
11.	Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$8,093	$1,861	$3,349	$2,230	$3,349
12.	**Removed**										
13.	Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$5,900	$1,555	$2,798	$1,864	$2,798
14.	Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$8,163	$1,876	$3,377	$2,249	$3,377
15.	Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$8,975	$1,574	$2,833	$1,887	$2,833
16.	**Removed**										
17.	Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$5,500	$1,733	$3,119	$2,077	$3,119
18.	Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$11,892	$2,818	$5,072	$3,378	$5,072
19.	Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$11,262	$2,587	$4,656	$3,101	$4,656
20.	Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$7,715	$1,542	$2,775	$1,848	$2,775
21.	Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$5,579	$1,971	$3,548	$2,363	$3,548
22.	Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$8,252	$1,971	$3,548	$2,363	$3,548
23.	Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$7,715	$1,550	$2,789	$1,858	$2,789
24.	Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$7,283	$1,758	$3,165	$2,108	$3,165
25.	Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$5,917	$1,567	$2,820	$1,878	$2,820
26.	**Removed**										
27.	Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$7,967	$1,511	$2,719	$1,811	$2,719
28.	**Removed**										
29.	Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$5,917	$1,712	$3,082	$2,053	$3,082
30.	Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$8,975	$1,596	$2,872	$1,913	$2,872
31.	**Removed**										
32.	Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$11,226	$2,809	$5,056	$3,367	$5,056
33.	Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$6,465	$2,443	$4,397	$2,928	$4,397
34.	**Removed**										
35.	Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$5,590	$2,038	$3,669	$2,443	$3,669
36.	Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$8,093	$1,673	$3,012	$2,006	$3,012
37.	Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,157	$1,790	$3,222	$2,145	$3,222
38.	**Removed**										
39.	Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$8,093	$1,869	$3,365	$2,241	$3,365
40.	Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$8,660	$1,950	$3,510	$2,337	$3,510
41.	Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$7,875	$2,461	$4,429	$2,950	$4,429
42.	Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$8,939	$2,379	$4,282	$2,852	$4,282
43.	Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$9,000	$1,960	$3,529	$2,350	$3,529
44.	Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,703	$3,066	$2,042	$3,066
45.	Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,405	$4,329	$2,883	$4,329
46.	**Removed**										
47.	Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$3,000	$1,050	$1,890	$1,258	$1,890
48.	Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$2,519	$650	$1,171	$780	$1,171
49.	Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$4,450	$1,506	$2,711	$1,805	$2,711
50.	Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$8,200	$2,896	$5,212	$3,471	$5,212

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q10

	Origin		Destination				2Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$6,976	$2,217	$3,990	$2,657	$3,990
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$6,828	$2,561	$4,610	$3,070	$4,610
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$4,088	$1,313	$2,363	$1,574	$2,363
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$13,733	$2,540	$4,573	$3,045	$4,573
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$5,171	$1,720	$3,096	$2,062	$3,096
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,140	$1,319	$2,374	$1,581	$2,374
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$7,100	$2,239	$4,030	$2,684	$4,030
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$6,500	$2,215	$3,988	$2,656	$3,988
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,140	$1,323	$2,382	$1,586	$2,382
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,233	$1,293	$2,327	$1,550	$2,327
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,140	$1,323	$2,381	$1,586	$2,381
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$6,500	$2,236	$4,024	$2,680	$4,024
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$5,101	$2,407	$4,333	$2,885	$4,333
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$6,950	$2,232	$4,017	$2,675	$4,017
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$8,286	$2,900	$5,219	$3,476	$5,219
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$6,745	$2,214	$3,985	$2,654	$3,985
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$5,881	$2,572	$4,630	$3,083	$4,630
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,387	$503	$906	$603	$906
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$11,325	$2,738	$4,928	$3,282	$4,928
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$5,223	$2,102	$3,784	$2,520	$3,784
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$5,432	$1,242	$2,235	$1,489	$2,235
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$1,645	$307	$552	$368	$552
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$1,700	$311	$560	$373	$560
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$1,535	$317	$570	$380	$570
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$5,635	$1,597	$2,875	$1,914	$2,875
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$1,535	$316	$569	$379	$569
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,455	$2,619	$1,744	$2,619
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,216	$3,989	$2,656	$3,989
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$6,052	$1,784	$3,211	$2,138	$3,211
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$1,353	$267	$480	$320	$480
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$5,038	$1,763	$3,173	$2,113	$3,173
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$7,022	$1,371	$2,467	$1,643	$2,467
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$7,281	$966	$1,739	$1,158	$1,739
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$9,585	$2,035	$3,663	$2,440	$3,663
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$7,281	$993	$1,787	$1,190	$1,787
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$5,051	$2,270	$4,086	$2,721	$4,086
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$992	$269	$485	$323	$485
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$2,700	$917	$1,651	$1,099	$1,651
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,585	$612	$1,102	$734	$1,102
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$8,966	$2,127	$3,829	$2,550	$3,829
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$6,986	$3,122	$5,619	$3,742	$5,619
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$403	$725	$483	$725
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$427	$769	$512	$769
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$3,532	$1,535	$2,763	$1,840	$2,763
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$5,400	$1,460	$2,629	$1,751	$2,629
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$5,638	$964	$1,734	$1,155	$1,734
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$3,000	$1,366	$2,458	$1,637	$2,458
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$4,800	$1,036	$1,864	$1,241	$1,864
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,520	$368	$662	$441	$662
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,151	$2,125	$3,825	$2,547	$3,825
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,500	$641	$1,153	$768	$1,153
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,000	$715	$1,287	$857	$1,287
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$7,022	$1,375	$2,475	$1,648	$2,475
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$3,800	$1,449	$2,609	$1,737	$2,609
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,000	$1,184	$2,132	$1,420	$2,132
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,025	$273	$492	$327	$492
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,128	$440	$792	$527	$792
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$992	$270	$486	$323	$486
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,000	$770	$1,386	$923	$1,386
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$7,502	$1,481	$2,665	$1,775	$2,665
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$6,106	$1,313	$2,363	$1,574	$2,363
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$5,044	$1,904	$3,427	$2,283	$3,427
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$5,788	$2,616	$4,709	$3,136	$4,709
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$3,467	$648	$1,166	$776	$1,166
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	xxx	$1,036	$1,865	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,300	$4,140	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$366	$659	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,132	$3,838	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q10

	Origin		Destination				2Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,410	$4,338	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,667	$3,000	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$3,075	$5,535	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,132	$3,838	xxx	xxx
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,789	$5,020	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,132	$3,838	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,917	$3,451	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,132	$3,838	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,550	$4,590	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,300	$4,139	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,132	$3,838	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,596	$2,873	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$630	$1,134	xxx	xxx

1/ From Exhibit II-A-5
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 9

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q10

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	Tariff Rate 1/ (5)	Phase III Cost 1/ (6)	3Q2010 Jurisdictional Threshold 1/ (7)	SAC Rate 2/ (8)	STB Maximum Rate 3/ (9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	$12,014	$2,310	$4,157	$2,768	$4,157
3. Belle	WV	Danville	IL	NS	2813980	$4,626	$1,683	$3,030	$2,018	$3,030
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	$6,264	$1,254	$2,258	$1,504	$2,258
10. Charleston	TN	Edgemoor	DE	NS	2812815	$13,638	$2,294	$4,129	$2,749	$4,129
11. Edgemoor	DE	Chicago	IL	NS	2816130	$9,200	$2,293	$4,128	$2,749	$4,128
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,084	$2,236	$4,024	$2,680	$4,024
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$11,566	$2,952	$5,314	$3,539	$5,314
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$5,860	$2,664	$4,795	$3,193	$4,795
15. Edgemoor	DE	Wabash	IN	NS	2816130	$6,193	$2,348	$4,226	$2,814	$4,226
16. Lemoyne	AL	Giant	SC	NS	4810560	$4,800	$2,193	$3,948	$2,629	$3,948
17. Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,792	$3,226	$2,148	$3,226
18. Louisville	KY	Decatur	IL	NS	2819450	$3,302	$1,257	$2,263	$1,507	$2,263
19. Louisville	KY	Lafayette	IN	NS	2819450	$3,752	$1,542	$2,775	$1,848	$2,775
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$1,500	$403	$726	$483	$726
23. Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,835	$3,302	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,839	$3,311	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	xxx	$576	$1,036	xxx	xxx
Exhibit B - Joint Moves									$0	$0
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$8,975	$1,567	$2,821	$1,879	$2,821
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$5,950	$1,962	$3,532	$2,352	$3,532
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$5,950	$1,952	$3,514	$2,340	$3,514
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$8,975	$1,567	$2,821	$1,879	$2,821
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$11,400	$2,446	$4,402	$2,932	$4,402
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$5,950	$1,799	$3,239	$2,157	$3,239
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$8,561	$1,702	$3,064	$2,041	$3,064
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$9,000	$1,942	$3,496	$2,328	$3,496
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$9,000	$1,843	$3,318	$2,210	$3,318
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$6,000	$1,540	$2,772	$1,846	$2,772
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$9,000	$1,859	$3,346	$2,228	$3,346
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$8,975	$1,559	$2,806	$1,869	$2,806
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$5,950	$1,716	$3,090	$2,057	$3,090
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$14,555	$2,791	$5,024	$3,346	$5,024
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$14,555	$2,563	$4,613	$3,072	$4,613
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$8,975	$1,527	$2,749	$1,831	$2,749
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$5,950	$1,952	$3,514	$2,340	$3,514
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$9,000	$1,952	$3,514	$2,340	$3,514
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$8,975	$1,535	$2,763	$1,840	$2,763
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$8,975	$1,742	$3,136	$2,088	$3,136
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$6,000	$1,552	$2,793	$1,860	$2,793
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$8,975	$1,496	$2,694	$1,794	$2,694
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$6,000	$1,696	$3,054	$2,033	$3,054
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$8,975	$1,581	$2,845	$1,895	$2,845
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$14,555	$2,783	$5,009	$3,336	$5,009
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$6,465	$2,420	$4,356	$2,901	$4,356
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$5,950	$2,019	$3,635	$2,420	$3,635
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$9,000	$1,658	$2,984	$1,987	$2,984
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,157	$1,773	$3,191	$2,125	$3,191
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$9,000	$1,852	$3,334	$2,220	$3,334
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$9,000	$1,932	$3,477	$2,316	$3,477
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$11,400	$2,438	$4,388	$2,922	$4,388
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$12,588	$2,357	$4,242	$2,825	$4,242
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$9,000	$1,942	$3,496	$2,328	$3,496
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,687	$3,037	$2,023	$3,037
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,383	$4,289	$2,856	$4,289
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$3,000	$1,040	$1,872	$1,247	$1,872
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$3,356	$644	$1,160	$772	$1,160
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$5,425	$1,492	$2,685	$1,788	$2,685
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$8,774	$2,869	$5,163	$3,439	$5,163

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q10

	Origin		Destination				3Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$9,200	$2,196	$3,953	$2,632	$3,953
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$10,272	$2,537	$4,567	$3,042	$4,567
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$4,700	$1,300	$2,341	$1,559	$2,341
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$13,865	$2,517	$4,530	$3,017	$4,530
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$6,920	$1,704	$3,067	$2,043	$3,067
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,306	$2,352	$1,566	$2,352
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$9,200	$2,218	$3,992	$2,659	$3,992
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$9,200	$2,195	$3,951	$2,631	$3,951
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,311	$2,359	$1,571	$2,359
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,281	$2,305	$1,535	$2,305
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,311	$2,359	$1,571	$2,359
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$9,200	$2,215	$3,987	$2,655	$3,987
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$5,101	$2,384	$4,292	$2,858	$4,292
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$9,200	$2,211	$3,980	$2,650	$3,980
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$8,774	$2,872	$5,170	$3,443	$5,170
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$9,200	$2,193	$3,947	$2,629	$3,947
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$6,075	$2,548	$4,587	$3,054	$4,587
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,450	$499	$898	$598	$898
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$13,730	$2,712	$4,882	$3,251	$4,882
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$6,389	$2,083	$3,749	$2,497	$3,749
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$8,395	$1,230	$2,214	$1,475	$2,214
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$1,700	$304	$547	$364	$547
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$1,700	$308	$555	$369	$555
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$1,700	$314	$565	$376	$565
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$8,611	$1,582	$2,848	$1,896	$2,848
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$1,700	$313	$564	$376	$564
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,441	$2,594	$1,727	$2,594
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,195	$3,952	$2,631	$3,952
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$6,295	$1,767	$3,181	$2,118	$3,181
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$2,577	$264	$476	$317	$476
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$5,215	$1,746	$3,143	$2,093	$3,143
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$7,022	$1,358	$2,444	$1,628	$2,444
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$7,281	$957	$1,723	$1,147	$1,723
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$9,585	$2,016	$3,629	$2,417	$3,629
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$7,281	$984	$1,770	$1,179	$1,770
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$5,051	$2,249	$4,048	$2,696	$4,048
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$992	$267	$480	$320	$480
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$2,700	$909	$1,635	$1,089	$1,635
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,585	$606	$1,092	$727	$1,092
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$8,966	$2,107	$3,793	$2,526	$3,793
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$6,986	$3,092	$5,566	$3,707	$5,566
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$399	$719	$479	$719
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$423	$762	$507	$762
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$3,532	$1,521	$2,737	$1,823	$2,737
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$5,400	$1,447	$2,604	$1,734	$2,604
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$5,638	$954	$1,718	$1,144	$1,718
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$3,000	$1,353	$2,435	$1,622	$2,435
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$4,800	$1,026	$1,847	$1,230	$1,847
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,520	$364	$656	$437	$656
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,151	$2,105	$3,789	$2,523	$3,789
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,500	$635	$1,142	$761	$1,142
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,000	$708	$1,274	$849	$1,274
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$7,022	$1,362	$2,452	$1,633	$2,452
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$3,800	$1,436	$2,584	$1,721	$2,584
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,000	$1,173	$2,112	$1,406	$2,112
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,025	$271	$487	$324	$487
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,128	$436	$784	$522	$784
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$992	$267	$481	$320	$481
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,000	$763	$1,373	$915	$1,373
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$7,502	$1,467	$2,640	$1,758	$2,640
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$7,332	$1,301	$2,341	$1,559	$2,341
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$9,000	$1,886	$3,395	$2,261	$3,395
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$7,347	$2,592	$4,665	$3,107	$4,665
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$4,500	$642	$1,155	$769	$1,155
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	xxx	$1,026	$1,847	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,278	$4,101	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$363	$653	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,113	$3,803	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q10

	Origin		Destination				3Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,388	$4,298	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,651	$2,972	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$3,046	$5,484	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,112	$3,802	xxx	xxx
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,763	$4,973	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,112	$3,802	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,899	$3,418	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,113	$3,803	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,526	$4,547	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,278	$4,101	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,112	$3,802	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,581	$2,846	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$624	$1,123	xxx	xxx

1/ From Exhibit II-A-6
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 10

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q10

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	4Q2010 Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	$12,014	$2,352	$4,234	$2,819	$4,234
3. Belle	WV	Danville	IL	NS	2813980	$4,626	$1,714	$3,086	$2,055	$3,086
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	$6,264	$1,277	$2,299	$1,531	$2,299
10. Charleston	TN	Edgemoor	DE	NS	2812815	$13,638	$2,336	$4,205	$2,800	$4,205
11. Edgemoor	DE	Chicago	IL	NS	2816130	$9,200	$2,336	$4,204	$2,800	$4,204
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,084	$2,277	$4,098	$2,729	$4,098
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$11,566	$3,007	$5,412	$3,604	$5,412
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$5,860	$2,713	$4,883	$3,252	$4,883
15. Edgemoor	DE	Wabash	IN	NS	2816130	$6,193	$2,391	$4,304	$2,866	$4,304
16. Lemoyne	AL	Giant	SC	NS	4810560	$4,800	$2,234	$4,021	$2,678	$4,021
17. Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,825	$3,285	$2,188	$3,285
18. Louisville	KY	Decatur	IL	NS	2819450	$3,302	$1,280	$2,305	$1,535	$2,305
19. Louisville	KY	Lafayette	IN	NS	2819450	$3,752	$1,570	$2,826	$1,882	$2,826
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$1,500	$411	$739	$492	$739
23. Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,868	$3,363	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,873	$3,372	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	xxx	$586	$1,055	xxx	xxx
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$8,975	$1,596	$2,873	$1,914	$2,873
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$5,950	$1,998	$3,597	$2,396	$3,597
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$5,950	$1,988	$3,579	$2,384	$3,579
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$8,975	$1,596	$2,873	$1,913	$2,873
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$11,400	$2,491	$4,483	$2,986	$4,483
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$5,950	$1,832	$3,298	$2,197	$3,298
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$8,561	$1,734	$3,121	$2,078	$3,121
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$9,000	$1,978	$3,560	$2,371	$3,560
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$9,000	$1,877	$3,379	$2,250	$3,379
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$6,000	$1,568	$2,823	$1,880	$2,823
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$9,000	$1,893	$3,407	$2,269	$3,407
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$8,975	$1,588	$2,858	$1,903	$2,858
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$5,950	$1,748	$3,146	$2,095	$3,146
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$14,555	$2,843	$5,117	$3,408	$5,117
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$14,555	$2,610	$4,698	$3,128	$4,698
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$8,975	$1,555	$2,800	$1,864	$2,800
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$5,950	$1,988	$3,579	$2,384	$3,579
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$9,000	$1,988	$3,579	$2,384	$3,579
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$8,975	$1,563	$2,814	$1,874	$2,814
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$8,975	$1,774	$3,193	$2,127	$3,193
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$6,000	$1,580	$2,845	$1,894	$2,845
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$8,975	$1,524	$2,743	$1,827	$2,743
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$6,000	$1,728	$3,110	$2,071	$3,110
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$8,975	$1,610	$2,898	$1,930	$2,898
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$14,555	$2,834	$5,101	$3,397	$5,101
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$6,465	$2,464	$4,436	$2,954	$4,436
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$5,950	$2,056	$3,702	$2,465	$3,702
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$9,000	$1,688	$3,039	$2,024	$3,039
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,214	$1,806	$3,250	$2,164	$3,250
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$9,000	$1,886	$3,395	$2,261	$3,395
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$9,000	$1,967	$3,541	$2,358	$3,541
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$11,400	$2,482	$4,468	$2,976	$4,468
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$12,588	$2,400	$4,320	$2,877	$4,320
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$9,000	$1,978	$3,560	$2,371	$3,560
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,719	$3,093	$2,060	$3,093
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,427	$4,368	$2,909	$4,368
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$3,000	$1,059	$1,906	$1,270	$1,906
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$3,356	$656	$1,181	$787	$1,181
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$5,425	$1,519	$2,735	$1,821	$2,735
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$8,774	$2,921	$5,259	$3,502	$5,259

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q10

	Origin		Destination				4Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$9,200	$2,237	$4,026	$2,681	$4,026
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$10,272	$2,584	$4,651	$3,098	$4,651
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$4,700	$1,324	$2,384	$1,587	$2,384
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$13,865	$2,563	$4,613	$3,072	$4,613
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$6,920	$1,736	$3,124	$2,080	$3,124
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,331	$2,395	$1,595	$2,395
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$9,200	$2,259	$4,066	$2,707	$4,066
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$9,200	$2,235	$4,023	$2,679	$4,023
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,335	$2,403	$1,600	$2,403
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,304	$2,348	$1,564	$2,348
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$4,700	$1,335	$2,403	$1,600	$2,403
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$9,200	$2,256	$4,060	$2,704	$4,060
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$5,101	$2,428	$4,371	$2,911	$4,371
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$9,200	$2,252	$4,053	$2,699	$4,053
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$8,774	$2,925	$5,266	$3,507	$5,266
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$9,200	$2,233	$4,020	$2,677	$4,020
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$6,075	$2,595	$4,671	$3,111	$4,671
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,450	$508	$914	$609	$914
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$13,730	$2,762	$4,971	$3,311	$4,971
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$6,389	$2,121	$3,818	$2,543	$3,818
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$8,395	$1,253	$2,255	$1,502	$2,255
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$1,700	$310	$557	$371	$557
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$1,700	$314	$565	$376	$565
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$1,700	$319	$575	$383	$575
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$8,611	$1,611	$2,900	$1,931	$2,900
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$1,700	$319	$574	$382	$574
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$5,713	$1,468	$2,642	$1,759	$2,642
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,013	$2,236	$4,024	$2,680	$4,024
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$6,295	$1,800	$3,239	$2,157	$3,239
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$2,577	$269	$485	$323	$485
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$5,215	$1,779	$3,201	$2,132	$3,201
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$7,022	$1,383	$2,489	$1,658	$2,489
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$7,281	$975	$1,755	$1,169	$1,755
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$9,585	$2,053	$3,696	$2,461	$3,696
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$7,281	$1,002	$1,803	$1,201	$1,803
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$5,051	$2,290	$4,122	$2,745	$4,122
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$992	$272	$489	$326	$489
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$2,700	$925	$1,666	$1,109	$1,666
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,585	$618	$1,112	$740	$1,112
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$8,966	$2,146	$3,863	$2,573	$3,863
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$6,986	$3,149	$5,669	$3,775	$5,669
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$407	$732	$487	$732
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$431	$776	$517	$776
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$3,532	$1,549	$2,788	$1,856	$2,788
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$5,400	$1,473	$2,652	$1,766	$2,652
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$5,638	$972	$1,750	$1,165	$1,750
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$3,000	$1,378	$2,480	$1,652	$2,480
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$4,800	$1,045	$1,881	$1,252	$1,881
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,520	$371	$668	$445	$668
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,151	$2,144	$3,859	$2,570	$3,859
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,500	$646	$1,163	$775	$1,163
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,000	$721	$1,298	$864	$1,298
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$7,022	$1,387	$2,497	$1,663	$2,497
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$3,800	$1,462	$2,632	$1,753	$2,632
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,000	$1,195	$2,151	$1,432	$2,151
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,025	$276	$496	$330	$496
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,128	$444	$799	$532	$799
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$992	$272	$490	$326	$490
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,000	$777	$1,399	$932	$1,399
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$7,502	$1,494	$2,689	$1,791	$2,689
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$7,332	$1,324	$2,384	$1,588	$2,384
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$9,000	$1,921	$3,458	$2,303	$3,458
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$7,347	$2,639	$4,751	$3,164	$4,751
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$4,500	$653	$1,176	$783	$1,176
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	xxx	$1,045	$1,881	xxx	xxx
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,320	$4,176	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$370	$665	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,151	$3,873	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q10

	Origin		Destination				4Q2010				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,432	$4,377	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,682	$3,027	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$3,103	$5,585	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,151	$3,872	xxx	xxx
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,813	$5,064	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,151	$3,872	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,934	$3,481	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,151	$3,873	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,573	$4,631	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,320	$4,176	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,151	$3,873	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,610	$2,898	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$635	$1,144	xxx	xxx

1/ From Exhibit II-A-7
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 11

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q11

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	1Q2011 Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	$12,855	$2,425	$4,364	$2,891	$4,364
3. Belle	WV	Danville	IL	NS	2813980	$11,836	$1,767	$3,181	$2,107	$3,181
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	$8,814	$1,317	$2,370	$1,570	$2,370
10. Charleston	TN	Edgemoor	DE	NS	2812815	$18,562	$2,408	$4,334	$2,871	$4,334
11. Edgemoor	DE	Chicago	IL	NS	2816130	$9,844	$2,408	$4,334	$2,871	$4,334
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,510	$2,347	$4,225	$2,799	$4,225
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$12,376	$3,099	$5,579	$3,696	$5,579
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$6,270	$2,796	$5,034	$3,335	$5,034
15. Edgemoor	DE	Wabash	IN	NS	2816130	$6,627	$2,465	$4,437	$2,939	$4,437
16. Lemoyne	AL	Giant	SC	NS	4810560	$5,136	$2,303	$4,145	$2,746	$4,145
17. Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,882	$3,387	$2,244	$3,387
18. Louisville	KY	Decatur	IL	NS	2819450	$4,596	$1,320	$2,376	$1,574	$2,376
19. Louisville	KY	Lafayette	IN	NS	2819450	$6,139	$1,619	$2,913	$1,930	$2,913
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$1,605	$423	$762	$505	$762
23. Reybold	DE	Detroit	MI	NS	2819315	xxx	$1,926	$3,467	xxx	xxx
24. Reybold	DE	Fort Mill	SC	NS	2819315	xxx	$1,931	$3,476	xxx	xxx
25. Reybold	DE	Morrisville	PA	NS	2819315	xxx	$604	$1,088	xxx	xxx
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$12,100	$1,646	$2,962	$1,962	$2,962
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$11,812	$2,060	$3,708	$2,457	$3,708
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$11,812	$2,050	$3,690	$2,444	$3,690
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$12,100	$1,646	$2,962	$1,962	$2,962
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$19,539	$2,568	$4,622	$3,062	$4,622
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$11,812	$1,889	$3,400	$2,253	$3,400
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$10,242	$1,787	$3,217	$2,131	$3,217
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$14,136	$2,039	$3,670	$2,431	$3,670
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$14,136	$1,935	$3,483	$2,308	$3,483
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$8,533	$1,617	$2,910	$1,928	$2,910
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$14,136	$1,951	$3,513	$2,327	$3,513
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$12,100	$1,637	$2,946	$1,952	$2,946
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$11,812	$1,802	$3,244	$2,149	$3,244
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$22,732	$2,931	$5,275	$3,495	$5,275
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$22,732	$2,690	$4,843	$3,208	$4,843
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$12,100	$1,603	$2,886	$1,912	$2,886
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$11,812	$2,050	$3,690	$2,444	$3,690
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$14,136	$2,050	$3,690	$2,444	$3,690
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$12,100	$1,612	$2,901	$1,922	$2,901
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$13,450	$1,829	$3,292	$2,181	$3,292
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$8,533	$1,629	$2,933	$1,943	$2,933
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$12,100	$1,571	$2,828	$1,873	$2,828
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$8,533	$1,781	$3,206	$2,124	$3,206
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$12,100	$1,660	$2,987	$1,979	$2,987
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$22,732	$2,922	$5,259	$3,484	$5,259
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$13,535	$2,540	$4,573	$3,029	$4,573
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$11,812	$2,120	$3,816	$2,528	$3,816
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$14,136	$1,740	$3,133	$2,075	$3,133
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,531	$1,861	$3,351	$2,220	$3,351
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$14,136	$1,944	$3,500	$2,319	$3,500
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$14,136	$2,028	$3,651	$2,418	$3,651
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$19,539	$2,559	$4,606	$3,052	$4,606
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$19,888	$2,474	$4,454	$2,950	$4,454
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$14,136	$2,039	$3,670	$2,431	$3,670
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,772	$3,189	$2,113	$3,189
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,502	$4,503	$2,983	$4,503
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$4,170	$1,092	$1,965	$1,302	$1,965
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$3,591	$676	$1,218	$807	$1,218
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$7,690	$1,566	$2,819	$1,868	$2,819
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$9,388	$3,012	$5,421	$3,591	$5,421
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$9,844	$2,306	$4,150	$2,749	$4,150
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$10,991	$2,664	$4,795	$3,177	$4,795

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q11

	Origin		Destination				1Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$5,029	$1,365	$2,457	$1,628	$2,457
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$24,453	$2,642	$4,756	$3,151	$4,756
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$7,404	$1,789	$3,220	$2,133	$3,220
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,372	$2,469	$1,636	$2,469
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$9,844	$2,328	$4,191	$2,777	$4,191
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$9,844	$2,304	$4,148	$2,748	$4,148
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,376	$2,477	$1,641	$2,477
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,345	$2,420	$1,603	$2,420
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,376	$2,477	$1,641	$2,477
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$9,844	$2,325	$4,186	$2,773	$4,186
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$6,205	$2,503	$4,506	$2,985	$4,506
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$9,844	$2,321	$4,178	$2,768	$4,178
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$9,388	$3,016	$5,428	$3,596	$5,428
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$9,844	$2,302	$4,144	$2,745	$4,144
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$12,624	$2,675	$4,815	$3,190	$4,815
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,486	$524	$942	$624	$942
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$21,912	$2,847	$5,125	$3,395	$5,125
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$8,384	$2,187	$3,936	$2,607	$3,936
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$8,983	$1,292	$2,325	$1,540	$2,325
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$2,400	$319	$574	$381	$574
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$2,900	$323	$582	$386	$582
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$2,400	$329	$593	$393	$593
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$9,214	$1,661	$2,990	$1,981	$2,990
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$2,400	$329	$592	$392	$592
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,513	$2,723	$1,804	$2,723
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,305	$4,149	$2,748	$4,149
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$8,928	$1,855	$3,339	$2,212	$3,339
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$2,758	$278	$500	$331	$500
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$6,899	$1,833	$3,300	$2,186	$3,300
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,426	$2,566	$1,700	$2,566
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$10,487	$1,005	$1,809	$1,198	$1,809
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$12,839	$2,117	$3,810	$2,524	$3,810
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$10,487	$1,033	$1,859	$1,231	$1,859
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$8,926	$2,361	$4,250	$2,815	$4,250
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$280	$504	$334	$504
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$3,431	$954	$1,717	$1,137	$1,717
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,585	$637	$1,146	$759	$1,146
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$9,085	$2,212	$3,982	$2,638	$3,982
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$8,409	$3,247	$5,844	$3,871	$5,844
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$419	$754	$500	$754
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$444	$800	$530	$800
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$3,825	$1,597	$2,874	$1,904	$2,874
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$6,224	$1,519	$2,734	$1,811	$2,734
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$6,210	$1,002	$1,804	$1,195	$1,804
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$3,411	$1,420	$2,557	$1,694	$2,557
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$5,505	$1,077	$1,939	$1,284	$1,939
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,553	$383	$689	$456	$689
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,246	$2,210	$3,978	$2,635	$3,978
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,560	$666	$1,199	$794	$1,199
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,051	$743	$1,338	$886	$1,338
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$8,033	$1,430	$2,574	$1,705	$2,574
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$3,922	$1,507	$2,713	$1,798	$2,713
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,066	$1,232	$2,217	$1,469	$2,217
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,025	$284	$511	$339	$511
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,128	$457	$823	$545	$823
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,005	$281	$505	$335	$505
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,120	$801	$1,442	$955	$1,442
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$8,265	$1,540	$2,772	$1,836	$2,772
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$7,845	$1,365	$2,458	$1,628	$2,458
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$10,777	$1,980	$3,565	$2,362	$3,565
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$9,864	$2,721	$4,897	$3,244	$4,897
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$4,500	$674	$1,212	$803	$1,212
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$9,265	$1,078	$1,940	$1,285	$1,940
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	xxx	$2,392	$4,305	xxx	xxx
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	xxx	$381	$686	xxx	xxx
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	xxx	$2,218	$3,992	xxx	xxx
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	xxx	$2,507	$4,512	xxx	xxx
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	xxx	$1,734	$3,121	xxx	xxx
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	xxx	$3,198	$5,757	xxx	xxx
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	xxx	$2,218	$3,992	xxx	xxx

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q11

	Origin		Destination				1Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	xxx	$2,900	$5,221	xxx	xxx
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	xxx	$2,218	$3,992	xxx	xxx
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	xxx	$1,994	$3,589	xxx	xxx
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	xxx	$2,218	$3,992	xxx	xxx
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	xxx	$2,652	$4,774	xxx	xxx
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	xxx	$2,392	$4,305	xxx	xxx
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	xxx	$2,218	$3,992	xxx	xxx
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	xxx	$1,660	$2,988	xxx	xxx
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	xxx	$655	$1,179	xxx	xxx

1/ From Exhibit II-A-8
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 12

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q11

Origin City	ST	Destination City	ST	Railroad(s)	Commodity	2Q2011 Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	$12,855	$2,523	$4,541	$3,008	$4,541
3. Belle	WV	Danville	IL	NS	2813980	$11,836	$1,839	$3,310	$2,193	$3,310
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	$8,814	$1,370	$2,466	$1,634	$2,466
10. Charleston	TN	Edgemoor	DE	NS	2812815	$18,562	$2,505	$4,510	$2,988	$4,510
11. Edgemoor	DE	Chicago	IL	NS	2816130	$9,844	$2,505	$4,509	$2,987	$4,509
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,510	$2,442	$4,396	$2,912	$4,396
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$12,376	$3,225	$5,805	$3,846	$5,805
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$6,270	$2,910	$5,237	$3,470	$5,237
15. Edgemoor	DE	Wabash	IN	NS	2816130	$6,627	$2,565	$4,616	$3,058	$4,616
16. Lemoyne	AL	Giant	SC	NS	4810560	$5,136	$2,396	$4,313	$2,857	$4,313
17. Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,958	$3,524	$2,335	$3,524
18. Louisville	KY	Decatur	IL	NS	2819450	$4,596	$1,373	$2,472	$1,638	$2,472
19. Louisville	KY	Lafayette	IN	NS	2819450	$6,139	$1,684	$3,031	$2,008	$3,031
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$1,605	$440	$793	$525	$793
23. Reybold	DE	Detroit	MI	NS	2819315	$7,812	$2,004	$3,607	$2,390	$3,607
24. Reybold	DE	Fort Mill	SC	NS	2819315	$6,108	$2,009	$3,616	$2,396	$3,616
25. Reybold	DE	Morrisville	PA	NS	2819315	$3,614	$629	$1,132	$750	$1,132
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$12,100	$1,712	$3,082	$2,042	$3,082
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$11,812	$2,144	$3,859	$2,556	$3,859
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$11,812	$2,133	$3,839	$2,543	$3,839
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$12,100	$1,712	$3,082	$2,042	$3,082
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$19,539	$2,672	$4,809	$3,186	$4,809
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$11,812	$1,966	$3,538	$2,344	$3,538
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$10,242	$1,860	$3,348	$2,218	$3,348
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$14,136	$2,121	$3,819	$2,530	$3,819
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$14,136	$2,014	$3,624	$2,401	$3,624
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$8,533	$1,682	$3,028	$2,006	$3,028
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$14,136	$2,030	$3,655	$2,421	$3,655
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$12,100	$1,703	$3,066	$2,031	$3,066
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$11,812	$1,875	$3,375	$2,236	$3,375
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$22,732	$3,049	$5,489	$3,636	$5,489
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$22,732	$2,799	$5,039	$3,338	$5,039
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$12,100	$1,668	$3,003	$1,989	$3,003
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$11,812	$2,133	$3,839	$2,543	$3,839
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$14,136	$2,133	$3,839	$2,543	$3,839
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$12,100	$1,677	$3,019	$2,000	$3,019
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$13,450	$1,903	$3,425	$2,269	$3,425
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$8,533	$1,695	$3,051	$2,021	$3,051
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$12,100	$1,635	$2,942	$1,949	$2,942
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$8,533	$1,853	$3,336	$2,210	$3,336
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$12,100	$1,727	$3,108	$2,059	$3,108
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$22,732	$3,040	$5,472	$3,625	$5,472
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$13,535	$2,643	$4,758	$3,152	$4,758
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$11,812	$2,206	$3,970	$2,630	$3,970
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$14,136	$1,811	$3,260	$2,160	$3,260
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$4,606	$1,937	$3,486	$2,310	$3,486
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$14,136	$2,023	$3,641	$2,412	$3,641
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$14,136	$2,110	$3,798	$2,516	$3,798
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$19,539	$2,663	$4,793	$3,175	$4,793
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$19,888	$2,574	$4,634	$3,070	$4,634
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$14,136	$2,121	$3,818	$2,530	$3,818
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,843	$3,318	$2,198	$3,318
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,603	$4,685	$3,104	$4,685
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$4,170	$1,136	$2,045	$1,355	$2,045
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$3,591	$704	$1,267	$839	$1,267
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$7,690	$1,630	$2,933	$1,943	$2,933
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$9,388	$3,134	$5,640	$3,737	$5,640
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$9,844	$2,399	$4,318	$2,861	$4,318
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$10,991	$2,772	$4,989	$3,305	$4,989

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q11

	Origin		Destination				2Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$5,029	$1,421	$2,557	$1,694	$2,557
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$24,453	$2,749	$4,948	$3,278	$4,948
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$7,404	$1,862	$3,351	$2,220	$3,351
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,427	$2,569	$1,702	$2,569
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$9,844	$2,423	$4,361	$2,889	$4,361
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$9,844	$2,397	$4,315	$2,859	$4,315
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,432	$2,577	$1,707	$2,577
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,399	$2,518	$1,668	$2,518
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,432	$2,577	$1,707	$2,577
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$9,844	$2,419	$4,355	$2,885	$4,355
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$10,944	$2,605	$4,688	$3,106	$4,688
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$9,844	$2,415	$4,347	$2,880	$4,347
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$9,388	$3,138	$5,648	$3,742	$5,648
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$9,844	$2,396	$4,312	$2,857	$4,312
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$12,624	$2,784	$5,010	$3,319	$5,010
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,486	$545	$981	$650	$981
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$21,912	$2,962	$5,332	$3,533	$5,332
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$8,384	$2,275	$4,095	$2,713	$4,095
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$8,983	$1,344	$2,419	$1,603	$2,419
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$2,400	$332	$598	$396	$598
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$2,900	$337	$606	$401	$606
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$2,400	$343	$617	$409	$617
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$9,214	$1,728	$3,111	$2,061	$3,111
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$2,400	$342	$616	$408	$616
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,574	$2,834	$1,877	$2,834
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,398	$4,317	$2,860	$4,317
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$8,928	$1,930	$3,474	$2,302	$3,474
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$2,758	$289	$520	$344	$520
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$6,899	$1,908	$3,434	$2,275	$3,434
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,483	$2,670	$1,769	$2,670
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$10,487	$1,046	$1,882	$1,247	$1,882
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$12,839	$2,202	$3,964	$2,626	$3,964
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$10,487	$1,074	$1,934	$1,281	$1,934
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$8,926	$2,456	$4,422	$2,929	$4,422
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$291	$525	$348	$525
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$3,431	$993	$1,787	$1,184	$1,787
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,585	$662	$1,192	$790	$1,192
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$8,966	$2,302	$4,144	$2,745	$4,144
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$6,986	$3,378	$6,080	$4,028	$6,080
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$436	$785	$520	$785
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$462	$832	$551	$832
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$3,532	$1,661	$2,990	$1,981	$2,990
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$5,400	$1,580	$2,845	$1,885	$2,845
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$5,638	$1,043	$1,877	$1,243	$1,877
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$3,000	$1,478	$2,660	$1,762	$2,660
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$4,800	$1,121	$2,017	$1,336	$2,017
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,520	$398	$717	$475	$717
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,151	$2,299	$4,139	$2,742	$4,139
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,500	$693	$1,248	$827	$1,248
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,000	$773	$1,392	$922	$1,392
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$7,022	$1,488	$2,678	$1,774	$2,678
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$3,800	$1,568	$2,823	$1,870	$2,823
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,000	$1,282	$2,307	$1,528	$2,307
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,025	$296	$532	$353	$532
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,128	$476	$857	$568	$857
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$992	$292	$526	$348	$526
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,000	$834	$1,500	$994	$1,500
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$7,502	$1,602	$2,884	$1,911	$2,884
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$7,845	$1,421	$2,557	$1,694	$2,557
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$9,000	$2,061	$3,709	$2,457	$3,709
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$9,864	$2,831	$5,096	$3,376	$5,096
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$4,815	$701	$1,261	$836	$1,261
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$9,265	$1,121	$2,018	$1,337	$2,018
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$10,844	$2,489	$4,480	$2,968	$4,480
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$3,900	$396	$714	$473	$714
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$10,008	$2,308	$4,154	$2,752	$4,154
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$10,476	$2,608	$4,695	$3,110	$4,695
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$5,844	$1,804	$3,247	$2,151	$3,247
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$14,928	$3,328	$5,990	$3,968	$5,990
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$10,008	$2,308	$4,154	$2,752	$4,154

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 2Q11

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	2Q2011 Tariff Rate 1/ (5)	Phase III Cost 1/ (6)	Jurisdictional Threshold 1/ (7)	SAC Rate 2/ (8)	STB Maximum Rate 3/ (9)
133. **Removed**										
134. Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$12,882	$3,018	$5,432	$3,599	$5,432
135. Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$10,008	$2,308	$4,154	$2,752	$4,154
136. Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$8,880	$2,075	$3,734	$2,474	$3,734
137. Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$10,008	$2,308	$4,154	$2,752	$4,154
138. Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$12,192	$2,759	$4,967	$3,290	$4,967
139. Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$10,844	$2,489	$4,480	$2,968	$4,480
140. Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$10,008	$2,308	$4,154	$2,752	$4,154
141. Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$7,200	$1,727	$3,109	$2,059	$3,109
142. Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$6,444	$681	$1,227	$813	$1,227

1/ From Exhibit II-A-9
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 13

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q11

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	3Q2011 Tariff Rate 1/ (5)	Phase III Cost 1/ (6)	Jurisdictional Threshold 1/ (7)	SAC Rate 2/ (8)	STB Maximum Rate 3/ (9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	$12,855	$2,519	$4,535	$3,004	$4,535
3. Belle	WV	Danville	IL	NS	2813980	$11,836	$1,836	$3,305	$2,190	$3,305
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	$8,814	$1,368	$2,463	$1,632	$2,463
10. Charleston	TN	Edgemoor	DE	NS	2812815	$18,562	$2,502	$4,503	$2,983	$4,503
11. Edgemoor	DE	Chicago	IL	NS	2816130	$9,844	$2,502	$4,503	$2,983	$4,503
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,510	$2,439	$4,389	$2,908	$4,389
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$12,376	$3,220	$5,796	$3,840	$5,796
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$6,270	$2,905	$5,230	$3,465	$5,230
15. Edgemoor	DE	Wabash	IN	NS	2816130	$6,627	$2,561	$4,610	$3,054	$4,610
16. Lemoyne	AL	Giant	SC	NS	4810560	$5,136	$2,393	$4,307	$2,853	$4,307
17. Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,955	$3,519	$2,331	$3,519
18. Louisville	KY	Decatur	IL	NS	2819450	$4,596	$1,371	$2,468	$1,635	$2,468
19. Louisville	KY	Lafayette	IN	NS	2819450	$6,139	$1,682	$3,027	$2,005	$3,027
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$1,605	$440	$791	$524	$791
23. Reybold	DE	Detroit	MI	NS	2819315	$7,812	$2,001	$3,602	$2,386	$3,602
24. Reybold	DE	Fort Mill	SC	NS	2819315	$6,108	$2,006	$3,611	$2,392	$3,611
25. Reybold	DE	Morrisville	PA	NS	2819315	$3,614	$628	$1,130	$749	$1,130
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$12,100	$1,710	$3,078	$2,039	$3,078
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$11,812	$2,140	$3,853	$2,552	$3,853
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$11,812	$2,130	$3,833	$2,540	$3,833
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$12,100	$1,710	$3,077	$2,039	$3,077
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$19,539	$2,668	$4,802	$3,181	$4,802
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$11,812	$1,963	$3,533	$2,340	$3,533
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$10,242	$1,857	$3,343	$2,214	$3,343
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$14,136	$2,118	$3,813	$2,526	$3,813
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$14,136	$2,011	$3,619	$2,398	$3,619
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$8,533	$1,680	$3,024	$2,003	$3,024
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$14,136	$2,027	$3,649	$2,418	$3,649
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$12,100	$1,701	$3,061	$2,028	$3,061
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$11,812	$1,872	$3,370	$2,233	$3,370
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$22,732	$3,045	$5,481	$3,631	$5,481
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$22,732	$2,795	$5,031	$3,333	$5,031
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$12,100	$1,666	$2,998	$1,986	$2,998
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$11,812	$2,130	$3,833	$2,540	$3,833
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$14,136	$2,130	$3,833	$2,540	$3,833
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$12,100	$1,674	$3,014	$1,997	$3,014
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$13,450	$1,900	$3,420	$2,266	$3,420
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$8,533	$1,693	$3,047	$2,019	$3,047
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$12,100	$1,632	$2,938	$1,946	$2,938
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$8,533	$1,850	$3,331	$2,207	$3,331
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$12,100	$1,724	$3,104	$2,056	$3,104
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$22,732	$3,035	$5,464	$3,620	$5,464
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$13,535	$2,639	$4,751	$3,147	$4,751
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$11,812	$2,203	$3,965	$2,626	$3,965
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$14,136	$1,808	$3,255	$2,156	$3,255
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$5,011	$1,934	$3,481	$2,306	$3,481
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$14,136	$2,020	$3,636	$2,409	$3,636
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$14,136	$2,107	$3,793	$2,513	$3,793
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$19,539	$2,659	$4,786	$3,171	$4,786
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$19,888	$2,571	$4,627	$3,065	$4,627
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$14,136	$2,118	$3,813	$2,526	$3,813
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,841	$3,313	$2,195	$3,313
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,599	$4,678	$3,099	$4,678
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$4,170	$1,134	$2,042	$1,353	$2,042
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$3,591	$703	$1,265	$838	$1,265
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$7,690	$1,627	$2,929	$1,940	$2,929
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$9,388	$3,129	$5,632	$3,731	$5,632
51. Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$9,844	$2,395	$4,312	$2,857	$4,312
52. Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$10,991	$2,768	$4,982	$3,300	$4,982

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q11

	Origin		Destination				3Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$5,029	$1,418	$2,553	$1,691	$2,553
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$24,453	$2,745	$4,941	$3,273	$4,941
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$7,404	$1,859	$3,346	$2,217	$3,346
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,425	$2,565	$1,699	$2,565
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$9,844	$2,419	$4,354	$2,885	$4,354
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$9,844	$2,394	$4,309	$2,855	$4,309
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,430	$2,574	$1,705	$2,574
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,397	$2,515	$1,666	$2,515
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,430	$2,573	$1,705	$2,573
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$9,844	$2,416	$4,349	$2,881	$4,349
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$10,944	$2,601	$4,682	$3,101	$4,682
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$9,844	$2,412	$4,341	$2,876	$4,341
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$9,388	$3,133	$5,640	$3,736	$5,640
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$9,844	$2,392	$4,306	$2,852	$4,306
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$12,624	$2,779	$5,003	$3,314	$5,003
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,486	$544	$979	$649	$979
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$21,912	$2,958	$5,325	$3,527	$5,325
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$8,384	$2,272	$4,089	$2,709	$4,089
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$8,983	$1,342	$2,416	$1,600	$2,416
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$2,400	$332	$597	$395	$597
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$2,900	$336	$605	$401	$605
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$2,400	$342	$616	$408	$616
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$9,214	$1,726	$3,106	$2,058	$3,106
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$2,400	$342	$615	$407	$615
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,572	$2,829	$1,874	$2,829
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,395	$4,310	$2,855	$4,310
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$8,928	$1,927	$3,469	$2,298	$3,469
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$2,758	$288	$519	$344	$519
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$6,899	$1,905	$3,429	$2,272	$3,429
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,481	$2,666	$1,766	$2,666
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$10,487	$1,044	$1,879	$1,245	$1,879
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$12,839	$2,199	$3,958	$2,622	$3,958
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$10,487	$1,073	$1,931	$1,279	$1,931
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$8,926	$2,453	$4,415	$2,925	$4,415
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$291	$524	$347	$524
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$3,431	$991	$1,784	$1,182	$1,784
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,691	$661	$1,191	$789	$1,191
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$9,594	$2,299	$4,138	$2,741	$4,138
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$14,518	$3,373	$6,072	$4,022	$6,072
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$435	$784	$519	$784
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$462	$831	$551	$831
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$5,084	$1,659	$2,986	$1,978	$2,986
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$9,761	$1,578	$2,841	$1,882	$2,841
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$8,664	$1,041	$1,874	$1,242	$1,874
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$5,174	$1,476	$2,656	$1,760	$2,656
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$8,532	$1,119	$2,014	$1,334	$2,014
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,696	$398	$716	$474	$716
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,652	$2,296	$4,133	$2,738	$4,133
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,815	$692	$1,246	$825	$1,246
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,269	$772	$1,390	$921	$1,390
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,486	$2,674	$1,772	$2,674
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$4,444	$1,566	$2,819	$1,868	$2,819
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,350	$1,280	$2,303	$1,526	$2,303
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,314	$295	$531	$352	$531
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,383	$475	$855	$567	$855
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$292	$525	$348	$525
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,633	$832	$1,498	$993	$1,498
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$11,542	$1,600	$2,880	$1,908	$2,880
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$7,845	$1,419	$2,553	$1,692	$2,553
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$18,406	$2,058	$3,704	$2,454	$3,704
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$9,864	$2,827	$5,088	$3,371	$5,088
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$4,815	$700	$1,260	$834	$1,260
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$9,265	$1,119	$2,015	$1,335	$2,015
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$10,844	$2,485	$4,473	$2,963	$4,473
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$3,900	$396	$713	$472	$713
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$10,008	$2,304	$4,148	$2,748	$4,148
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$10,476	$2,604	$4,688	$3,106	$4,688
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$5,844	$1,801	$3,242	$2,148	$3,242
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$14,928	$3,323	$5,981	$3,963	$5,981
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$10,008	$2,304	$4,148	$2,748	$4,148

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 3Q11

	Origin		Destination					3Q2011			
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$12,882	$3,013	$5,424	$3,593	$5,424
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$10,008	$2,304	$4,148	$2,748	$4,148
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$8,880	$2,071	$3,729	$2,470	$3,729
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$10,008	$2,304	$4,148	$2,748	$4,148
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$12,192	$2,755	$4,960	$3,286	$4,960
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$10,844	$2,485	$4,473	$2,963	$4,473
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$10,008	$2,304	$4,148	$2,748	$4,148
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$7,200	$1,725	$3,104	$2,056	$3,104
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$6,444	$680	$1,225	$811	$1,225

1/ From Exhibit II-A-10
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 14

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q11

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	4Q2011 Tariff Rate 1/ (5)	Phase III Cost 1/ (6)	Jurisdictional Threshold 1/ (7)	SAC Rate 2/ (8)	STB Maximum Rate 3/ (9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	$12,855	$2,501	$4,501	$2,982	$4,501
3. Belle	WV	Danville	IL	NS	2813980	$11,836	$1,823	$3,281	$2,174	$3,281
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	$8,814	$1,358	$2,445	$1,620	$2,445
10. Charleston	TN	Edgemoor	DE	NS	2812815	$18,562	$2,484	$4,470	$2,962	$4,470
11. Edgemoor	DE	Chicago	IL	NS	2816130	$9,844	$2,483	$4,470	$2,961	$4,470
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,510	$2,421	$4,357	$2,887	$4,357
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$12,376	$3,197	$5,754	$3,812	$5,754
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$6,270	$2,884	$5,192	$3,439	$5,192
15. Edgemoor	DE	Wabash	IN	NS	2816130	$6,627	$2,542	$4,576	$3,031	$4,576
16. Lemoyne	AL	Giant	SC	NS	4810560	$5,136	$2,375	$4,275	$2,832	$4,275
17. Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,941	$3,493	$2,314	$3,493
18. Louisville	KY	Decatur	IL	NS	2819450	$4,596	$1,361	$2,450	$1,623	$2,450
19. Louisville	KY	Lafayette	IN	NS	2819450	$6,139	$1,669	$3,005	$1,991	$3,005
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$1,605	$436	$786	$520	$786
23. Reybold	DE	Detroit	MI	NS	2819315	$7,812	$1,987	$3,576	$2,369	$3,576
24. Reybold	DE	Fort Mill	SC	NS	2819315	$6,108	$1,992	$3,585	$2,375	$3,585
25. Reybold	DE	Morrisville	PA	NS	2819315	$3,614	$623	$1,122	$743	$1,122
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$12,100	$1,697	$3,055	$2,024	$3,055
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$11,812	$2,125	$3,825	$2,534	$3,825
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$11,812	$2,114	$3,805	$2,521	$3,805
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$12,100	$1,697	$3,055	$2,024	$3,055
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$19,539	$2,648	$4,767	$3,158	$4,767
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$11,812	$1,948	$3,507	$2,323	$3,507
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$10,242	$1,843	$3,318	$2,198	$3,318
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$14,136	$2,103	$3,785	$2,508	$3,785
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$14,136	$1,996	$3,593	$2,380	$3,593
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$8,533	$1,668	$3,002	$1,989	$3,002
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$14,136	$2,013	$3,623	$2,400	$3,623
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$12,100	$1,688	$3,039	$2,013	$3,039
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$11,812	$1,859	$3,345	$2,216	$3,345
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$22,732	$3,023	$5,441	$3,604	$5,441
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$22,732	$2,775	$4,995	$3,309	$4,995
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$12,100	$1,654	$2,977	$1,972	$2,977
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$11,812	$2,114	$3,805	$2,521	$3,805
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$14,136	$2,114	$3,805	$2,521	$3,805
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$12,100	$1,662	$2,992	$1,982	$2,992
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$13,450	$1,886	$3,395	$2,249	$3,395
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$8,533	$1,680	$3,025	$2,004	$3,025
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$12,100	$1,620	$2,917	$1,932	$2,917
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$8,533	$1,837	$3,306	$2,190	$3,306
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$12,100	$1,712	$3,081	$2,041	$3,081
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$22,732	$3,013	$5,424	$3,593	$5,424
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$13,535	$2,620	$4,716	$3,124	$4,716
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$11,812	$2,186	$3,936	$2,607	$3,936
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$14,136	$1,795	$3,231	$2,141	$3,231
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$5,139	$1,920	$3,456	$2,289	$3,456
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$14,136	$2,005	$3,610	$2,391	$3,610
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$14,136	$2,092	$3,765	$2,494	$3,765
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$19,539	$2,639	$4,751	$3,147	$4,751
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$19,888	$2,552	$4,593	$3,043	$4,593
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$14,136	$2,103	$3,785	$2,508	$3,785
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,827	$3,289	$2,179	$3,289
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,580	$4,644	$3,077	$4,644
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$4,170	$1,126	$2,027	$1,343	$2,027
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$3,591	$698	$1,256	$832	$1,256
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$7,690	$1,615	$2,908	$1,926	$2,908
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$9,388	$3,106	$5,591	$3,704	$5,591

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q11

	Origin		Destination				4Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$9,844	$2,378	$4,280	$2,836	$4,280
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$10,991	$2,747	$4,945	$3,276	$4,945
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$5,029	$1,408	$2,535	$1,679	$2,535
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$24,453	$2,725	$4,905	$3,249	$4,905
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$7,404	$1,845	$3,322	$2,200	$3,322
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,415	$2,546	$1,687	$2,546
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$9,844	$2,401	$4,323	$2,864	$4,323
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$9,844	$2,377	$4,278	$2,834	$4,278
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,419	$2,555	$1,693	$2,555
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,387	$2,496	$1,654	$2,496
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,419	$2,554	$1,692	$2,554
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$9,844	$2,398	$4,317	$2,860	$4,317
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$10,944	$2,582	$4,647	$3,079	$4,647
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$9,844	$2,394	$4,309	$2,855	$4,309
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$9,388	$3,110	$5,599	$3,709	$5,599
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$9,844	$2,375	$4,274	$2,832	$4,274
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$12,624	$2,759	$4,967	$3,290	$4,967
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,486	$540	$972	$644	$972
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$21,912	$2,937	$5,286	$3,502	$5,286
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$8,384	$2,255	$4,059	$2,689	$4,059
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$8,983	$1,332	$2,398	$1,589	$2,398
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$2,400	$329	$592	$392	$592
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$2,900	$334	$600	$398	$600
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$2,400	$340	$611	$405	$611
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$9,214	$1,713	$3,083	$2,043	$3,083
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$2,400	$339	$611	$405	$611
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,560	$2,809	$1,861	$2,809
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,377	$4,279	$2,835	$4,279
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$8,928	$1,913	$3,444	$2,282	$3,444
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$2,758	$286	$515	$341	$515
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$6,899	$1,891	$3,404	$2,255	$3,404
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,470	$2,647	$1,753	$2,647
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$10,487	$1,037	$1,866	$1,236	$1,866
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$12,839	$2,183	$3,929	$2,603	$3,929
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$10,487	$1,065	$1,917	$1,270	$1,917
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$8,926	$2,435	$4,383	$2,904	$4,383
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$289	$520	$345	$520
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$3,431	$984	$1,771	$1,173	$1,771
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,910	$657	$1,182	$783	$1,182
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$9,594	$2,282	$4,107	$2,721	$4,107
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$14,518	$3,348	$6,027	$3,993	$6,027
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$432	$778	$516	$778
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$458	$825	$547	$825
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$5,084	$1,647	$2,964	$1,964	$2,964
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$9,761	$1,567	$2,820	$1,868	$2,820
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$8,664	$1,034	$1,860	$1,232	$1,860
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$5,174	$1,465	$2,637	$1,747	$2,637
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$8,532	$1,111	$2,000	$1,325	$2,000
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,696	$395	$710	$471	$710
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,652	$2,279	$4,103	$2,718	$4,103
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,815	$687	$1,237	$819	$1,237
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,269	$767	$1,380	$914	$1,380
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,475	$2,655	$1,759	$2,655
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$4,444	$1,555	$2,798	$1,854	$2,798
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,350	$1,270	$2,287	$1,515	$2,287
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,910	$293	$527	$349	$527
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,910	$472	$849	$563	$849
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$289	$521	$345	$521
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,633	$826	$1,487	$985	$1,487
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$11,542	$1,588	$2,859	$1,894	$2,859
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$7,845	$1,408	$2,535	$1,679	$2,535
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$18,406	$2,043	$3,677	$2,436	$3,677
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$9,864	$2,806	$5,051	$3,346	$5,051
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$4,815	$695	$1,250	$828	$1,250
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$9,265	$1,111	$2,000	$1,325	$2,000
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$10,844	$2,467	$4,440	$2,942	$4,440
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$3,900	$393	$707	$469	$707
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$10,008	$2,287	$4,117	$2,728	$4,117

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 4Q11

	Origin		Destination				4Q2011				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$10,476	$2,585	$4,654	$3,083	$4,654
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$5,844	$1,788	$3,219	$2,132	$3,219
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$14,928	$3,299	$5,938	$3,934	$5,938
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$10,008	$2,287	$4,117	$2,728	$4,117
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$12,882	$2,991	$5,384	$3,567	$5,384
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$10,008	$2,287	$4,117	$2,728	$4,117
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$8,880	$2,056	$3,701	$2,452	$3,701
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$10,008	$2,287	$4,117	$2,728	$4,117
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$12,192	$2,735	$4,923	$3,262	$4,923
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$10,844	$2,467	$4,440	$2,942	$4,440
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$10,008	$2,287	$4,117	$2,728	$4,117
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$7,200	$1,712	$3,082	$2,041	$3,082
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$6,444	$676	$1,216	$806	$1,216

1/ From Exhibit II-A-11
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)

EXHIBIT NO. 15

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q12

Origin City (1)	ST	Destination City (2)	ST	Railroad(s) (3)	Commodity (4)	1Q2012 Tariff Rate 1/ (5)	Phase III Cost 1/ (6)	Jurisdictional Threshold 1/ (7)	SAC Rate 2/ (8)	STB Maximum Rate 3/ (9)
Exhibit A - Local Moves										
1. **Removed**										
2. Bayway	NJ	Waynesville	NC	NS	2819315	$12,855	$2,508	$4,515	$2,902	$4,515
3. Belle	WV	Danville	IL	NS	2813980	$11,836	$1,828	$3,291	$2,116	$3,291
4. **Removed**										
5. **Removed**										
6. **Removed**										
7. **Removed**										
8. **Removed**										
9. Belle	WV	Wyandotte	MI	NS	2813934	$8,814	$1,362	$2,452	$1,576	$2,452
10. Charleston	TN	Edgemoor	DE	NS	2812815	$18,562	$2,491	$4,484	$2,882	$4,484
11. Edgemoor	DE	Chicago	IL	NS	2816130	$9,844	$2,491	$4,483	$2,882	$4,483
12. Edgemoor	DE	Chillicothe	OH	NS	2816130	$6,510	$2,428	$4,370	$2,810	$4,370
13. Edgemoor	DE	Mahrt	AL	NS	2816130	$12,376	$3,206	$5,771	$3,710	$5,771
14. Edgemoor	DE	Riverwood Intl	GA	NS	2816130	$6,270	$2,893	$5,207	$3,347	$5,207
15. Edgemoor	DE	Wabash	IN	NS	2816130	$6,627	$2,550	$4,590	$2,951	$4,590
16. Lemoyne	AL	Giant	SC	NS	4810560	$5,136	$2,382	$4,288	$2,757	$4,288
17. Loudon	TN	Braithwaite	LA	NS	2818512	$4,125	$1,946	$3,504	$2,252	$3,504
18. Louisville	KY	Decatur	IL	NS	2819450	$4,596	$1,365	$2,458	$1,580	$2,458
19. Louisville	KY	Lafayette	IN	NS	2819450	$6,139	$1,674	$3,014	$1,937	$3,014
20. **Removed**										
21. **Removed**										
22. McIntosh	AL	Lemoyne	AL	NS	2812220	$1,605	$438	$788	$507	$788
23. Reybold	DE	Detroit	MI	NS	2819315	$7,812	$1,992	$3,586	$2,306	$3,586
24. Reybold	DE	Fort Mill	SC	NS	2819315	$6,108	$1,997	$3,595	$2,311	$3,595
25. Reybold	DE	Morrisville	PA	NS	2819315	$3,614	$625	$1,125	$724	$1,125
Exhibit B - Joint Moves										
1. Belle	WV	Anaheim	CA	NS-CHGO-UP	2813980	$12,100	$1,702	$3,064	$1,970	$3,064
2. Belle	WV	Bayport	TX	NS-ESTL-UP	2818620	$11,812	$2,131	$3,836	$2,466	$3,836
3. **Removed**										
4. Belle	WV	Brownsville	TX	NS-ESTL-UP	2818221	$11,812	$2,120	$3,817	$2,454	$3,817
5. Belle	WV	Burley	ID	NS-CHGO-UP	2813934	$12,100	$1,702	$3,064	$1,970	$3,064
6. Belle	WV	Cadet	MO	NS-KCITY-UP	2813934	$19,539	$2,656	$4,781	$3,074	$4,781
7. **Removed**										
8. Belle	WV	Channelview	TX	NS-ESTL-UP	2818130	$11,812	$1,954	$3,517	$2,261	$3,517
9. Belle	WV	City of Commerce	CA	NS-STRTR-BNSF	2818221	$10,242	$1,849	$3,328	$2,140	$3,328
10. Belle	WV	Conroe	TX	NS-ESTL-BNSF	2813934	$14,136	$2,109	$3,796	$2,441	$3,796
11. Belle	WV	Corsicana	TX	NS-ESTL-UP	2813934	$14,136	$2,002	$3,603	$2,317	$3,603
12. **Removed**										
13. Belle	WV	East Billings	MT	NS-CHGO-BNSF	2818130	$8,533	$1,673	$3,011	$1,935	$3,011
14. Belle	WV	Ethyl	AR	NS-ESTL-UP-MCNEI-LNW	2813934	$14,136	$2,019	$3,634	$2,336	$3,634
15. Belle	WV	Finley	WA	NS-CHGO-BNSF	2813934	$12,100	$1,693	$3,048	$1,959	$3,048
16. **Removed**										
17. Belle	WV	Freeport	TX	NS-ESTL-UP	2818130	$11,812	$1,864	$3,355	$2,157	$3,355
18. Belle	WV	Garyville	LA	NS-NEWOR-CN	2813934	$22,732	$3,032	$5,457	$3,508	$5,457
19. Belle	WV	Geismar	LA	NS-NEWOR-CN	2813934	$22,732	$2,783	$5,009	$3,220	$5,009
20. Belle	WV	Janesville	WI	NS-CHGO-UP	2818131	$12,100	$1,659	$2,985	$1,919	$2,985
21. Belle	WV	Laredo	TX	NS-ESTL-UP	2818221	$11,812	$2,120	$3,817	$2,454	$3,817
22. Belle	WV	Laredo	TX	NS-ESTL-UP	2818131	$14,136	$2,120	$3,817	$2,454	$3,817
23. Belle	WV	Lorenzo	IL	NS-CHGO-BNSF	2813980	$12,100	$1,667	$3,001	$1,929	$3,001
24. Belle	WV	Los Angeles	CA	NS-STRTR-BNSF	2813934	$13,450	$1,892	$3,405	$2,189	$3,405
25. Belle	WV	Los Angeles	CA	NS-CHGO-UP	2818130	$8,533	$1,685	$3,034	$1,950	$3,034
26. **Removed**										
27. Belle	WV	Millsdale	IL	NS-CHGO-CN	2818131	$12,100	$1,625	$2,925	$1,881	$2,925
28. **Removed**										
29. Belle	WV	Saint Paul	MN	NS-CHGO-BNSF	2818221	$8,533	$1,842	$3,316	$2,132	$3,316
30. Belle	WV	San Dimas	CA	NS-CHGO-UP	2813980	$12,100	$1,717	$3,090	$1,987	$3,090
31. **Removed**										
32. Belle	WV	St Gabriel	LA	NS-NEWOR-CN	2813934	$22,732	$3,022	$5,440	$3,497	$5,440
33. Belle	WV	St Joseph	MO	NS-KCITY-UP	2818130	$13,535	$2,628	$4,730	$3,041	$4,730
34. **Removed**										
35. Belle	WV	Strang	TX	NS-ESTL-UP	2818221	$11,812	$2,193	$3,947	$2,538	$3,947
36. Belle	WV	Strang	TX	NS-ESTL-BNSF	2813934	$14,136	$1,800	$3,241	$2,083	$3,241
37. Belle	WV	Strang	TX	NS-ESTL-UP	2819183	$5,139	$1,926	$3,466	$2,228	$3,466
38. **Removed**										
39. Belle	WV	Texas City	TX	NS-ESTL-UP	2813934	$14,136	$2,011	$3,620	$2,327	$3,620
40. Belle	WV	Verona	MO	NS-ESTL-BNSF	2813934	$14,136	$2,098	$3,776	$2,428	$3,776
41. Belle	WV	West Memphis	AR	NS-KCITY-UP	2813934	$19,539	$2,647	$4,765	$3,063	$4,765
42. Belle	WV	Winford Spur	LA	NS-MERID-KCS	2813980	$19,888	$2,560	$4,607	$2,962	$4,607
43. Belle	WV	Wichita	KS	NS-ESTL-BNSF	2813934	$14,136	$2,109	$3,796	$2,441	$3,796
44. Bloomington	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,833	$3,299	$2,121	$3,299
45. Bloomington	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,588	$4,658	$2,994	$4,658
46. **Removed**										
47. Charleston; Bradley	TN	Woodstock	TN	NS-MEMPH-CN	2812220	$4,170	$1,129	$2,033	$1,307	$2,033
48. Cresap	WV	Edgemoor	DE	CSXT-HAGTN-NS	2991315	$3,591	$700	$1,260	$810	$1,260
49. Dowling	TX	Fort Mill	SC	KCS-MERID-NS	2815112	$7,690	$1,620	$2,916	$1,875	$2,916
50. Edgemoor	DE	Garland	TX	NS-MERID-KCS	2816130	$9,388	$3,115	$5,608	$3,605	$5,608

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q12

	Origin		Destination				1Q2012				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
51.	Edgemoor	DE	Groos	MI	NS-CHGO-CN	2816130	$9,844	$2,385	$4,293	$2,760	$4,293
52.	Edgemoor	DE	Laredo	TX	NS-ESTL-UP	2816130	$10,991	$2,756	$4,960	$3,189	$4,960
53.	Edgemoor	DE	Madawaska	ME	NS-ROUPT-CN	2816130	$5,029	$1,412	$2,542	$1,634	$2,542
54.	Edgemoor	DE	Pasadena	TX	NS-ESTL-UP	2819971	$24,453	$2,733	$4,920	$3,163	$4,920
55.	Edgemoor	DE	Port Huron	MI	NS-BUFF-CN	2816130	$7,404	$1,851	$3,331	$2,142	$3,331
56.	Edgemoor	DE	Portland	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,419	$2,554	$1,642	$2,554
57.	Edgemoor	DE	Portland	OR	NS-CHGO-BNSF	2816130	$9,844	$2,409	$4,336	$2,787	$4,336
58.	Edgemoor	DE	Quinnesec	MI	NS-CHGO-CN	2816130	$9,844	$2,384	$4,290	$2,758	$4,290
59.	Edgemoor	DE	Rileys	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,424	$2,562	$1,647	$2,562
60.	Edgemoor	DE	Rumford	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,391	$2,504	$1,610	$2,504
61.	**Removed**										
62.	Edgemoor	DE	Shawmutt	ME	NS-MCV-PAS-AYERM-ST	2816130	$5,029	$1,423	$2,562	$1,647	$2,562
63.	Edgemoor	DE	Snoboy	CA	NS-CHGO-UP	2816130	$9,844	$2,405	$4,330	$2,784	$4,330
64.	Edgemoor	DE	Snoboy	CA	NS-STRTR-BNSF	2816130	$10,944	$2,590	$4,661	$2,997	$4,661
65.	Edgemoor	DE	St Paul	MN	NS-CHGO-UP	2816130	$9,844	$2,401	$4,322	$2,779	$4,322
66.	**Removed**										
67.	Edgemoor	DE	West Monroe	LA	NS-MERID-KCS	2816130	$9,388	$3,120	$5,615	$3,610	$5,615
68.	Edgemoor	DE	Wheeling	IL	NS-CHGO-CN	2816130	$9,844	$2,382	$4,287	$2,756	$4,287
69.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$12,624	$2,767	$4,981	$3,202	$4,981
70.	**Removed**										
71.	Gregory	TX	Dragon	MS	UP-NEWOR-NS	2813984	$2,486	$542	$975	$627	$975
72.	**Removed**										
73.	Gregory	TX	Royce	NJ	UP-ESTL-NS	2813984	$21,912	$2,945	$5,302	$3,408	$5,302
74.	**Removed**										
75.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$8,384	$2,262	$4,071	$2,617	$4,071
76.	Lemoyne	AL	Artesia	MS	NS-MERID-KCS	4810560	$8,983	$1,336	$2,405	$1,546	$2,405
77.	McIntosh	AL	Burnside	LA	NS-MOBIL-CN	2819330	$2,400	$330	$594	$382	$594
78.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812815	$2,900	$335	$602	$387	$602
79.	McIntosh	AL	Delisle	MS	NS-MOBIL-CN-HATBG-KCS	2812220	$2,400	$341	$613	$394	$613
80.	McIntosh	AL	Orange	TX	NS-NEWOR-UP	2812220	$9,214	$1,718	$3,093	$1,988	$3,093
81.	McIntosh	AL	Woodstock	TN	NS-MOBIL-CN	2812220	$2,400	$340	$612	$394	$612
82.	Orange	TX	Greenville	SC	UP-NEWOR-NS	2821142	$6,113	$1,565	$2,817	$1,811	$2,817
83.	Orange	TX	Washington; Warren	NJ	UP-ESTL-NS	2821142	$9,644	$2,384	$4,291	$2,759	$4,291
84.	Pascagoula	MS	Fort Mill	SC	MSE-MOBIL-NS	2815112	$8,928	$1,919	$3,454	$2,221	$3,454
85.	Pascagoula	MS	Lemoyne	AL	MSE-MOBIL-NS	2815112	$2,758	$287	$517	$332	$517
86.	Strang	TX	Lemoyne	AL	UP-NEWOR-NS	2812350	$6,899	$1,897	$3,414	$2,195	$3,414
87.	Beauharnois	PQ	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,475	$2,654	$1,707	$2,654
88.	**Removed**										
89.	Belle	WV	Gainesville	GA	NS-CINTI-CSXT	2813980	$10,487	$1,040	$1,871	$1,203	$1,871
90.	Belle	WV	Port Bienville	MS	NS-ATLA-CSXT-ANSLE-PBVR	2813934	$12,839	$2,190	$3,941	$2,534	$3,941
91.	Belle	WV	Theodore	AL	NS-CINTI-CSXT	2813934	$10,487	$1,068	$1,923	$1,236	$1,923
92.	Bellwood	VA	Dallas	GA	CSXT-PTRSB-NS	2819315	$8,926	$2,442	$4,396	$2,826	$4,396
93.	Bellwood	VA	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$290	$522	$335	$522
94.	Bellwood	VA	Rockwell	NC	CSXT-PTRSB-NS	2819315	$3,431	$987	$1,776	$1,142	$1,776
95.	**Removed**										
96.	Danville	VA	Ampthill	VA	NS-PTRSB-CSXT	3274110	$1,910	$659	$1,185	$762	$1,185
97.	Edgemoor	DE	New Johnsonville	TN	NS-CINTI-CSXT	2816130	$9,594	$2,289	$4,120	$2,648	$4,120
98.	Enid	OK	Edgemoor	DE	BNSF-ESTL-NS	2991315	$14,518	$3,358	$6,045	$3,886	$6,045
99.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,490	$434	$780	$502	$780
100.	Loudon	TN	Graingers	NC	NS-CHATT-CSXT	2818512	$1,684	$460	$827	$532	$827
101.	Miami Fort	OH	Dallas	GA	CSXT-CINTI-NS	2819315	$5,084	$1,652	$2,973	$1,911	$2,973
102.	Miami Fort	OH	Gracewood	GA	CSXT-CHATT-NS	2819325	$9,761	$1,571	$2,828	$1,818	$2,828
103.	Miami Fort	OH	McIntosh	AL	CSXT-CHATT-NS	2819340	$8,664	$1,037	$1,866	$1,200	$1,866
104.	**Removed**										
105.	**Removed**										
106.	Miami Fort	OH	Pepper	VA	CSXT-CINTI-NS	2819345	$5,174	$1,469	$2,645	$1,700	$2,645
107.	Natrium	WV	Belle	WV	CSXT-CINTI-NS	2812220	$8,532	$1,114	$2,006	$1,289	$2,006
108.	Natrium	WV	Danville	VA	CSXT-LYNCH-NS	2812220	$2,696	$396	$712	$458	$712
109.	New Johnsonville	TN	Chapman	PA	CSXT-CINTI-NS	2816130	$7,652	$2,286	$4,115	$2,645	$4,115
110.	**Removed**										
111.	New Johnsonville	TN	Morrow	GA	CSXT-CHATT-NS	2816130	$4,815	$689	$1,240	$797	$1,240
112.	Niagara Falls	NY	Belle	WV	CSXT-CLMBO-NS	2812220	$3,269	$769	$1,384	$890	$1,384
113.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812815	$12,375	$1,479	$2,663	$1,712	$2,663
114.	Niagara Falls	NY	Edgemoor	DE	CSXT-BUFF-NS	2812220	$4,444	$1,559	$2,807	$1,804	$2,807
115.	Pascagoula	MS	Fort Mill	SC	CSXT-ATLA-NS	2815112	$5,350	$1,274	$2,293	$1,474	$2,293
116.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,910	$294	$529	$340	$529
117.	Starke	FL	Huntsville	AL	CSXT-DCTUR-NS	1441325	$1,910	$473	$852	$548	$852
118.	Wurtland	KY	Fort Mill	SC	CSXT-CHLTE-NS	2819315	$1,061	$290	$523	$336	$523
119.	Wurtland	KY	McIntosh	AL	CSXT-BHAM-NS	2819315	$2,633	$829	$1,492	$959	$1,492
120.	Belle	WV	Divine	IL	NS-PINE-CN	2813980	$11,542	$1,593	$2,867	$1,843	$2,867
121.	Belle	WV	Mapleton	IL	NS-LOGPT-TPW	2813934	$7,845	$1,412	$2,542	$1,634	$2,542
122.	Burnside	LA	Gracewood	GA	CN-NEWOR-NS	2819325	$18,406	$2,049	$3,688	$2,371	$3,688
123.	Lemont	IL	Edgemoor	DE	BNSF-CHGO-NS	2991315	$9,864	$2,815	$5,066	$3,257	$5,066
124.	New Johnsonville	TN	McDonough	GA	CSXT-CHATT-NS	2816130	$4,815	$697	$1,254	$806	$1,254
125.	Charleston	TN	Woodstock	TN	NS-MEMPH-CN	2812410	$9,265	$1,115	$2,006	$1,290	$2,006
126.	Reybold	DE	Albuquerque	NM	NS-STRTR-BNSF	2819315	$10,844	$2,474	$4,454	$2,863	$4,454
127.	Reybold	DE	Baltimore	MD	NS-BALBV-CSXT	2819315	$3,900	$394	$710	$456	$710
128.	Reybold	DE	Blair	NE	NS-CHGO-UP	2819315	$10,008	$2,294	$4,130	$2,655	$4,130

Comparison of NS Tariff Rates and
Maximum Rates Per Car for DuPont Movements - 1Q12

	Origin		Destination				1Q2012				
	City	ST	City	ST	Railroad(s)	Commodity	Tariff Rate 1/	Phase III Cost 1/	Jurisdictional Threshold 1/	SAC Rate 2/	STB Maximum Rate 3/
	(1)		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
129.	Reybold	DE	Brewton	AL	NS-BHAM-CSXT	2819315	$10,476	$2,593	$4,667	$3,001	$4,667
130.	Reybold	DE	Castle Hayne	NC	NS-CHLTE-CSXT	2819315	$5,844	$1,793	$3,228	$2,075	$3,228
131.	Reybold	DE	Clifton	AZ	NS-KCITY-UP	2819315	$14,928	$3,309	$5,955	$3,829	$5,955
132.	Reybold	DE	Corson	SD	NS-CHGO-BNSF	2819315	$10,008	$2,294	$4,130	$2,655	$4,130
133.	**Removed**										
134.	Reybold	DE	Ferguson	MS	NS-MEMPHIS-CN	2819315	$12,882	$3,000	$5,400	$3,472	$5,400
135.	Reybold	DE	Hastings	NE	NS-CHGO-BNSF	2819315	$10,008	$2,294	$4,130	$2,655	$4,130
136.	Reybold	DE	Indianapolis	IN	NS-CINTI-CSXT	2819315	$8,880	$2,062	$3,712	$2,387	$3,712
137.	Reybold	DE	Omaha	NE	NS-CHGO-UP	2819315	$10,008	$2,294	$4,130	$2,655	$4,130
138.	Reybold	DE	Orange	TX	NS-ESTL-BNSF	2819315	$12,192	$2,743	$4,938	$3,175	$4,938
139.	Reybold	DE	Phoenix	AZ	NS-STRTR-BNSF	2819315	$10,844	$2,474	$4,454	$2,863	$4,454
140.	Reybold	DE	Sioux City	IA	NS-CHGO-BNSF	2819315	$10,008	$2,294	$4,130	$2,655	$4,130
141.	Reybold	DE	Toledo	OH	NS-TOLED-CSXT	2819315	$7,200	$1,717	$3,091	$1,987	$3,091
142.	Reybold	DE	Washington	WV	NS-HAGTN-CSXT	2819315	$6,444	$678	$1,220	$784	$1,220

1/ From Exhibit II-A-12
2/ MMM Ratio from Exhibit III-H-3 x Column (6)
3/ Greater of Column (7) or Column (8)