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December 20, 2002

VIA HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Case Control Unit
1925 K Street, N.W.
Washington, D.C. 20423



Re: Docket No. 42070, Duke Energy Corporation v. CSX
Transportation, Inc.

Dear Secretary Williams:

On November 12, 2002, Duke Energy Corporation ("Duke") filed its Rebuttal Evidence in the above-referenced proceeding. Duke hereby files this list of Errata to its Rebuttal Evidence Narrative:

<u>Page/Line</u>	<u>Current Text</u>	<u>Corrected Text</u>
III-A-29/line 2	should be addressed	be addressed
III-B-13/fn. 13, line 12	requirements.	requirements,"
III-B-14/line 11	1.3 mile	1.33 mile
III-B-16/line 19	until the reach	until they reach
III-C-4/line 14	eight million tons	three million tons

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The Honorable Vernon A. Williams
December 20, 2002

<u>Page/Line</u>	<u>Current Text</u>	<u>Corrected Text</u>
III-C-9/line 14	the peak-period trains shown in analysis	the same peak- period trains used in the analysis
III-C-19/line 11	Baxter, KT	Baxter, KY
III-C-38/line 20	each day, to	each day), to
III-C-52/line 2	during 1.25	during the 1.25
III-C-53/line 8	particular	particularly
III-C-69/line 7	Junction bridge	Junction and the bridge
III-D-3/line 10	per locomotive unit mile	annual cost per locomotive
III-D-25/line 10	As described in Duke's Opening Evidence, road train Crews work six days per week, 45 weeks per year, and therefore work up to 270 shifts per year.	As described in Duke's Opening Evidence, road train crews work up to 270 shifts per year. <u>See</u> Duke Op. Exhibit III-C-2 n. 6.
III-D-34/line 19	provide desks	providing desks
III-D-70/Table III-D-17/ fn. 1	[add text to end of fn.]	The two Marketing Managers are being added by Duke on Rebuttal.
III-D-88/line 5	40%	140%
III-F-11/line 19	parcel observed.	tract observed.

The Honorable Vernon A. Williams
December 20, 2002

<u>Page/Line</u>	<u>Current Text</u>	<u>Corrected Text</u>
III-F-14/line 10	domain and are unreliable	domain are unreliable
III-F-26/line 8	While, some trees	While some trees
III-F-57/line 10	1,101 acres	1,200 acres
III-F-57/line 13	1.10 acres	1,101 acres
III-F-60/line 9	rational	rationale
III-F-67/line 14	Although, Duke	Although Duke
III-F-90/line 16	rather 24 inches	rather than 24 inches
III-F-98/line 5	Wingate	Windgate
III-F-98/line 15	Wingate	Windgate
III-F-98/line 19	Wingate	Windgate
III-F-99/line 1	Wingate	Windgate
III-F-99/line 2	Wingate	Windgate
III-F-99/line 9	Contractor	contractor
III-F-99/line 14	Contractor	contractor
III-F-99/fn. 68/ line 2	Wingate	Windgate
III-F-111/line 11	Duke piles,	Duke's piles,
III-F-121/line 12	crane	cranes

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December 20, 2002

<u>Page/Line</u>	<u>Current Text</u>	<u>Corrected Text</u>
III-F-122/line 6	staffing of required	of staffing required
III-H-16/line 24	disregard is	disregard its

In addition, Duke has determined that an error exists in its Rebuttal electronic workpaper file "comparison 10-29-02.xls" pertaining to the tunnel length for the Smiley/Hagans Tunnel. The corrected electronic workpaper file "comparison 10-29-02.xls" is included on the enclosed CD-Rom. Lastly, an additional file, replacing Electronic Workpaper file "IIIFTTotal.xls," which reflects the total costs for III-F has been included. This file reflects the revised SARR road property investment costs resulting from the tunnel length correction.

Sincerely,



Karen Hassell Herren

KHH/jck
Enclosure

cc: G. Paul Moates, Esq. (w/encl.)