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June 7, 2006

BY HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

ENTERED
Office of Proceedings
Part of
Public Record



Re: Docket No. AB-55 (Sub-No. 664X), CSX Transportation, Inc. –
Abandonment Exemption – In Anderson County, SC

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding are an original and 10 copies of the protest of Pickens Railway Company, filed pursuant to 49 CFR 1152.25.

No fee applies to this filing. STB Ex Parte No. 542 (Sub-No. 13).

Please acknowledge receipt of this filing by date-stamping the enclosed acknowledgment copy and returning it to our messenger.

Sincerely,

A handwritten signature in black ink, appearing to read "Troy W. Garris".

Troy W. Garris

Enclosures

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

DOCKET NO. AB-55 (SUB-NO. 664X)

**CSX TRANSPORTATION, INC. – ABANDONMENT EXEMPTION – IN
ANDERSON COUNTY, SC**

**PICKENS RAILWAY COMPANY'S
REPLY TO PETITION FOR EXEMPTION**

ENTERED
Office of Proceedings

JUN 7 1985

Part of
Public Record

Pickens Railway Company ("Pickens") hereby requests that the Surface Transportation Board ("Board") deny the petition for exemption ("Petition") filed by CSX Transportation, Inc. ("Petitioner" or "CSXT") in this matter.

Petitioner seeks to abandon that 12.74-mile rail line extending between milepost AKL 26.26, near Belton, and milepost AKL 39.00, near Pelzer, in Anderson County, SC ("Subject Line"). Petitioner has petitioned the Board to exempt the abandonment from the prior approval requirements of 49 U.S.C. § 10903. Pickens is the owner and operator of the short line railroad that connects to the Subject Line on one end with Petitioner, and on the other end with Norfolk Southern Railway ("NS"). (A map of Pickens' line is attached hereto as Addendum 1).¹ Twelve active rail shippers are located on Pickens' line, ten of which currently move traffic via CSXT over the Subject Line.²

¹ For purposes of this opposition, references to "Pickens' line" shall refer only to that portion of the line that extends from the connection with Petitioner at Belton, SC to the connection with NS at Anderson, SC.

² Verified Statement of Donald E. Sims, General Manager of Pickens ("Sims V.S.") at 1, attached hereto as Addendum 2. The two other shippers on Pickens' line currently move traffic via NS.

Pickens requests that the Surface Transportation Board (“Board”) deny CSXT’s petition because: (i) the Subject Line currently handles the traffic of twelve active shippers (two located on the Subject Line and ten on Pickens’ line), which Petitioner notes together accounted for 976 cars of traffic in 2005, and are on target to account for well over 1,000 cars in 2006,³ (ii) abandonment would harm competition, resulting in a reduction in rail options that would provide the remaining class I carrier with leverage to increase the rates for traffic originating and/or terminating on Pickens’ line, (iii) the Subject Line is profitable, and (iv) a significant amount of the information submitted by Petitioner in support of the petition is substantively inaccurate or incomplete, failing to satisfy Petitioner’s burden of proof.

Fatally Flawed Petition.

On April 28, 2006, Petitioner filed its petition with the Board seeking exemption from the prior approval requirements of 49 U.S.C. § 10903. Under that provision, a carrier may not abandon any part of its rail line, unless the Board finds that the present or future public convenience and necessity require or permit the abandonment.⁴ The Board is required under 49 U.S.C. § 10502 to exempt an abandonment from these prior approval requirements, only if the Board finds that (i) continued regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101, and (ii) either (a) the transaction is of limited scope, or (b) regulation is unnecessary to protect shippers from the abuse of market power. The carrier seeking exemption carries the burden of proof. For the reasons set forth below, Petitioner does not meet this burden.

1. The Abandonment Will Adversely Affect Competition.

³ Petition, Vol. II at 3.

⁴ 49 U.S.C. § 10903(d)

a. Traffic Levels Are Already Significant and Increasing.

Petitioner characterizes the Subject Line as having low volume and a continuing pattern of declining traffic.⁵ The assertion is incorrect. Petitioner focuses attention solely on the number of cars originated by the two “local” shippers, stating that there were only 87 carloads in 2005. This number cannot be considered in isolation. In fact, there were ten more shippers served by the Subject Line.⁶ These ten shippers originated or terminated an additional 976 cars that were handed off to the Petitioner and moved over the Subject Line in that same time period.⁷ Further, this number has increased substantially for 2006, rising to approximately 1,068, on an annualized basis. There were also 2,574 cars moving over Pickens’ line in 2005 being handed off to NS, and approximately 2,374 annualized for 2006.⁸ A measurable amount of the cars moving over NS could, if Petitioner sought the traffic, move on CSXT over the Subject Line. In fact, comparing traffic volume over Pickens’ line for the years 2005 and 2006 (the latter annualized) shows that the total number of cars handled by NS declined, while the total number of cars handled by CSXT increased.

b. Reduction in Rail Options.

The proposed abandonment will eliminate the connection between Pickens and CSXT, resulting in a reduction in rail options for shippers.⁹ As noted above, there are twelve active rail shippers located on Pickens’ line, ten of which have tendered or received cars within the past 12 months via the Subject Line. Today, Pickens connects with two class I carriers, CSXT and NS. These two carriers directly compete for certain

⁵ Petition at 4, 5.

⁶ Sims V.S. at 1-2.

⁷ Petition, Vol. II at 3.

⁸ Sims V.S. at 2.

⁹ Sims V.S. at 3.

traffic moving over Pickens' line, and the two class I carriers themselves directly market the traffic on the line. While Petitioner characterizes this traffic as "overhead," Pickens is a junction settlement carrier for CSXT. Petitioner, not Pickens, establishes and publishes the rates for the traffic on Pickens' line that moves over the Subject Line. Shippers pay Petitioner directly, and Petitioner then forwards a portion of the payment to Pickens. In other words, the ten shippers located on Pickens' line that currently move traffic over the Subject Line are effectively "local" to Petitioner.

If the Subject Line is abandoned, these shippers will have one rail option, NS. Accordingly, the abandonment would create market power in NS where today there is adequate competition. As noted by the D.C. Circuit, strong statutory and Board policy favors preservation of rail-to-rail competition and the provisions of adequate service for shippers.¹⁰ Shippers may not be deprived of available options absent a very strong showing of public interest.¹¹ Here, Petitioner has failed to satisfy this standard.

Petitioner also makes the unsupported assertion that the traffic originating on Pickens' line "can be rerouted."¹² Petitioner appears to mean that traffic originating on Pickens' line, which is currently interchanged with CSXT on the Subject Line, can instead be interchanged with NS. This is a big assumption on Petitioner's part. Any traffic originating on Pickens' line bound for a location along CSXT's other lines, or along a short line connected to one of CSXT's lines, will necessarily have to first travel via NS. The insertion of an additional carrier into the route will virtually guarantee a

¹⁰ New York Cross Harbor R.R. v. STB, 374 F.3d 1177, 1187 (D.C. Circuit 2004).

¹¹ Id.

¹² Petition at 4.

significant increase in the rate¹³ (along with a longer route and longer delivery times). This is especially true where the additional carrier (in this case, NS) will no longer have direct rail competition for a portion of the move (in this case, the traffic moving to and from Pickens' line).

Petitioners' assertion that the traffic can be rerouted raises other issues as well, such as whether the relevant NS lines have the capacity to accept the additional traffic, in light of system capacity constraints. Under such circumstances it cannot be simply assumed that the Pickens traffic currently moving via Petitioner is reroutable, and Petitioner does not provide any rationale to support such an assumption. Based on discussions with the customers located on its line, Pickens estimates that approximately 20 percent or more of the traffic originating or terminating on Pickens' line will cease to move if the Subject Line is abandoned. Petitioner also fails to provide information necessary to analyze the effect that elimination of rail-to-rail competition would have on rail service.

Petitioner also asserts, without providing sufficient support, that its two "local" shippers will have alternate transportation available if the Subject Line is abandoned, even if they lose direct rail service.¹⁴ Petitioner's statement is based on its theory that the shippers can load all shipments into trucks, which then will transport the shipments for the 30-mile highway trip to Greenville to Petitioner's transload facility.¹⁵ (It is ironic that the 18-mile rail trip between Greenville and Belton is viewed as particularly onerous

¹³ Owens Corning, the largest shipper located on Pickens' line, has advised Pickens that the abandonment of the Subject Line will result in increased rail transportation costs of more than \$1,000 per car.

¹⁴ Sims V.S. at 3.

¹⁵ Although Petitioner also notes that a transload facility at Spartanburg, SC is available, it provide no information as to the distance of this transload facility.

when Petitioner has to make the trip, but the 30-mile highway trip to the transload facility is viewed as an easy alternative when the shippers must make the trip as a multi-mode move.) Although Petitioner admits that “the transloading service may be more expensive than direct rail service,” it does not provide any evidence as to the magnitude of the increased cost, in order to enable the Board to weigh the increased cost to the shipper against any increased cost to the Petitioner in continuing to provide rail service.

Petitioner also states that these two shippers can use motor carrier transportation.¹⁶ Petitioner notes that there are a number of highways in the area, but fails to address whether such trucking companies provide a viable option from an economic or operational standpoint. Moreover, the Petitioner does not even address non-rail transportation alternatives for the traffic of the other ten shippers located on Pickens’ line. Pickens has already been advised that at least some of these shippers have physical plant and operational constraints that limit the number of trucks that could be used to transport shipments. Petitioner has failed to sustain its burden of proof in this regard. *See, e.g., Cross Harbor*, 374 F.3d at 1187 (alternative, less convenient, more expensive service not sufficient).

2. The Subject Line is Profitable.

Typically, in abandonment cases, the carrier seeks to establish that the line is appropriate for abandonment because its operation is unprofitable.¹⁷ Here, Petitioner claims that – taking into account local traffic only – CSXT sustains an annual loss of \$118,000 on the Subject Line. Petitioner’s focus on local traffic is misplaced. The great

¹⁶ Sims V.S. at 3.

¹⁷ *See, e.g., The Burlington Northern and Santa Fe Railway Company – Abandonment of Chicago Area Trackage in Cook County, IL*, STB Docket No. AB-6 (Sub-No. 382X) (served Sept. 21, 1999) (“Cook County”) (exemption is normally appropriate in a contested abandonment only if the revenue from the traffic is “clearly marginal compared to the cost of operating the lines”).

majority of traffic handled on the Subject Line is what Petitioner refers to as “overhead.” Petitioner acknowledges that, if it includes overhead traffic in the calculations, the Subject Line enjoys revenue gains of approximately \$125,000 in the Base Year, \$150,000 in the Forecast Year, and \$150,000 in the Subsidy Year.¹⁸

In addition, Petitioner’s projections regarding the revenue gains appear to be understated, and based on inconsistent supporting data. For instance, Petitioner attaches the Verified Statement of Ellen Preslar to support its assertions that the above projections are accurate. Ms. Preslar, however, bases her calculations for the Forecast and Subsidy Years on 992 cars of traffic per year.¹⁹ However, Ms. Preslar also attaches a chart labeled “Traffic History” indicating that there were 267 cars of traffic on Pickens’ line in the first quarter of 2006. On an annualized basis, these 267 cars would amount to 1,068 cars over the course of 2006. Accordingly, it is not clear why Ms. Preslar assumes 76 cars less when performing her calculations.²⁰

3. The Rehabilitation Numbers Are Overstated.

Even though the Subject Line is revenue positive, Petitioner claims continued operation will require \$900,000 in rehabilitation costs to restore the Subject Line to FRA class 1 condition.²¹ Petitioner bases this assertion on the Verified Statement of its

¹⁸ Petition at 6.

¹⁹ Petition, Vol. II at 3.

²⁰ Petitioner correctly notes that despite negotiations with Pickens, the parties were unable to agree on terms for the lease or sale of the Subject Line. However, Petitioner then implies that simply because the parties were unable to come to terms on such an agreement the Subject Line must be unprofitable. This is an untenable leap. The fact that the parties were unable to structure a deal that was acceptable to Pickens has no bearing on whether the long-haul traffic handled by CSXT over the Subject Line is profitable to CSXT. Pickens also notes that Petitioner includes property taxes of approximately \$78,000 in its calculation of avoidable costs based on its assertion that the taxes were a “deal breaker” item in the lease negotiations. Petition Vol. II at 12. Reliance on the lease negotiations as a rationale for including property taxes in the calculation of avoidable costs is unclear and unexplained.

²¹ Petition at 3.

Roadmaster with supervision over the area ("Roadmaster").²² Significant doubts arise from this evidence, and its support for Petitioner's assertions.

First, the Roadmaster states that restoring the Subject Line to FRA class 1 condition will require installing approximately 800-1000 new rail ties per mile for each mile of track along the Subject Line, replacing a substantial amount of ballast, and resurfacing the track.²³ However, the Petitioner acknowledges that FRA class 1 condition would require only about 680 ties per mile.²⁴ Thus, Petitioner has inflated the number of ties necessary to satisfy FRA class I condition by 120 to 320 ties per mile (which results in an unnecessary addition of 1,529 to 4,077 ties over the entire Subject Line). Thus, using Petitioner's number of \$60 per tie, Petitioner has overestimated its cost of ties by \$91,728 to \$244,620. In addition, Petitioner appears to assume that all of the ties necessary to meet FRA class I condition would need to be replaced. However, the Petitioner never asserts this to be the case, and certainly does not submit any evidence to support this assumption.

Furthermore, documentary information received from Petitioner wholly undermines its assertions regarding the condition of the Subject Line. Petitioner has forwarded Pickens copies of 48 Track Inspection Reports ("Inspection Reports") (attached hereto as Addendum 3).²⁵ These Inspection Reports show the results of inspections of Petitioner's rail line within the jurisdiction of the Roadmaster's

²² Petition, Exhibit F.

²³ Petition, Ex. F, at 71-74.

²⁴ Although the Roadmaster attempts to justify the inflated tie costs by stating that the increased number of ties will "avoid the need to go back over the line and reinsert or adjust any time that ties have moved or been displaced in the surfacing process," he does not provide any information as to the number of ties likely to be so moved or displaced or the cost likely to be incurred for any such reinsertion or adjustment.

²⁵ Petitioner did not provide the Inspection Reports, or similar documentation, in support of its statements regarding the need for rehabilitation. Having received the documents in the context of a potential offer of financial assistance, the documents are provided here for the Board's reference.

supervision, including the Subject Line.²⁶ The Inspection Reports were prepared by CSXT employees, approximately weekly, during the period from May 2005 to March 2006. They contradict many of the assertions made by the Petitioner in this proceeding.

For example, Petitioner states that the Roadmaster is very familiar with the Subject Line, "since he inspects it on a regular basis."²⁷ As it turns out, it is the rare occasion when the Roadmaster personally inspects the Subject Line. Out of the 48 Inspection Reports provided, the Roadmaster was the actual inspector only four times.²⁸ The Roadmaster did sign each Inspection Report as the supervising Roadmaster, but this signing was often done several weeks after the inspection, and frequently batches of Inspection Reports were signed on the same day.

Moreover, only two of the 48 Inspection Reports indicate any problem with rail ties on the Subject Line.²⁹ Only one of the 48 Inspection Reports indicates a problem with surfacing.³⁰ (Both ties and surfacing are express items of inspection on the forms.) In each instance, the Inspection Reports state that the problem with the tie and surfacing was promptly "corrected." Interestingly, perusal of the Inspection Reports indicates that the Subject Line compares quite favorably to the other parts of Petitioner's line covered by the Inspection Reports. The lack of any indication in the Inspection Reports that there are problems with ties, ballast and surfacing raises serious doubts about the Petitioner's assertions here that the Subject Line needs 800 to 1000 ties per mile, resurfacing and ballast replacement. Pickens' General Manager, Mr. Sims, confirms in his Verified

²⁶ It appears that the inspection occurring on December 21 and 27, 2005, did not cover the entire Subject Line.

²⁷ Petition at 7.

²⁸ See Inspection Reports dated June 8, July 5, September 6 and December 21, 2005.

²⁹ See Inspection Reports dated May 3 and July 27, 2005.

³⁰ See Inspection Report dated July 27, 2005.

Statement that the Subject Line would need far fewer than 680 ties per mile.³¹

Accordingly, it appears these costs have been substantially overstated.

Second, Petitioner asserts that there are 28 road crossings on the Subject Line that must be renewed at a cost of \$4,500 each. Road crossings are not addressed in FRA track standards, and should not be calculated into the cost of upgrading the Subject Line to class 1 standards. In any event, Mr. Sims has personally inspected the 28 crossings on the Subject Line and estimates that only seven would need reworking.³² Even using Petitioner's asserted cost per crossing, the total outlay would therefore be \$31,500 rather than Petitioner's asserted \$126,000.

Similarly, based on Mr. Sim's inspection of the line, little or no ballast is needed and resurfacing is unnecessary.³³ Petitioner provides no explanation to support its inclusion of such costs as part of the rehabilitation estimate. Thus, Petitioner's numbers are, again, substantially inflated.

Third, Petitioner states that despite the line's profitability when overhead traffic is considered, Petitioner should be allowed to abandon the line rather than invest in the line's rehabilitation, because it has "no guarantee that Pickens would not reroute its traffic over NS or that Metals and Industries would continue to route traffic over the Line." There are currently twelve active shippers moving traffic over the Subject Line, which, in the aggregate, accounted for a little less than 1,000 carloads of traffic in 2005. As noted above, the traffic moving over the Subject Line is on target to measurably increase in 2006. Moreover, discussions between Pickens and some of the shippers

³¹ Sims V.S. at 4.

³² Id.

³³ Id.

suggest that a significant amount of this traffic cannot reasonably move over NS. CSXT has offered no reason to believe that this traffic is in danger of being rerouted.

4. Petitioner Overstates Labor Costs.

Petitioner asserts that the Subject Line cannot be operated efficiently because of its "poor condition."³⁴ Petitioner's Trainmaster states that the speed limit on the Subject Line is restricted to 10 mph, because the Subject Line is in excepted track condition. (Pickens notes, this is the same speed as for FRA class 1 track.)³⁵ The Trainmaster also states that "[d]ue to this speed restriction, the travel time to Belton from Greenville, SC averages over 5 to 6 hours."

Pickens notes, it is 12.74 miles over the total Subject Line, from Belton to Pelzer. At 10 mph, the speed limit would therefore result in a trip of about an hour and fifteen minutes. It is approximately 18 miles from the beginning of the Subject Line at Pelzer to Greenville. The track speed on this portion of CSXT's line is 25 m.p.h. Accordingly, the speed limit for this segment would result in a trip of approximately 45 minutes. Accordingly, it is unclear why the speed restrictions on the Subject Line would result in a one-way trip from Greenville to Belton of over 5 to 6 hours. Naturally, time would be needed to throw switches and perform brake tests, but this would be true on track of any speed. Accordingly, Petitioner's calculations regarding the labor cost also appear to have been inflated.

5. Petitioner Has Inflated the Net Liquidation Value.

Petitioner asserts a net liquidation value for the Subject Line of \$598,583, which consists of \$385,145 allocated to net track salvage value and \$213,438 allocated to parcel

³⁴ Petition at 8.

³⁵ 49 C.F.R. § 213.9.

held in fee by Petitioner. Petitioner fails, however, to justify this figure. Petitioner has not provided any evidence in its Petition to support its assertion of fee title to any of the real property comprising the Subject Line. Although Petitioner provided Pickens with a copy of an Appraisal in connection with Pickens' request for such information as a potential offeror of financial assistance, the appraiser expressly *assumes* that "[t]he title to the subject property is merchantable and the property is free and clear of all liens and encumbrances, except as noted." See Appraisal, at 4, ¶ 1, Statement of Assumptions attached hereto as Addendum 4.

In addition, the Appraisal contains maps of the parcel for which Petitioner is claiming fee title. See Addenda to Appraisal, Sketches of Fee Parcels Taken from CSX Plans, attached hereto as Addendum 5. Based on these maps, a substantial portion of the parcels appears to be extra-width parcels, rather than part of the right of way used and required for the provision of common carrier freight service. Thus, these parcels should not be included in Petitioner's net liquidation value calculation, and Petitioner's calculations for the net liquidation value are inflated. See 49 C.F.R. § 1152.34(c)(1)(iii).

6. Petitioners Are Misusing the Board's Regulations.

The Board has long held that the exemption process is generally appropriate only where the abandonment is unopposed and revenue from the traffic is clearly marginal compared to the cost of continuing to operate the line.³⁶ Here, Petitioner knew that there was at least a significant likelihood that the petition would be opposed. The traffic of at least twelve shippers and one short line carrier are directly impacted by the proposed

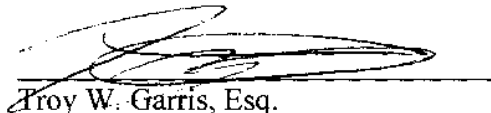
³⁶ See, e.g., The Burlington Northern and Santa Fe Railway Company – Abandonment of Chicago Area Trackage in Cook County, IL, STB Docket No. AB-6 (Sub-No. 382X) (served Sept. 21, 1999) (and cases there cited).

abandonment. The Subject Line is the only direct connection to CSXT for the short line, and well over 1,000 cars are expected to be handled over the Subject Line this year.

Petitioner apparently anticipated this abandonment would be contested, and therefore, requested in advance the ability to reply to any response that might be filed, even though such a reply is prohibited by the Board's regulations. If Petitioner wanted the right to file a reply, it should have filed an application rather than a petition. The Petitioner should not be permitted to circumvent the Board's rules in this manner.³⁷ In the event the Board does permit Petitioner to file a responsive pleading, Pickens hereby similarly requests the right to reply to any new factual evidence or legal arguments introduced or asserted by Petitioner.

Conclusion

For these reasons, Pickens requests that the petition in this matter be denied.



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Attorney for Pickens Railway Company

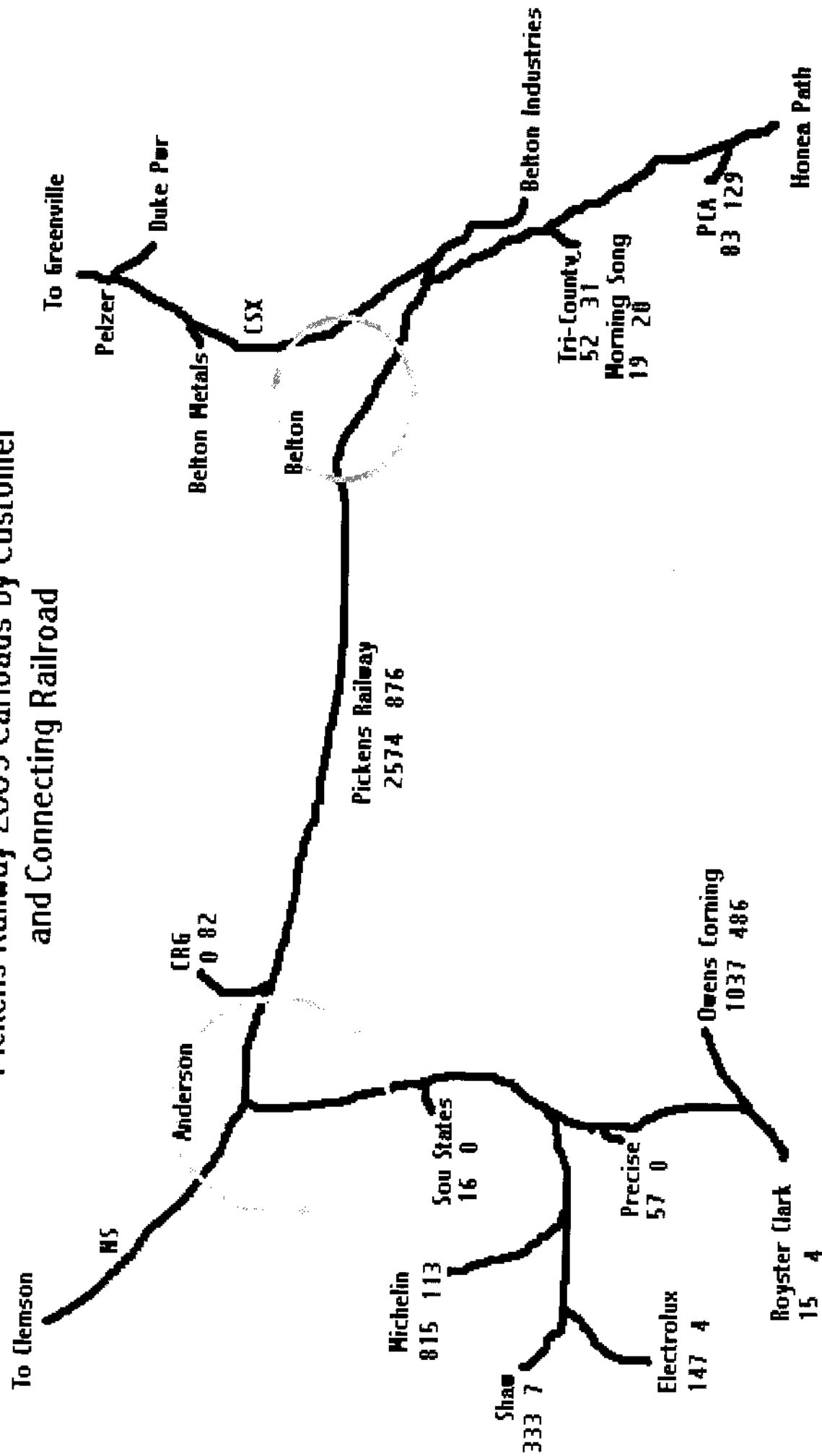
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³⁷ By filing a petition instead of an application, Petitioner has also avoided the Board's application filing fee of \$18,700, paying only \$5,300 in this petition proceeding.

ADDENDUM 1

MAP OF PICKENS' LINE

Pickens Railway 2005 Carloads by Customer and Connecting Railroad



ADDENDUM 2

**VERIFIED STATEMENT OF
DONALD E. SIMS**

VERIFIED STATEMENT

OF

DONALD E. SIMS

1. My name is Donald E. Sims. I am the General Manager of the Pickens Railway Company ("Pickens"), based at 198 North Main Street, Cornelia, Georgia 30531. My office is located at 415 East Cedar Rock Street, Pickens, South Carolina. I have held this position since 1991, and have been involved in the railroad industry in various operating positions since 1977.
2. I have been asked to summarize the facts surrounding the proposed abandonment by CSX Transportation, Inc. ("CSXT") of its 12.74-mile rail line extending between milepost AKL 26.26, near Belton, and milepost AKL 39.00, near Pelzer, in Anderson County, SC ("Subject Line") (*see* map attached hereto as Attachment A).
3. CSXT seeks to abandon the Subject Line and has petitioned the Board to exempt the abandonment from the prior approval requirements of 49 U.S.C. § 10903.
4. Pickens is the owner and operator of the short line railroad ("Pickens' line") that connects to the Subject Line on one end with CSXT, and on the other end with Norfolk Southern Railway ("NS"). (A map of Pickens' line is attached hereto as Attachment B).
5. Twelve active rail shippers are located on Pickens' line, ten of which currently move traffic via CSXT over the Subject Line.
6. CSXT characterizes the Subject Line as having low volume and a continuing pattern of declining traffic. The assertion is incorrect. CSXT focuses attention only on the traffic of its two "local" shippers, stating that there were only 87 carloads in 2005. However, at least

ten shippers located on Pickens' line are also currently served by the Subject Line. These ten shippers moved an additional approximately 976 cars over the Subject Line in 2005. In addition, this number has increased for 2006, rising to approximately 1,068, on an annualized basis.

7. There were also approximately 2,574 cars moving over Pickens' line in 2005 being handed off to NS, approximately 2,374 annualized for 2006. A measurable portion of the traffic moving over NS could, if CSXT sought the traffic, move on CSXT over the Subject Line. Traffic volume over Pickens' line for the years 2005 and 2006 (annualized) shows that the total number of cars handled by NS declined, while the total number of cars handled by CSXT increased.

8. The proposed abandonment will eliminate the connection between Pickens and CSXT. Shippers that enjoy service from two class I carriers today, will have service from only one class I carrier after the abandonment.

9. The two class I carriers currently directly compete for certain traffic moving over Pickens' line, directly marketing the traffic on the line. CSXT characterizes the Pickens' line traffic as "overhead," but Pickens is a junction settlement carrier. CSXT, not Pickens, actually establishes and publishes the rates for this traffic. Shippers pay CSXT, and CSXT forwards a portion of the payment to Pickens. Thus, the ten shippers on Pickens' line are effectively "local" to CSXT for these purposes. If the Subject Line is abandoned, these shippers will have lost one of their primary rail options.

11. CSXT states that the Pickens' line traffic can be rerouted over NS. This is a big assumption. If the Subject Line is abandoned, traffic moving to or from a point on CSXT (or one of its shortline connections) would change from a Pickens-CSXT move to a Pickens-NS-CSXT move. Adding another class I carrier to the move will almost guarantee increased rates, longer routes, and delayed delivery times.
12. Also, in my experience, loss of direct competition by a competing carrier in an area often results in the remaining carrier raising its rates. If CSXT abandons the Subject Line, the shippers on the Pickens' line are likely to see rates increase.
13. Discussions with our customers indicate that a significant portion of their traffic will no longer move by rail, and quite possibly not at all, if the direct connection to CSXT is lost.
14. Internally, our initial estimates show that 20 percent or more of the traffic on our line will cease to move if the Subject Line is abandoned.
15. CSXT also states that its "local" shippers can transload shipments or move them by truck. Pickens has been advised by a number of shippers on the Pickens' line that they have physical plant and operational constraints that limit the number of trucks that could be used to transport shipments. For these shippers, trucks are not realistic options for major segments of their traffic.
16. CSXT also discusses rehabilitating the Subject Line to FRA class 1 condition, and attached certain information regarding the costs of such upgrading. These costs appear to be overstated.

17. CSXT states that the rehabilitation would require installation of approximately 800-1000 new rail ties per mile for each mile of track along the Subject Line, replacement of a substantial amount of ballast, and resurfacing of the track. The FRA requires only about 680 non-defective ties per mile for FRA class 1 track. In January 2006, I personally inspected the Subject Line in connection with a possible acquisition. The Subject Line was in relatively good condition, and would need far fewer than 680 ties per mile replaced.

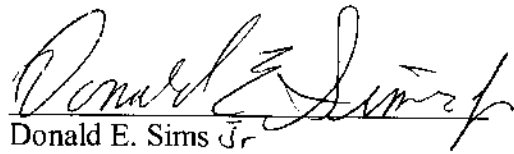
18. Similarly, there would be little or no ballast needed, and resurfacing is unwarranted.

19. CSXT also has stated that 28 road crossings on the Subject Line must be renewed. Road crossings are not addressed in FRA track standards. However, I recently inspected the 28 crossings on the Subject Line. Only about seven need reworking.

VERIFICATION

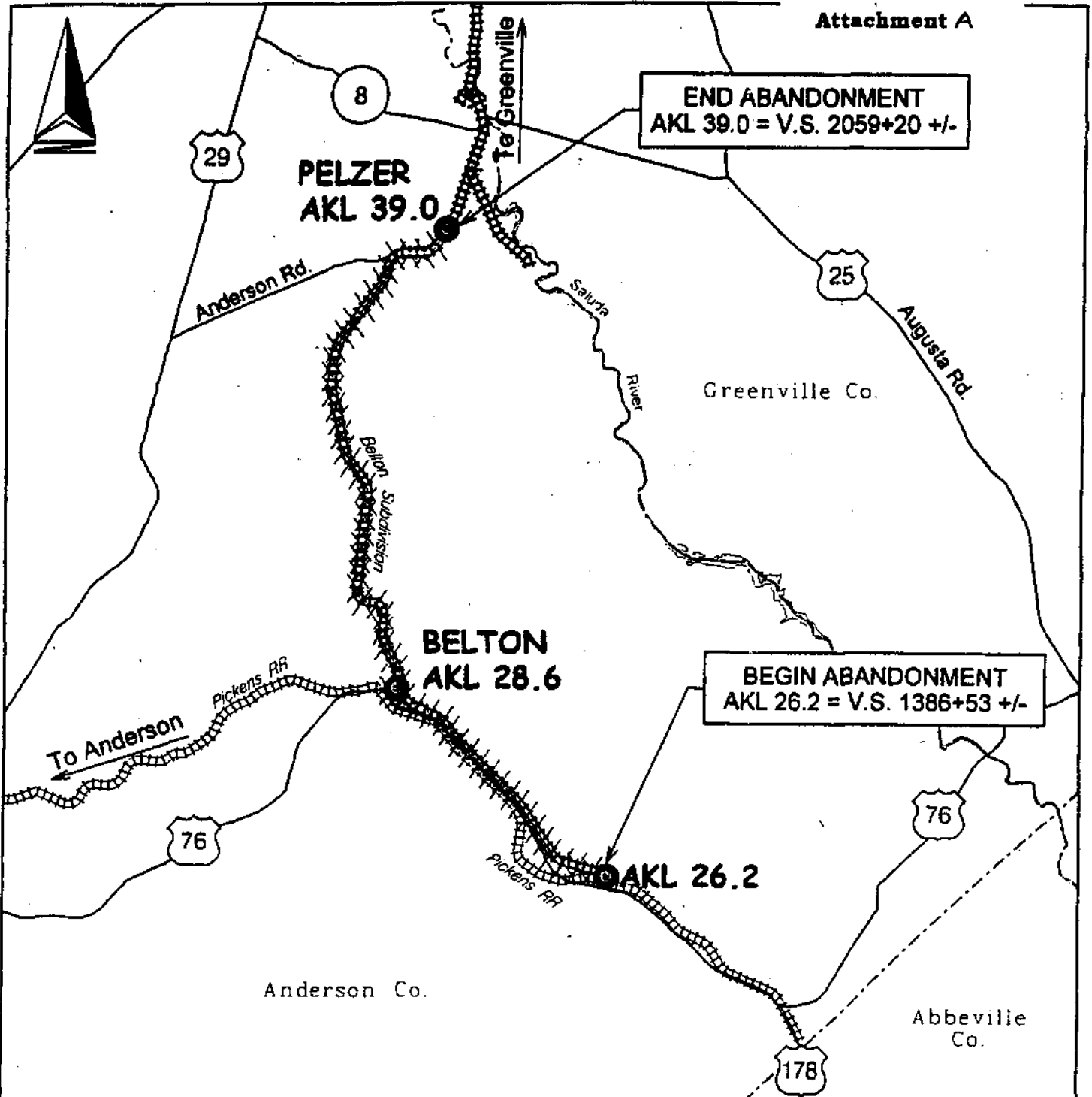
I, Donald E. Sims, hereby affirm and state that I have read the foregoing statement, that I am personally familiar with its contents, that I have executed it with full authority to do so, and that the statements set forth therein are true and correct to the best of my knowledge, information, and belief.

Executed by the undersigned on this 7th day of June 2006.


Donald E. Sims Jr.

ATTACHMENT A

CSXT MAP OF SUBJECT LINE



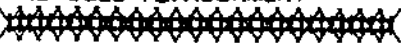
END ABANDONMENT
 AKL 39.0 = V.S. 2059+20 +/-

BEGIN ABANDONMENT
 AKL 26.2 = V.S. 1386+53 +/-

PELZER
 AKL 39.0

BELTON
 AKL 28.6

AKL 26.2

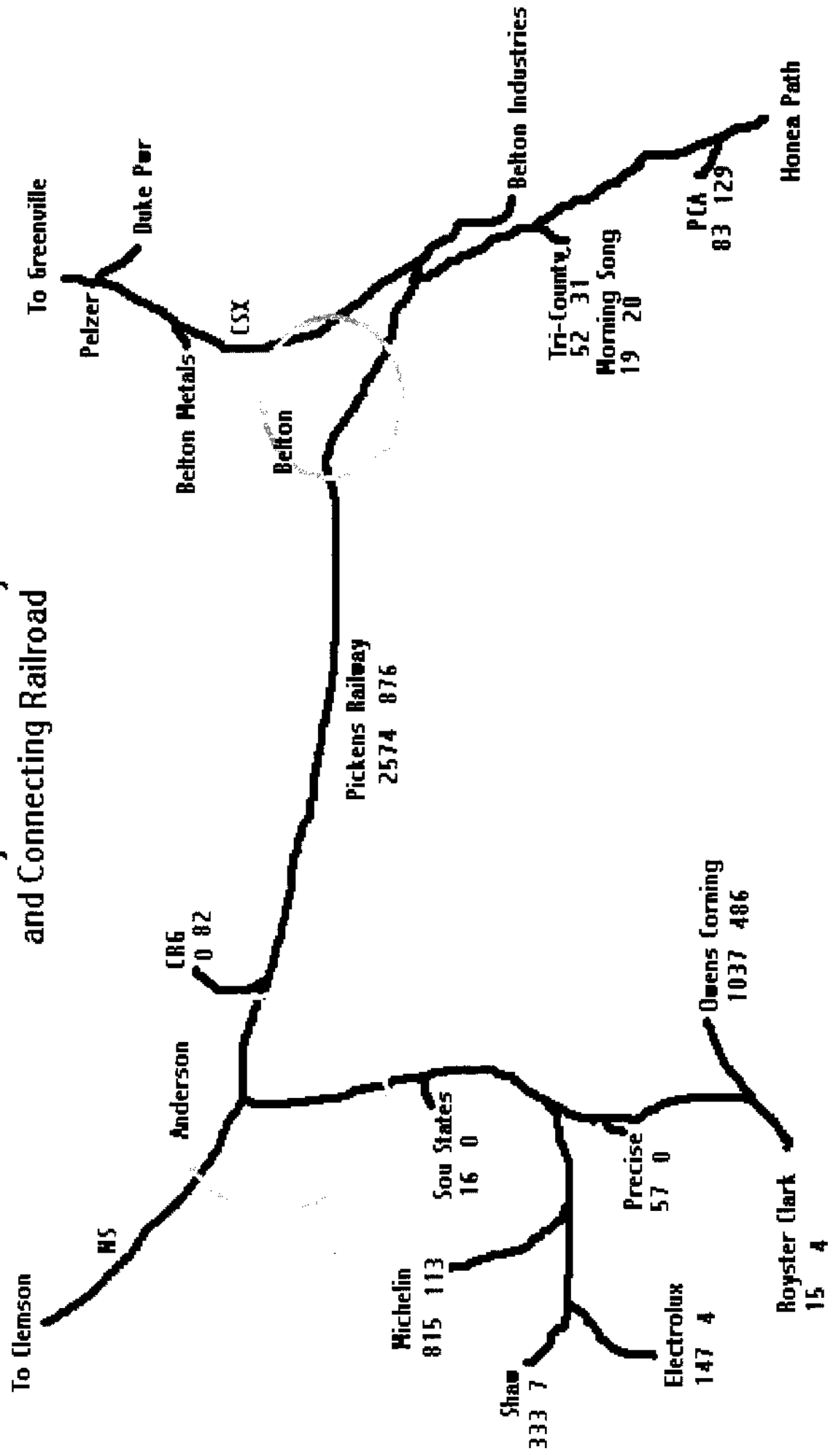
LEGEND
PROPOSED ABANDONMENT

Total Distance = 12.74 Miles +/-
SOUTHERN REGION
FLORENCE DIVISION
BELTON SUBDIVISION
STB Docket No. AB55
(Sub. No. SC 31E)

CSX TRANSPORTATION	
Proposed Abandonment of a Portion of the Belton Subdivision AKL 26.2 - AKL 39.0 - 12.74 Miles +/-	
City: Belton	VAL: V1SC/19-28
County: Anderson	GIS: 04022-04033
State: South Carolina	Scale: 1" = 2 Miles
Fips: 45007	Date: 12/5/05
Pin: N/A	Drawn By: LF

ATTACHMENT B

MAP OF PICKENS' LINE

Pickens Railway 2005 Carloads by Customer and Connecting Railroad



Numbers on left - NS
 Numbers on right - CSXT

ADDENDUM 3

CSXT INSPECTION REPORTS

REGION
R.A.L. NUMBER
**Evience
N-33**

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-774 RE
REV 8/92

REORDER # - 480-883486-1

INSPECTION TYPE	REG	SPEC	TRACKABLE SUBDIVISION	LINE NO PREFIX	MILEPOST INSPECTED TO NEAREST 1/10 MILE	TIME	REMARKS	DATE	LD	DAY	YEAR

TRACK NUMBER	LOCATION OF DEFECT	DEFECT										DESCRIPTION AND MEASUREMENT OF DEFECT	CORRECTIVE ACTION							
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBERS/TIES	SWITCH PARTS		FRG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA 213. 8(B)	DATE CORRECTED
56	AVL 30.2													X removed 2 bolts from tracks						5/24
56	AVL 42.6	X												less than 2 bolts per rail						5/24
56	AVL 47.2	X												less than 2 bolts per rail						5/24
56	AVL 53.4	X												less than 2 bolts per rail						5/24

INSPECTOR: *[Signature]* L.S. Hayes ID NUMBER: 574215 DATE: 05/24/05 ROADMASTER: *[Signature]* DATE: 6/10/05

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-774 FE
REV 8/2002

REORDER # 490-9943436-1

REGION		CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT												FORM N-774 FE REV 8/2002		REORDER # 490-9943436-1		
R.L. NUMBER		N-33												DATE		MO DAY YEAR		
INSP TYPE	TIMETABLE DIVISION	LINE NO. PREFIX	FROM	TO	TEMP	REMARKS	TRACK(S) INSPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA 213.9(B)	DATE CORRECTED		
Flas	Bellon	AVL	88.7	26.2	70°	cloudy	5	ML	ML	ML	✓					5/20		
Flas	Bellen	AVL	53.3	52.7							✓					5/20		
											✓					5/20		
											✓					5/20		
											✓					5/20		
											✓					5/20		
											✓					5/20		
											✓					5/20		
											✓					5/20		
											✓					5/20		

INSPECTOR: *L.S. Rogers*
TO NUMBER: 594215

DATE: 05/20/05
ROADMASTER: *M.P.A.*

REGION OFFICE COPY

DATE: 6/10/05

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-721NE
REV 8/04

RECORDED & INDEXED
480 5943488-1

REGION	Florence		FORM N-721NE	DATE	MO	DAY	YEAR
R.A. NUMBER	N-33		REV 8/04	05	17	05	
INSPECTOR	LINE NO. PREFIX	LINE NO. SUFFIX	TEMP.	REMARKS	PAGE	OF	
L.S. Knight	AVL		78.0	snaky clear	1	1	

REG. NO.	SPEC.	TIME/TABLE SUBDIVISION	LINE NO. PREFIX	LINE NO. SUFFIX	FROM	TO	MILEPOST INSPECTED TO NEAREST 1/10 MILE	TEMP.	REMARKS	TRACK TRAVERSED	CORRECTIVE ACTION
✓		Bellton	AVL		FROM	TO	26.2	78.0	AVL	TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	
					FROM	TO				TRACK TRAVERSED	

TRACK NUMBER	LOCATION OF DEFECT	DEFECT											CORRECTIVE ACTION							
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 215.8(B)	DATE CORRECTED	
566	AVL 42.4	X													less than 2 bolts per rail	✓				5/17
566	AVL 28.9								X						1 bar missing and visible rail brace	✓				5/17

INSPECTOR: *L.S. Knight* ID NUMBER: 574215 DATE: 05/17/05 ROADMASTER: *M.A.P.* DATE: 05/10/05

REGION OFFICE COPY



CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-114 RE
REV 07/02

REORDER # 480-894348-1

REGION	R A L NUMBER		TIMBERLINE	LINE NO.	MILEPOST INSPECTED TO NEAREST 1/10 MILE	TEMP	RELATIVE	TRACK TRAVERSED	DATE		
	REG	SPEC							MO	DAY	YEAR
									05	10	05
									1		1

TRACK NUMBER	LOCATION OF DEFECT	BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FRWG PARTS	PTLF	NOT LISTED - EXPLAIN	DEFECT	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213 (c)(3)	DATE CORRECTED
56	AKL 41.3	X													less than 2 bolts per rail	X				5/10	
56	AKL 42.5	X													less than 2 bolts per rail	X				5/10	
56	AKL 46.4	X													less than 2 bolts per rail	X				5/10	
56	AKL 48.1	X													less than 2 bolts per rail	X				5/10	
56	AKL 51.6	X													less than 2 bolts per rail	X				5/10	

INSPECTOR:  L.S. Rogers ID NUMBER: 574215 DATE: 05/10/05 ROADMASTER:  DATE: 6/10/05

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-774 RE
REV B/02

REPORT # - 400-8945402-1

REGION	REG. NO.	LINE NO. PREFIX	DATE	MO	DAY	YEAR
Flora	N-33	ML	06	17	05	
INSPECTOR	D. NUMBER	DATE	ROADMASTER	DATE		
L.S. Keyes	574215	06/17/05	J.P.	7/14/05		
TRACK NUMBER	LOCATION OF DEFECT	DEFECT	CORRECTIVE ACTION			
56	ML 0918	<p>BOLTS MISSING/LOOSE X</p> <p>NO BOLTS ONE SIDE OF JOINT</p>	INSPECTOR CORRECTED ✓	SLOW ORDER (MPH)	OUT OF SERVICE	PRA PARA, 213. (MB)
						DATE CORRECTED 6/19/05

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-774 RE
REV 9/902

FORMER # - 490-5943462-1

DATE MO DAY YEAR
06 28 05

PAGE 1 OF 1

REGION	R & L NUMBER	TRACABLE SUBDIVISION	LINE NO PREFIX	FROM	TO	NEAREST INSPECTION TO NEAREST I/C MILE	TEMP	REMARKS	TRACK TRAVERSED	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA 212 919)	DATE CORRECTED
FLORIDA	N-35	Bethon	AKL	52.0	26.2	70°	ML	ML						
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					
				FROM	TO			TRACK(S) INSPECTED	TRACK TRAVERSED					

INSPECTION
7.5
Kempers
579215
DATE 06/28/05
ROADMASTER
DATE

REGION OFFICE COPY

INSPECTOR CORRECTED

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-474 RE
REV 9/02

REORDER # 480-894348-1

REGION	FLORIDA	DATE	M3	DAY	YEAR
R.I.L. NUMBER	N-33	06	17	05	
INSUR TYPE		PAGE	1	OF	1
REG SPEC					

TRACK NUMBER	LOCATION OF DEFECT	LINE NO. PREFIX	MILEPOST INSPECTED TO NEAREST 1/10 MILE		TEMP. 85	REMARKS	CORRECTIVE ACTION
			FROM	TO			
			70.6	26.2		ML	TRACK TRAVERSED ML
			70.2	69.8		S	TRACK TRAVERSED ML
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED

TRACK NUMBER	LOCATION OF DEFECT	DEFECT											DESCRIPTION AND MEASUREMENT OF DEFECT	CORRECTIVE ACTION							
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FRAG PARTS		PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213 (B)	DATE CORRECTED	
86L	ONE BOLT	X																			6-17

INSPECTOR: *Charles Holt* MILEMETER: *535382* DATE: *6-17-05* HOLDMASTER: *W. A. D. A.* DATE: *12/14/05*

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N. 74 RE
REV 9002

RECORDED # - 4805949482-1

REGION		TRACKABLE SUBDIVISION		LINE NO. PREFIX	MILEPOST INSPECTED TO NEAREST 1/10 MILE		TEMP.	REMARKS	DATE																																																																																						
FDL		N-33		AKL	10	40.5	82	M	MO	DAY	YEAR																																																																																				
R.A.L. NUMBER		INSPECTION DATE		FROM	TO	FROM	TO	FROM	TO	FROM	TO																																																																																				
-		-		FROM	TO	FROM	TO	FROM	TO	FROM	TO																																																																																				
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TRACK NUMBER	LOCATION OF DEFECT	BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213.8(B)	DATE CORRECTED																																																																											
M/	AKL	30.2	-	-	-	-	-	-	-	-	-	-	-	-	LESS THAN 2 BOLTS	-	-	-	-	6/8																																																																											
M/	AKL	39.5	-	-	-	-	-	-	-	-	-	-	-	-	LESS THAN 2 BOLTS	-	-	-	-	6/8																																																																											
M/	AKL	34.5	-	-	-	-	-	-	-	-	-	-	-	-	58" GAGE	-	-	-	-	6/10																																																																											
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TRACK(S) INSPECTED	TRACK(S) INSPECTED	TRACK TRAVERSED	TRACK TRAVERSED																																																																																												

INSPECTOR: MJD

ID NUMBER: 29999

DATE: 6/8/05

ROADMASTER: MJD

DATE: 7/15/05

REGION OFFICE COPY

REGION		R & L NUMBER		CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT																	FORM N-474 RE REV 9/02							
Florence		N-33																			DATE							
REG TYPE				LINE NO																	PAGE							
REG SPEC				PREFIX																	1 OF 1							
TIMESTABLE				FROM																	NO							
DIVISION				TO																	DAY							
				MILEPOST INSPECTED TO HEADPOST I/O MILE																	YEAR							
✓				AVL		69.8		26.2					TEMP: 60°		REMARKS		AVL											
				AVL		52.7		53.3																				
				AVL																								

INSPECTOR L.J. Rogers

D NUMBER 574915

DATE 08/02/05

ROADMASTER J.P.R.

REGION OFFICE COPY DATE 9/14/05

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-471 BE
REV 8202

REORDER # - 480-343902-1

REGION		SUBDIVISION		LINE NO. PREL-DX		MILEPOST INSPECTED TO NEAREST 1/10 MILE		TEMP. °F		WEATHER		FORM E-471 BE REV 8202		DATE		MO		DAY		YEAR			
Fluence		N-33		All		26.2 TO 28.8		98°		M1				07/25		1		25		05			
TRACK NUMBER	LOCATION OF DEFECT	DEFECT										CORRECTIVE ACTION											
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	PT.F	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213.8(B)	DATE CORRECTED			
5G	AIL 378					X									3 1/8" x-level, one good tier less than 2 bolts per rail							7/20	
5G	AIL 474														less than 2 bolts per rail								7/20
5G	AIL 494														less than 2 bolts per rail								7/20
5G	AIL 604														less than 2 bolts per rail								7/20
5G	AIL 633			X																			7/20
5G	AIL 643			X		X									no bolts one side of joint								7/20
5G	AIL 664			X		X									less than 2 bolts per rail								7/20

INSPECTOR: *[Signature]* ID NUMBER: 579215 DATE: 07/25/05 ROADMASTER: *[Signature]* DATE: 9-2-05

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-424 RE
REV 5/2002

REGION Florence
REG NO. N-33
TRACK(S) INSPECTED
REMARKS
DATE
MO 07
DAY 20
YEAR 05
PAGE 1 OF 1

INSPECTION TYPE REG. SFCO	TRACTABLE SUBDIVISION	LINE NO. PREMIX	MILEPOST INSPECTED TO NEAREST 1/10 MILE		TEMP.	REMARKS	TRACK TRAVERSED
			FROM	TO			
✓	Bethon	AKL	52.0	26.2	80°	ML	TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED
							TRACK TRAVERSED

TRACK NUMBER	LOCATION OF DEFECT	DEFECT												CORRECTIVE ACTION					
		BOLTS MISSING/DROOGE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213. (b)(5)	DATE CORRECTED
56	AKL 41.5	X													✓				7/30/05
56	AKL 42.8	X													✓				7/20/05
56	AKL 41.1	X													✓				7/20/05

DESCRIPTION AND MEASUREMENT OF DEFECT

 2 loss from 2 bolts per rail
 2 loss from 2 bolts per rail
 2 loss from 2 bolts per rail

INSPECTOR: L.S. Rogers
 ID NUMBER: 574215
 DATE: 07/20/05
 RAILMASTER: N.J.P.
 REGION OFFICE COPY
 DATE: 8-2-05

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-47a RE
REV 9/00

REORDER # 480-8943482-1

REGION	FLORIDA	FORM E-47a RE	REV 9/00
R & L NUMBER	D-33	DATE	9/05/05
NSP TYPE	INTEGRAL SUBVISION	PAGE	1 OF 1
REQ	SR2	LINE NO. PILE/IX	

LINE NO. PILE/IX	FROM	TO	TEMP.	REMARKS	TRACK TRAVERSED
AKL	52.7	53.3		M	TRACK(S) INSPECTED
AKL	53.1	54.7		M	TRACK(S) INSPECTED
AKL	54.6	54.9		M	TRACK(S) INSPECTED
AKL	54.9				TRACK(S) INSPECTED

TRACK NUMBER	LOCATION OF DEFECT	DEFECT											DESCRIPTION AND MEASUREMENT OF DEFECT	CORRECTIVE ACTION						
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS		PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 212.9(B)	DATE CORRECTED
M	AKL 33.9														✓	VER. BUSHING BOLLIX STIX				9/5
M	AKL 45.0															LEAS TRACK 2 BOLTS				9/5
M	AKL 52.4															LEAS TRACK 2 BOLTS				9/5
M	AKL 53.1															BOLT OUT				9/5
M	AKL 54.6															LEAS TRACK 2 BOLTS				9/5
M	AKL 54.9															" "				9/5

INSPECTOR: *[Signature]* ROADMASTER: *[Signature]* DATE: 9/5/05 DATE: 9-9-05

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-77a RE
REV 8/02

DATE: 08/19/05
NO. 08
DAY 19
YEAR 05

REGION: Fort Lee
R & L NUMBER: A-33

INSPECTOR: L.J. PETERS
DATE: 08/19/05

TRACK NUMBER: 56.0

LINE NO. PREFIX: AXL

INSPECTOR: JG. J.

DATE: 8/19/05

TRACK NUMBER	LOCATION OF DEFECT	NO. TR. MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBERITIES	SWITCH PARTS	FROG PARTS	PTLE	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213. (BB)	DATE CORRECTED
56	AXL 40.5	X													less than 2 bolts per rail	✓				8/19
56	AXL 43.4	X													less than 2 bolts per rail	✓				8/19
56	AXL 48.5	X													less than 2 bolts per rail	✓				8/19
56	AXL 50.6	X													less than 2 bolts per rail	✓				8/19
56	AXL 53.3	X													less than 2 bolts per rail	✓				8/19
56	AXL 46.8	X	X												My broke joint bar	✓				8/19

TRACK NUMBER: 56
LINE NO. PREFIX: AXL
INSPECTOR: JG. J.
DATE: 8/19/05
INSPECTOR: L.J. PETERS
DATE: 08/19/05

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**CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT**

FORM N-474 RE
REV 9902

DATE	MO	DAY	YEAR
08	09	05	

REGION		TRACK/RAIL SUBDIVISION			LINE NO. FILED IN		MILEPOST INSPECTED TO NEAREST 1/16 MILE		TRK #	REMARKS	TRACK TRAVERSED	DATE	MO	DAY	YEAR				
RAIL NUMBER		TRACK/RAIL			FILED IN		TO		TRK #	REMARKS	TRACK TRAVERSED	MO	DAY	YEAR					
	Floriege	N-33			ML		96.2		TO	69.8	ML	08	09	05					
INSPECTOR	RESPT TYPE <td>HEG <td>SPILL <td>TRACK/RAIL <td>FILED IN <td>FROM</td> <td>TO</td> <td>TRK #</td> <td>REMARKS</td> <td>TRACK TRAVERSED</td> <td>DATE</td> <td>MO</td> <td>DAY</td> <td>YEAR</td> </td></td></td></td>	HEG <td>SPILL <td>TRACK/RAIL <td>FILED IN <td>FROM</td> <td>TO</td> <td>TRK #</td> <td>REMARKS</td> <td>TRACK TRAVERSED</td> <td>DATE</td> <td>MO</td> <td>DAY</td> <td>YEAR</td> </td></td></td>	SPILL <td>TRACK/RAIL <td>FILED IN <td>FROM</td> <td>TO</td> <td>TRK #</td> <td>REMARKS</td> <td>TRACK TRAVERSED</td> <td>DATE</td> <td>MO</td> <td>DAY</td> <td>YEAR</td> </td></td>	TRACK/RAIL <td>FILED IN <td>FROM</td> <td>TO</td> <td>TRK #</td> <td>REMARKS</td> <td>TRACK TRAVERSED</td> <td>DATE</td> <td>MO</td> <td>DAY</td> <td>YEAR</td> </td>	FILED IN <td>FROM</td> <td>TO</td> <td>TRK #</td> <td>REMARKS</td> <td>TRACK TRAVERSED</td> <td>DATE</td> <td>MO</td> <td>DAY</td> <td>YEAR</td>	FROM	TO	TRK #	REMARKS	TRACK TRAVERSED	DATE	MO	DAY	YEAR					
L.S. Rogers				Belfon	ML	FROM	TO	84 ^d	ML	TRACK TRAVERSED	08	09	05						
ED NUMBER						FROM	TO			TRACK TRAVERSED									
579215						FROM	TO			TRACK TRAVERSED									
DATE						FROM	TO			TRACK TRAVERSED									
08/09/05						FROM	TO			TRACK TRAVERSED									
ROA MASTER						FROM	TO			TRACK TRAVERSED									
D.J.P.						FROM	TO			TRACK TRAVERSED									
DATE						FROM	TO			TRACK TRAVERSED									
9-13-05						FROM	TO			TRACK TRAVERSED									
TRACK NUMBER	DEFECT											CORRECTIVE ACTION							
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBERTIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213.08E	DATE CORRECTED
56 AML		X												less than 2 bolts per rail	✓				8/9
56 AML		X												less than 2 bolts per rail	✓				8/9
56 AML		X												less than 2 bolts per rail	✓				8/9
56 AML		X												less than 2 bolts per rail	✓				8/9

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-714 PE
REV 9/02

REPORT # 480592982-1

REGION		F.A.I. NUMBER		LINE NO. PREFIX		MILEPOST INSPECTED TO NEAREST 1/10 MILE		TEMP	REMARKS	DATE	NO	DAY	YEAR							
Hercules		N-33		AVL		80.9 TO 52.0		82°	ML	08	01	05								
INSPECTOR	DATE	ROADMASTER	DATE	PAGE	OF	OF	OF													
L.S. Lopez	8/13/05	D.J.P.	8/13/05	1	1	1	1													
TRACK NUMBER	LOCATION OF DEFECT	DEFECT										CORRECTIVE ACTION								
		ROCKS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213.9(B)	DATE CORRECTED
56	AVL 76.7	X													2 bolts per rail	✓				8/1
56	AVL 73.2	X													2 bolts per rail	✓				8/1
56	AVL 49.8	X													2 bolts per rail	✓				8/1
56	AVL 45.6	X													2 bolts per rail	✓				8/1

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-414 RE
REV 03/02

REORDER # 480-5643462-1
DATE MO DAY YEAR
09 21 05

DATE PAGE 1 OF 1

INSPECTOR	RAIL NUMBER	TERRAIN	FLORENCE	M-233	NOR TYPE		LINE NO. PREFIX	MILESPER INSPECTED TO NEAREST 1/10 MILE		TEMP	REMARKS	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213.9(b)	DATE CORRECTED				
					SPEC	SUBDIVISION		FROM	TO								89°	ML		
L.S. ROGERS	SG	ACL 40.3	Belton		AKL		FROM	26.2	TO	59.0	TRACK(S) INSPECTED	ML	TRACK TRAVERSED	ML			9/21			
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21
										FROM		TO			TRACK(S) INSPECTED		TRACK TRAVERSED			9/21

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INSPECTOR: L.S. ROGERS

NO NUMBER: 574915

DATE: 08/21/05

ROADMASTER: [Signature]

DATE: 10-10-05

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

REORDER # 480-5043480-1

REGION	Florence		FORM # 274 RE
U.I.L. NUMBER	NE-33		REV DATE
INSPECTOR	J. J. Rogers		DATE
ID NUMBER	574215		MO
DATE	09/14/05		DAY
ROADMASTER	D. J. [Signature]		YEAR
REGION OFFICE COPY			NO
			1
			OF
			1

TRACK NUMBER	LOCATION OF DEFECT	DEFECT										CORRECTIVE ACTION							
		BOLTS MISSING/DOBE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 210. (B)	DATE CORRECTED
56	AKL 290 <i>Attens M Connection To</i>						X								58 1/4" gage at heel block 20 less than 2 bolts per rail				9/14
56	AKL 44.8	X													no bolts one side of joint				9/14
56	AKL 46.3	X												2 1/4" deviation from zero cross level				9/14	
56	AKL 50.7	X																9/14	

REMARKS: *check gages*
Sheddy

DATE: 09/14/05

PAGE: 1 OF 1

**CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT**

FORM N-72a REV 03/02

HEADER 9 - 407-5243428-1

REGION	R.A.L NUMBER		LINE NO. PREFIX	MILEPOST INSPECTED TO NEAREST 1/10 MILE	TEMP	REMARKS	TRACK TRAVERSED	DATE	MO	DAY	YEAR	
REGION	5002 N.33		AKL	062 TO 44.0	85°	N	TRACK TRAVERSED	09	06	05		
REP TYPE	1	2	3	4	5	6	7	8	9	10		
TRACK NUMBER			LOCATION OF DEFECT								CORRECTIVE ACTION	
BOLTS MISSING/LOOSE			DESCRIPTION AND MEASUREMENT OF DEFECT								INSPECTOR CORRECTED	
CRACKED JOINT BARS											SLOW ORDER (MPH)	
BROKEN JOINT BARS											OUT OF SERVICE	
BROKEN RAIL											FRA PARA 213.0(b)	
IRREGULAR LINE											DATE CORRECTED	
IRREGULAR SURFACE												
FULL APART												
GAGE												
SWITCH TIMBER/TIES												
SWITCH PARTS												
PROG PARTS												
PTUP												
NOT LISTED - EXPLAIN												
DEFECT												
CORRECTIVE ACTION												
INSPECTION: <i>(Signature)</i> DIVISION: <i>5002/33</i> DATE: <i>09/06/05</i> POSTMASTER: <i>(Signature)</i>												
								DATE: <i>10-10-05</i>				

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-474 RE
REV 8/02

NE ORDER # 480-56-69482-1

REGION		FILL NUMBER		MILEPOST INSPECTED TO NEAREST 1/4 MILE		TEMP.	REMARKS	DATE		
Fluorett		N-33		26.2	56.0		ML	MO	DAY	YEAR
INSPECTOR	ID NUMBER	DATE	FOUNDMASTER	PAGE		OF		MO	DAY	YEAR
Inspector	535382	9-1-05	AKA	1	1			09	01	05
TRACK NUMBER	LOCATION OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 215 (b)	CORRECTIVE ACTION		DATE CORRECTED		
SGL RML 29.3		✓				TRACK TRAVERSED		9.1		
SGL RML 43.7		✓				TRACK TRAVERSED		9.1		
SGL RML 53.1						TRACK TRAVERSED		9.1		
						TRACK TRAVERSED				
						TRACK TRAVERSED				
						TRACK TRAVERSED				
						TRACK TRAVERSED				
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						TRACK TRAVERSED				

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-474 RE
REV 8/02

DATE 10/25/05
NO 05
DAY 05
YEAR 05

REGION	Florencia	LINE NO		TEMP	50°	REMARKS		PAGE	1	OF	2
R.R. NUMBER	N-33	TRAILER									
INSP TYPE		SUBDIVISION									
REG											
SPEC											

TRACK NUMBER	LOCATION OF DEFECT	DEFECT											CORRECTIVE ACTION							
		BOLTS MISSING/LOOSE	CRACKED JOINT GARB	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	FULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FRDG PARTS	PLF	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA 213.01B	DATE CORRECTED
5G	MLL 409	X													less than 2 bolts per rail					10/25
5G	MLL 416	X													less than 2 bolts per rail					10/25
5G	MLL 417	X													less than 2 bolts per rail					10/25
5G	MLL 418	X													less than 2 bolts per rail					10/25
5G	MLL 419	X													less than 2 bolts per rail					10/25
5G	MLL 424	X													less than 2 bolts per rail					10/25
5G	MLL 425	X													less than 2 bolts per rail					10/25
5G	MLL 429	X													less than 2 bolts per rail					10/25
5G	MLL 432	X													less than 2 bolts per rail					10/25
5G	MLL 433	X													less than 2 bolts per rail					10/25
5G	MLL 434	X													less than 2 bolts per rail					10/25
5G	MLL 436	X													less than 2 bolts per rail					10/25

INSPECTOR: *L.S. Rogers* TO NUMBER: 574215 DATE: 10/25/05
 NON-CORRECTED: *[Signature]* DATE: 11-14-05

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-474 RE
REV 03/02

REPORT # - 480 504968-1

REGION	Florence		DATE	NO	DAY	YEAR
R & L NUMBER	N-33		10	28	05	
INSPECTION TYPE	TRAILER	LINE NO	PAGE	2	OF	2
REG	SPIC	PHERM				
✓						

TRACK NUMBER	LOCATION OF DEFECT	DEFECT											CORRECTIVE ACTION							
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FRAG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213 (RB)	DATE CORRECTED	
SG	AML 587	X													less than 2 bolts per rail	✓				10/20
SG	AML 564	X													less than 2 bolts per rail	✓				10/20
SG	AML 538	X													less than 2 bolts per rail	✓				10/20
SG	AML 529	X													less than 2 bolts per rail	✓				10/20
SG	AML 491	X													less than 2 bolts per rail	✓				10/20
SG	AML 487	X													less than 2 bolts per rail	✓				10/20
SE	AML 473	X													less than 2 bolts per rail	✓				10/20
SG	AML 464	X													less than 2 bolts per rail	✓				10/20
SG	AML 453	X													less than 2 bolts per rail	✓				10/20
SG	AML 452	X													less than 2 bolts per rail	✓				10/20
SG	AML 569-570	X													3 1/4" wedge difference in crosslevel	✓				10/20

INSPECTOR: *L.J. Rogers*

ID NUMBER: 574215

DATE: 10/20/05

ROADMASTER: *[Signature]*

DATE: 11-14-05

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-774 RE
REV 5/2002

PCORIDEN # 480-0454502-1

REGION: **Florence**
FILE NUMBER: **V-33**

DATE: **10/28/05**
NO. OF PAGES: **1**
NO. OF TRACKS: **2**

REG. NO.	SPEC.	THREATS SUBDIVISION	LINE NO. PREFIX	MILEPOST INSPECTED TO NEAREST 1/10 MILE		TEMP.	REMARKS	TRACK TRAVERSED	CORRECTIVE ACTION					
				FROM	TO				INSPECTOR CORRECTED	BLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 218.6(B)	DATE CORRECTED	
✓		Belton	AVL		69.8	26.2	85°	NL						
55	AVL 691		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 675		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 670		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 669		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 662		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 658		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 653		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 642		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 635		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 623		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 605		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28
56	AVL 585-6		X					TRACK(S) INSPECTED		INSPECTOR CORRECTED				10/28

INSPECTOR: **L.T. Johns**

DI NUMBER: **57985**

DATE: **10/28/05**

NO. MASTER: **1118**

[Signature]

DATE: **11-14-05**

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-474 RE
REV 03/02

REPORTER # 480-5943440-1

REGION	Fla/nc	FORM N-474 RE	DATE	NO	DAY	YEAR
RAIL NUMBER	N-33	REV 03/02	10/12/05	10	12	05
WSP TYPE		DATE	NO	DAY	YEAR	
REG SPEC						

TRACK NUMBER	LOCATION OF DEFECT	DEFECT										CORRECTIVE ACTION								
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBERTIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 211. 9(B)	DATE CORRECTED
AKL 435		X													less than 2 bolts per rail	✓				10/12
AKL 457		X													less than 2 bolts per rail	✓				10/12
AKL 479		X													less than 2 bolts per rail	✓				10/12
AKL 484-15					X										2 1/4 dimension that were considered	✓				10/12
AKL 517		X													less than 2 bolts per rail	✓				10/12
AKL 532		X													less than 2 bolts per rail	✓				10/12

INSPECTOR *L. J. Rogers* ID NUMBER 574215

DATE 10/12/05

ROADMASTER *J. J. P. A.*

DATE 11-14-05

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-474 RE
REV 8/02

REPORT # - 480-8843462-1

REGION	INSR TYPE	LINE NO	DATE	MO	DAY	YEAR
FLORIDA	REG	AVL	11	23	05	
HAZ NUMBER	SUBDIVISION	TO REPAIR	INSPECTED	TO	TO	TO
N-33	Beltan	26.2	40.6			
TRACK NUMBER <th>LOCATION OF DEFECT</th> <th>DEFECT</th> <th>TRACK(S) INSPECTED</th> <th>REMARKS</th> <th>TRACK TRAVERSED</th> <th>CORRECTIVE ACTION</th>	LOCATION OF DEFECT	DEFECT	TRACK(S) INSPECTED	REMARKS	TRACK TRAVERSED	CORRECTIVE ACTION
56	AVL 40.3	BOLTS MISSING/LOOSE	45	ML	ML	INSPECTOR CORRECTED
		CRACKED JOINT BARS				SLOW ORDER (APH)
		BROKEN JOINT BARS				OUT OF SERVICE
		BROKEN RAIL				FRA PARA. 213.9(B)
		IRREGULAR LINE				DATE CORRECTED
		IRREGULAR SURFACE				
		PULL APART				
		GAGE				
		SWITCH TIMBER/TIES				
		SWITCH PARTS				
		FROG PARTS				
		PTLF				
		NOT LISTED - EXPLAIN				
		DESCRIPTION AND MEASUREMENT OF DEFECT				
		less than 2 bolts per rail				

INSPECTOR: *[Signature]* L.J. Rogers

NO NUMBER: 57425

DATE: 11/23/05

ROADMASTER: *[Signature]*

DATE: 12-05-05

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-674 RE
REV BOND

REORDER # 40-594942-1
DATE
MO 11 DAY 16 YEAR 05

INSPECTOR	REGION	R.A.L. NUMBER	LINE TYPE	SEG	TAMPERABLE SUBDIVISION	LINE NO PREFIX	MILEPOST INSPECTED TO	WEAREST 1/10 MILE	TEMP	TRACK(S) INSPECTED	REMARKS	TRACK TRAVERSED	PAGE	OF	DATE	MO	DAY	YEAR	CORRECTIVE ACTION			
																			DESCRIPT	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	BLOW ORDER (BPM)
	Florange	N-33							65.8	ML												
			5G	44.7		ALL	45.0	26.2		TRACK(S) INSPECTED		TRACK TRAVERSED										
			5G	42.3						TRACK(S) INSPECTED		TRACK TRAVERSED										
			5G	40.8						TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										
										TRACK(S) INSPECTED		TRACK TRAVERSED										

INSPECTOR *L.S. Rogers*

ID NUMBER 574215

DATE 11/16/05

ROADMASTER *[Signature]*

DATE 12-05-05

REGION OFFICE COPY

less than 2 bolts per rail

less than 2 bolts per rail

less than 2 bolts per rail

11/16

11/16

11/16

CSX TRANSPORTATION ENGINEERING DEPARTMENT

DAILY TRACK INSPECTION REPORT

FORM # 64 RE
REV 9/02

REORDER # - 480-984348-1

REGION		Florkie		DATE				NO. DAY YEAR		
REG. NO.		N-33		11				07 05		
INSPECTOR		AWL		TEMP.				75°		
SUBDIVISION		Bellon		REMARKS				ML		
LINE NO. PREFIX		AWL		TRACK(S) INSPECTED				ML		
MILEPOST		26.2		TRACK(S) INSPECTED				TRACK TRAVERSED		
TO		40.5		TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		
FROM				TRACK(S) INSPECTED				TRACK TRAVERSED		

TRACK NUMBER	LOCATION OF DEFECT	DEFECT													CORRECTIVE ACTION				
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	PROG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213, 918	DATE CORRECTED
56	AWL 34.6	X													less than 2 bolts per rail	✓			11/7
56	AWL 40.3	X													less than 2 bolts per rail	✓			11/7

INSPECTOR: *L. J. Rogers*

DATE: *11/07/05*

ROADMASTER: *AWL*

DATE: *12-05-05*

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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-374 RE
REV 8/02

REORDER # 480-564348-1

DATE 11/01/05
MO 11 DAY 01 YEAR 05
PAGE 1 OF 1

TRACK NUMBER	LOCATION OF DEFECT	DEFECT										CORRECTIVE ACTION								
		BOLTS MISSING/GLOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GRADE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	PTUP	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	BLOW ORDER (MP-1)	OUT OF SERVICE	FRA PARA 213. (B)	DATE CORRECTED
SG	AKL 43.4	X													less than 2 bolts per rail	✓				11/01
SG	AKL 45.7	X													less than 2 bolts per rail	✓				11/01
SG	AKL 47.8	X													less than 2 bolts per rail	✓				11/01
SG	AKL 49.2	X													less than 2 bolts per rail	✓				11/01
SG	AKL 51.6	X													less than 2 bolts per rail	✓				11/01

REGION FORENSIC
RAIL NUMBER N-33

LINE NO. PREFIX
AKL

MILEPOST INSPECTED TO NEAREST 1/10 MILE
26.2 TO 52.0

TEMP 60°
TRACK(S) INSPECTED ML

REMARKS
TRACK TRAVERSED ML

INSPECTOR L.J. Rogers
ID NUMBER 574215
DATE 11/01/05
ROADMASTER A.J.P.A.

REGION OFFICE COPY

DATE 10-05-05

REGION				CSX TRANSPORTATION ENGINEERING DEPARTMENT				FORM N. 474 RE			
N & L NUMBER				DAILY TRACK INSPECTION REPORT				REV 8/02			
INSPECTOR		ID NUMBER		DATE		MO/DA/YR		PAGE		OF	
Florence				N-33				12/14/05			
REG. TYPE				MILEPOST INSPECTED TO NEAREST 1/10 MILE				DATE		MO/DA/YR	
REG. SPEC		MILEPOST		FROM		TO		PAGE		OF	
Beleton				26.2				56.0		1	
TRACK NUMBER				LOCATION OF DEFECT				CORRECTIVE ACTION			
SCL AXL 38.8				X				58' gage			
BOLTS MISSING/LOOSE				CRACKED JOINT BARS				BROKEN JOINT BARS			
BROKEN RAIL				IRREGULAR LINE				IRREGULAR SURFACE			
PULL APART				GAGE				SWITCH IMPERITIES			
SWITCH PARTS				FROG PARTS				PTLF			
NOT LISTED - EXPLAIN				DEFECT				CORRECTIVE ACTION			
INSPECTOR CORRECTED				SLOW ORDER (MPH)				OUT OF SERVICE			
FRA PARA. 213.8(B)				DATE CORRECTED				12/14			

Inspector: Chaudhry Guit

ID Number: 535382

Date: 12/14/05

Inspector Signature: JJP

Date: 01/10/06

REGION OFFICE COPY

**CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT**

FORM N-474 HE
REV 3/02

REORDER # - 480-5913402-1

REGION		FLORIDA	DATE		MO	DAY	YEAR
RAIL NUMBER		N-33	PAGE		1	OF	1
ASP TYPE		TRACK	TEMP		50°	REMARKS	
REG. SPEED			MILES INSPECTED TO NEAREST 1/10 MILE		FROM	TO	

TRACK NUMBER	LOCATION OF DEFECT	LINE NO. PREFIX	MILES TO NEAREST 1/10 MILE	TEMP.	REMARKS	INSPECTOR CORRECTED	CORRECTIVE ACTION		
							SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 213.9(B)
M1	AKL 40.2	-	37.0	57.0	MISSING BOLTS	1			12/21
M1	AKL 45.3	-	37.0	57.0	LESS THAN 2 BOLTS	1			12/21
M1	AKL 49.1	-	37.0	57.0	LESS THAN 2 BOLTS	1			12/21
M1	AKL 50.5	-	37.0	57.0	LESS THAN 2 BOLTS	1			12/21

INSPECTOR	<i>J. J. [Signature]</i>	DATE	12-21-05
REGION OFFICE COPY	<i>[Signature]</i>	DATE	12/21/05

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-174 (E)
REV 8/02

DATE: 01/05/06
NO. OF: 1 OF 1

REGION	RAIL NUMBER	TRAILER	LINE NO.	MILE POST INSPECTED TO NEAREST 1/10 MILE		TEMP.	REMARKS	CORRECTIVE ACTION	
INSPECTION TYPE	REG. SPEC.	SUBDIVISION	PIE/TK	FROM	TO	TRACK(S) INSPECTED		INSPECTOR CORRECTED	DATE CORRECTED
✓		Boston	AKL	26.2	26.0	TRACK(S) INSPECTED	AKL		1-5
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			
				FROM	TO	TRACK(S) INSPECTED			

TRACK NUMBER
LOCATION OF DEFECT

- BOLTS MISSING/LOOSE
- CRACKED JOINT BARS
- BROKEN JOINT BARS
- BROKEN RAIL
- IRREGULAR LINE
- IRREGULAR SURFACE
- PULL APART
- GAGE
- SWITCH TIMBER/TIE
- SWITCH PARTS
- FROG PARTS
- PTLF
- NOT LISTED - EXPLAIN

DEFECT DESCRIPTION AND MEASUREMENT OF DEFECT

Less than 2 bolts 1 side joint
Less than 2 bolts 1 side joint

INSPECTOR: *Charles Galt* ID NUMBER: 535382 DATE: 1-5-06 ROADMASTER: *J.P.A.* DATE: 02-07-06

REGION OFFICE COPY

REORDER # 480-8843482-1

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-174 RE
REV 9/93

DATE: 1 24 06
MO: 1 DAY: 24 YEAR: 06

REGION	R & L NUMBER	INSPECTOR	D NUMBER	DATE	ROADMASTER	DATE														
FLORIDA	N33	M. Shadrin	520938	1-24-06	MJR	08-09-06														
NSP TYPE	TRAVELABLE SUBMISSION	LINE NO. PREFIX	FROM	TO	TRACK(S) INSPECTED	REMARKS	TRACK TRAVERSED													
✓	Belle	AKL	26.2	54.0	TRACK(S) INSPECTED	177	TRACK TRAVERSED 177													
					TRACK(S) INSPECTED		TRACK TRAVERSED													
					TRACK(S) INSPECTED		TRACK TRAVERSED													
					TRACK(S) INSPECTED		TRACK TRAVERSED													
					TRACK(S) INSPECTED		TRACK TRAVERSED													
					TRACK(S) INSPECTED		TRACK TRAVERSED													
					TRACK(S) INSPECTED		TRACK TRAVERSED													
					TRACK(S) INSPECTED		TRACK TRAVERSED													
TRACK NUMBER	LOCATION OF DEFECT	DESCRIPT				CONNECTIVE ACTION														
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FROG PARTS	FTLF	NOT LISTED - EXPLAIN	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 216. 9(b)	DATE CORRECTED

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-474 RE
REV 4/02

REORDER # 480 5943462 1

REGION
RAIL NUMBER
Florence
N33

RESP TYPE
REG SPEC

TRAILHEAD
SUBDIVISION

LINE NO.
MILEPOST

INSPECTED
TO NEAREST MILE
TO

TEMP
SP

REMARKS

TRACK TRAVERSED

DATE

MO
DAY
YEAR

✓
✓
✓
Belton
Belton
Belton

AKL
AKL
AKL

FROM
FROM
FROM

88.7
70.2
39.0

ML
ML
ML

ML
ML
ML

2

1
06

✓
✓
✓
Belton
Belton
Belton

AKL
AKL
AKL

FROM
FROM
FROM

54.1
69.8
26.2

ML
ML
ML

ML
ML
ML

2

1
06

TRACK NUMBER		LOCATION OF DEFECT	

DEFECT		CORRECTIVE ACTION	
BOLTS MISSING/LOOSE	INSPECTOR CORRECTED		
CRACKED JOINT BARS	BLOW ORDER (KPN)		
BROKEN JOINT BARS	OUT OF SERVICE		
BROKEN RAIL	FRA PARA. 212, R(B)		
IRREGULAR LINE	DATE CORRECTED		
IRREGULAR SURFACE			
PULL APART			
GAGE			
SWITCH TIMBER/TIES			
SWITCH PARTS			
FROG PARTS			
PTLF			
NOT LISTED - EXPLAIN			

INSPECTOR *Mark Skelton* ID NUMBER *570938* DATE *2-1-06* ROADMEN *M.P.* DATE *3/20/06*

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

REORDER # - 440-5843482-1

REGION	Florence			FORM NO. 474 RE	DATE	MO	DAY	YEAR
R.A.L. NUMBER	N33			REV 8/02				
JSPR TYPE								
REG	SPEC							
TRACK NO	LINE NO	FROM	TO	TRACK(S) INSPECTED	REMARKS	TRACK TRAVERSED	PAGE	NO. OF
							1	1

TRACK NUMBER	LOCATION OF DEFECT	DEFECT										CORRECTIVE ACTION							
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LANE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TINDERITIES	SWITCH PARTS	FROG PARTS	PTLF	NOT LISTED - EXPLAIN	INSPECTOR CORRECTED	SLOW ORDER (MPH)	OUT OF SERVICE	FRA PARA. 212. 8(B)	DATE CORRECTED
56L	28.1	Y													Y				2-13
56L	40.3	Y													Y				2-13
56L	52.9					Y													2-13

INSPECTOR	MARK SHEDDEN	ID NUMBER	570938	DATE	2-13-06	ROADMASTER	[Signature]	DATE	3/20/06
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CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N-474 RE
REV 02/02

REORDER #: 480-8943182-1

REGION		TRACK INFORMATION			MILEAGE		TEMPERATURE		DATE		
REGION NUMBER	<i>Florence</i>	TRACK	MILEAGE	TO	FROM	TEMP.	REMARKS	DATE	NO	DAY	YEAR
INSPECTOR	<i>N33</i>	TYPE	PRELIM	TO	FROM			<i>2</i>	<i>22</i>	<i>06</i>	
<i>Mark Stednick</i>		<i>AKL</i>		<i>52.7</i>	<i>59.0</i>		<i>61</i>	<i>1</i>	<i>1</i>	<i>1</i>	
TRACK NUMBER	LOCATION OF DEFECT	LINE NO. PREFIX	MILEAGE INSPECTED TO NEAREST 1/10 MILE			TRACK(S) INSPECTED	REMARKS	TRACK TRAVERSED	CORRECTIVE ACTION		
			TO	FROM	TO						
<i>566</i>	<i>31.3</i>	<i>X</i>	<i>52.7</i>	<i>59.0</i>	<i>53.3</i>	<i>MS</i>	<i>ML</i>	<i>SLOW ORDER :MPH:</i>	<i>OUT OF SERVICE</i>	<i>FHA PARA. 213.8(b)</i>	<i>DATE CORRECTED</i>
											<i>3/22</i>
DESCRIPTION AND MEASUREMENT OF DEFECT		DEFECT <i>Missing Ball in side ball</i> CORRECTIVE ACTION <i>X</i>									
INSPECTOR		NO NUMBER <i>570938</i> DATE <i>2-22-06</i> ROADMASTER <i>AJP</i> DATE <i>3/20/06</i>									

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-79 3E
REV 8/03

REPORT # 480-6943482-1
DATE 3/23/06
PAGE 1 OF 1

REG	INSP TYPE	EPEC	TIMETABLE SUBDIVISION	LINE NO. PREFIX	MAILED/NOT INSPECTED TO NEAREST 1/10 MALE		TEMP. 70	REMARKS	TRACK TRAVERSED	CORRECTIVE ACTION	
					FROM	TO					
V			Bethon	AKL	FROM	26.2	TO	59.0	TRACKS INSPECTED	ML5	ML
V			Bethon	AKL	FROM	52.7	TO	53.3	TRACKS INSPECTED	S	ML
					FROM		TO		TRACKS INSPECTED		
					FROM		TO		TRACKS INSPECTED		
					FROM		TO		TRACKS INSPECTED		
					FROM		TO		TRACKS INSPECTED		
					FROM		TO		TRACKS INSPECTED		
					FROM		TO		TRACKS INSPECTED		
					FROM		TO		TRACKS INSPECTED		
					FROM		TO		TRACKS INSPECTED		

TRACK NUMBER	LOCATION OF DEFECT	DEFECT												DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	SIGN ORDER /MPH	OUT OF SERVICE	FRA PARA. 212.9(B)	DATE CORRECTED
		BOLTS MISSING/LOOSE	CRACKED JOINT BARS	BROKEN JOINT BARS	BROKEN RAIL	IRREGULAR LINE	IRREGULAR SURFACE	PULL APART	GAGE	SWITCH TIMBER/TIES	SWITCH PARTS	FRAG PARTS	PTLF						
	No Defects																		

INSPECTOR: *Mark Shady* ID NUMBER: 520938 DATE: 3-23-06 ROUTEMASTER: *DJR* DATE: 4/8/06

REGION OFFICE COPY

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM E-274 RE
REV 08/62

REORDER # - 480-994802-1

REGION		TRACKABLE DIVISION		LINE NO.		MILEPOST INSPECTED TO NEAREST 1/10 MILE		TRIP		REMARKS		DATE		
REG	SPEC	FROM	TO	FROM	TO	FROM	TO	NO	TRIP	DATE	MO	DAY	YEAR	
✓		31.3				26.2	52.0	57	MUS			3	16	66
												1		1

TRACK NUMBER	LOCATION OF DEFECT	DEFECT	DESCRIPTION AND MEASUREMENT OF DEFECT	INSPECTOR CORRECTED	CO-CORRECTIVE ACTION	DATE CORRECTED
366	31.3	X	Missing Bolt	X		3/16

REGION OFFICE COPY

INSPECTOR: *Mark Steadley*
 DIVISION: *5700735*
 DATE: *3-16-66*
 MO: *APR*
 YEAR: *66*
 DATE CORRECTED: *4/9/66*

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

FORM N 474 RE
REV 8/02

RECIPIENT # 480 6943482-1

REGION		R & L NUMBER		TIMBERLINE SUBDIVISION		LINE NO. PREFIX		MILEPOST INSPECTED TO NEAREST 1/10 MILE		TEMP.		REMARKS		DATE	
Florence		N33		Belton		AK		26.2		60		MCS		3/1/06	
INSPECTOR	RD NUMBER	DATE	HOURLY RATE	DATE	HOURLY RATE	DATE	HOURLY RATE	DATE	HOURLY RATE	DATE	HOURLY RATE	DATE	HOURLY RATE	DATE	HOURLY RATE
Hand Shakes	520938	3-1-06													
86	27.1	Y	BOLTS MISSING/LOOSE	FROM		TO		59.0		TRACKS INSPECTED		53.3		TRACKS INSPECTED	
				FROM		TO		53.3		TRACKS INSPECTED		59.0		TRACKS INSPECTED	
				FROM		TO		59.0		TRACKS INSPECTED		53.3		TRACKS INSPECTED	
				FROM		TO		53.3		TRACKS INSPECTED		59.0		TRACKS INSPECTED	
DESCRIPTION AND MEASUREMENT OF DEFECT		INSPECTOR CORRECTED		SLOW ORDER (MPH)		OUT OF SERVICE		FRA PARA. 215. (B)		DATE CORRECTED					
1 MISSING BOLT		Y								3/1					

REGION OFFICE COPY

Handwritten signature: AJP

Handwritten date: 4/8/06

CSX TRANSPORTATION ENGINEERING DEPARTMENT
DAILY TRACK INSPECTION REPORT

REGION Flomence				FORM N-474 RE REV 9902				NO	DAY	YEAR
RAIL NUMBER N-33				DATE 03 07 06				PAGE	OF	
INSPECTOR	NO NUMBER	DATE	ROADMASTER							
Chant Cull	535382	3-7-06	NJP/A							
DATE	DATE	INSPECTOR CORRECTED								
4/9/06										
DATE	DATE	SLOW ORDER (MPH)								
		10								
DATE	DATE	OUT OF SERVICE								
DATE	DATE	FRA PARA 213. 675								
DATE	DATE	DATE CORRECTED								

REGION OFFICE COPY

ADDENDUM 4

CSXT APPRAISAL ASSUMPTIONS

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS

The certification of the Appraiser appearing in the appraisal report is subject to the following conditions and to such other specific and limiting conditions as are set forth by the Appraiser in the report.

1. The title to the subject property is merchantable and the property is free and clear of all liens and encumbrances, except as noted.
2. No liability is assumed for matters legal in nature.
3. Ownership and management are assumed to be in competent and responsible hands.
4. The appraiser cannot guarantee that the property is free of encroachments or easements, and recommends further investigation and survey. Note that no engineering survey has been made of the subject property. Dimensions and areas of this rail corridor were supplied by CSX Real Property and are assumed to be correct. Any sketch in the report may show approximate dimensions and is included to assist the reader in visualizing the property.
5. The appraiser's conclusion of value is based upon the assumption that there are no hidden or unapparent conditions of the property that might impact upon build ability. The Appraiser recommends due diligence be conducted through the local building department or municipality to investigate build ability and whether property is suitable for intended use. Appraiser makes no representations, guarantees or warranties.
6. The appraisal was prepared for the purpose so stated and should not be used for any other purpose.
7. All direct and indirect information supplied by the owners and their representatives concerning the subject property is assumed to be true and accurate. In this report I relied on corridor sales data that was obtained from Charles W. Rex, III, MAI of RMI Midwest in Wilmette, IL; I assume this data to be true and accurate.
8. No responsibility is assumed for information supplied by others and believed to be reliable and correct.
9. The signatory will not be required to give testimony or attend court or be at any governmental hearing with references to the said property unless prior arrangements have been made with the client.
10. Disclosure of the contents of this appraisal report is governed by the By-Laws and Regulations of the Appraisal Institute.
11. Neither all nor any part of the contents of this report -- especially any conclusions as to value, the identity of the appraiser, or the firm with which he is connected -- will be disseminated to the public through advertising media, news media, sales media, or any other public means of communication without the prior written consent and approval of the appraiser.
12. It is expressly understood that the scope of our study and reports thereon does not include the possible impact of zoning or environmental regulations, licensing requirements, or other such restrictions concerning the property except where such matters have been brought to our attention and are disclosed in the report.

13. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on the property. The appraiser, however, is not qualified to detect such substances. The value estimate is predicated on the assumption that there is no such material on the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.
14. The legal description is assumed to be correct. No responsibility is assumed for the legal description or matters involving legal or title considerations. The property is appraised as though free and clear of all encumbrances and under responsible ownership.
15. The appraisal assumes that all necessary governmental permits and approvals have been or will be obtained.
16. Acceptance of, and/or use of, this appraisal report by the client or any third party constitutes acceptance of the above conditions. The appraiser's liability extends only to the stated client and not to subsequent parties or users and is limited to the fee received.
17. Any drafts or preliminary information communicated to you during the course of the assignment is for your internal management use only, and may not be disclosed to any outside third parties without our prior written consent.
18. We do not authorize the out-of-context quoting from or partial reprinting of this appraisal. Neither all nor any part of this appraisal report will be disseminated to the general public by the use of media for public communication without the prior written consent of the undersigned. No part of this report or any of the conclusions may be included in any offering statements, memorandum, prospectus, or registration without the prior written consent of Wilkins Norwood Appraisal Associates, Inc.
19. This appraisal should not be considered a report on the physical items that are a part of this property. Although the appraisal may contain information about the physical items being appraised (including their adequacy and condition), it should be clearly understood that this information is to be used only as a general guide for property valuation and not as a complete or detailed physical report. I do not claim professional expertise in the construction, engineering, or legal fields, and any opinions given on these matters should be considered preliminary in nature.
20. The observed condition of the foundation, roof, exterior walls, interior walls, floors, heating system, plumbing, insulation, electrical, and all mechanicals and construction is based on a casual inspection only, if possible, and no detailed inspection was made. For instance, I claim no expertise in heating systems, and no attempt was made to inspect the interior of the furnace. The structures were not checked for building code violations, and it is assumed that all structures met the building code, unless so stated in this report.
21. Any allocation of total value between land and building, or any other fractional part or interest, as shown in the report, is invalidated if used separately or in conjunction with any other appraisal.

22. The income and expense projections in this report are not necessarily intended to represent results that will actually be achieved. They are intended to simulate the actions of a knowledgeable purchaser based on current market conditions and investment criteria.
23. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformance with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that steps need to be taken in order to comply with the rule. If so, the cost to comply with the Act could have a negative effect upon the value of the property. Since we had no direct evidence relating to the issue, we did not consider possible noncompliance with the requirements of ADA in estimating the value of the property.
24. Appraised values can differ significantly from actual sale prices, and sale prices may be inconsistent. Real estate appraisers sometimes differ widely in their opinions of value. Appraisers, like buyers and sellers, do not know everything about the property, the market, or the many other considerations that might influence value. Differences sometimes result from a client presenting the property in a very positive or negative light, especially if there are no data to the contrary. Situations under which properties sell can vary depending on management of the property, various motives of the seller and buyer, information they may or may not have about the property, salesmanship, and numerous other reasons. An appraisal is only an opinion – a sale is a fact.

ADDENDUM 5

**CSXT APPRAISAL
MAPS OF RIGHT-OF-WAY**

Sketches of Fee Parcels Taken from CSX Plans

This Railroad Valuation Map Exhibit Graphically Represents A Proposed Real Estate Transaction. It May Not Reflect Current "On The Ground" Conditions And / Or Actual Locations Of Features. All Dimensions, Offset Distances, Area Calculations And Measurement Notations, Shown On This Exhibit Are Approximate.

OL Stand-
 front Greenwood, S of Loc. 50
 from Greenwood, East on map by 0 20
 G N Greenwood, East on map by 0 20
 Track built 7.5' East on map by 0 20
 Track built 7.5' East on map by 0 20
 Located Line shown to located by omitting plus sign
 Located Line shown to located by omitting plus sign
 and plusses refer to located by omitting plus sign
 and plusses refer to located by omitting plus sign
 ICC Stationing indicated

45007 0041
 3.05 ac.

WILLIAMSTON, S.C.

45007 0039
 1.01 ac.

45007 0040
 1.54 ac.

= FEE TITLED PARCELS
 5.6 Acres

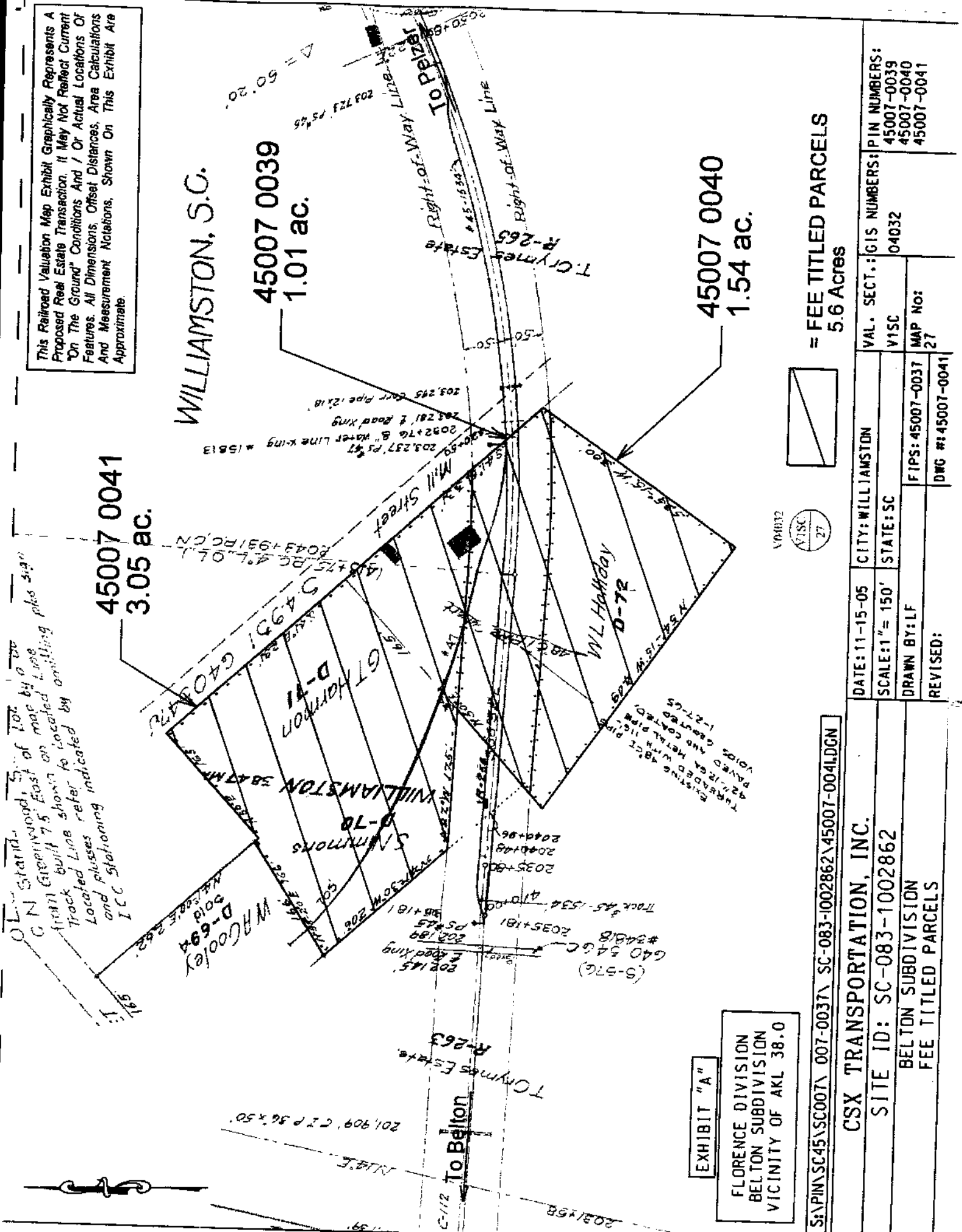


EXHIBIT "A"

FLORENCE DIVISION
 BELTON SUBDIVISION
 VICINITY OF AKL 38.0

S:\PIN\SC45\SC007\ 007-0037\ SC-083-1002862\45007-0041.DGN

CSX TRANSPORTATION, INC.

SITE ID: SC-083-1002862

BELTON SUBDIVISION
 FEE TITLED PARCELS

DATE: 11-15-05 CITY: WILLIAMSTON

SCALE: 1" = 150' STATE: SC

DRAWN BY: ILF

REVISED:

VAL. SECT.:	GIS NUMBERS:	PIN NUMBERS:
VISC	04032	45007-0039 45007-0040 45007-0041
FIPS: 45007-0037	MAP No:	
DWG #: 45007-0041	27	

V06832



0.47 Acres

AFE 3240

160' BM-CBD

PT. (A.L.)
NOTION

$\Delta = 25.00'$



Lily G & R P Ransom
R-261

School District #10
R-260

526.456
Garrett Street

Dr. Franklander
D-68

(3944811 PCC-4.R.O.L.)
2019+992 P.C.C.G.N

5073 Surath
R-258
2004.90 S.27E

1151 P.50
R-259

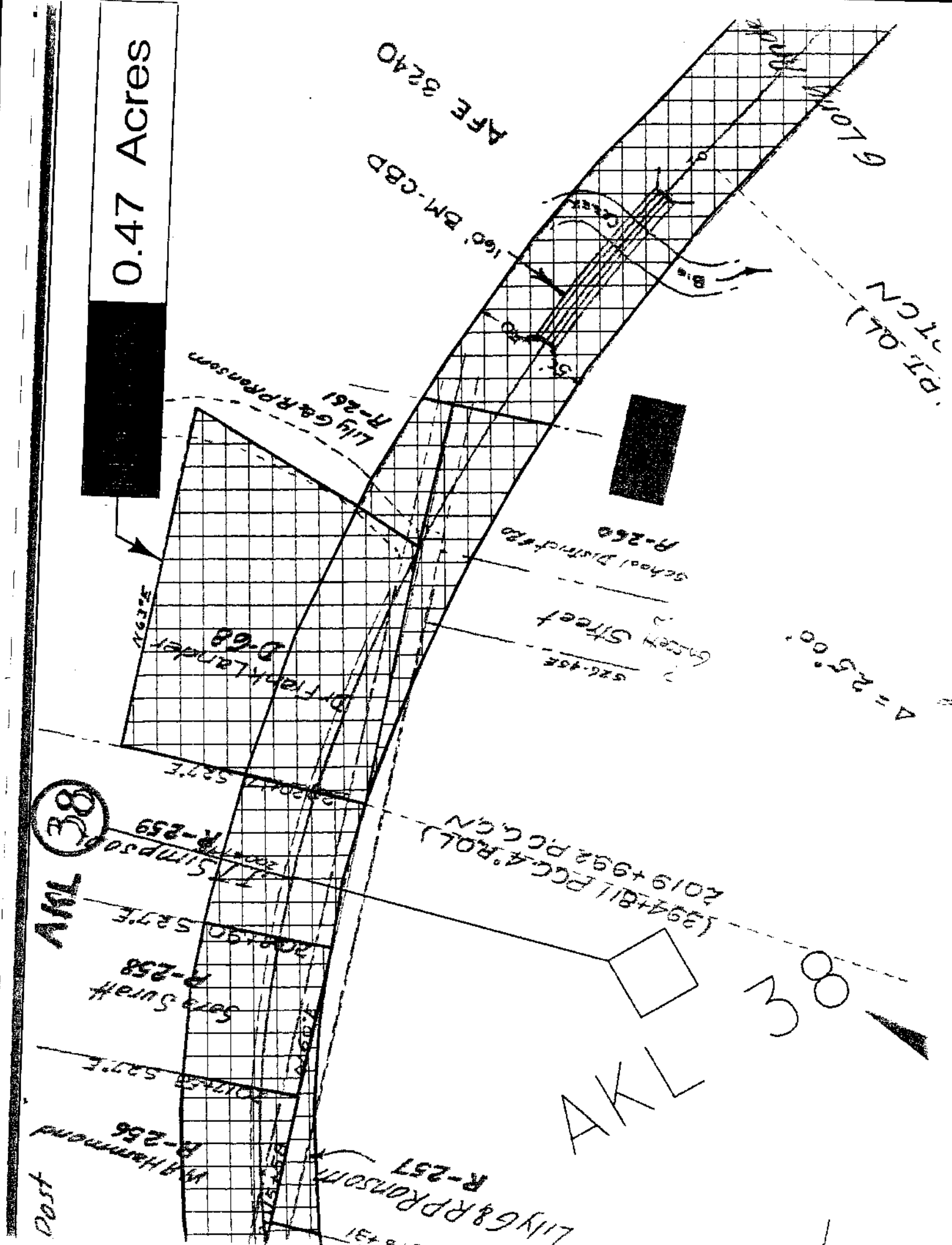
2004.53 S.27E

Lily G & R P Ransom
R-257
W.A. Hammond
R-256

AML 388

Post

300
TKA



OTHER TITLE

DETERMINABLE FEE TITLE

LEASED TO CSX

2.04 Acre
3.99 Acre

0.26 Acres

0.09 Acres

0.16 Acres

0.40 Acres

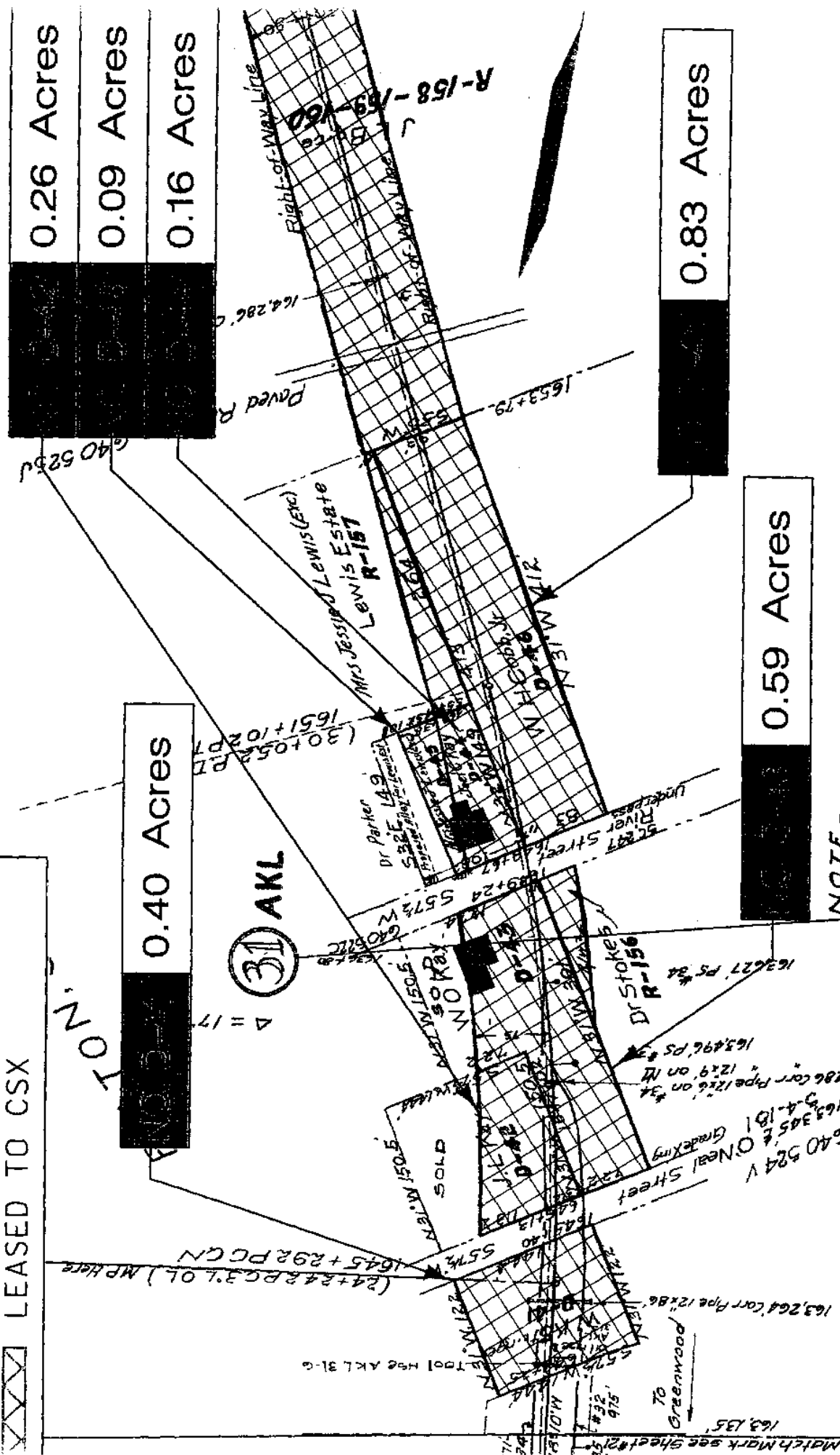
0.83 Acres

0.59 Acres

31 AKL

NOTE -

OL Stands for Original Location
CN Stands for Continuous Numeration
from Greenwood, SC

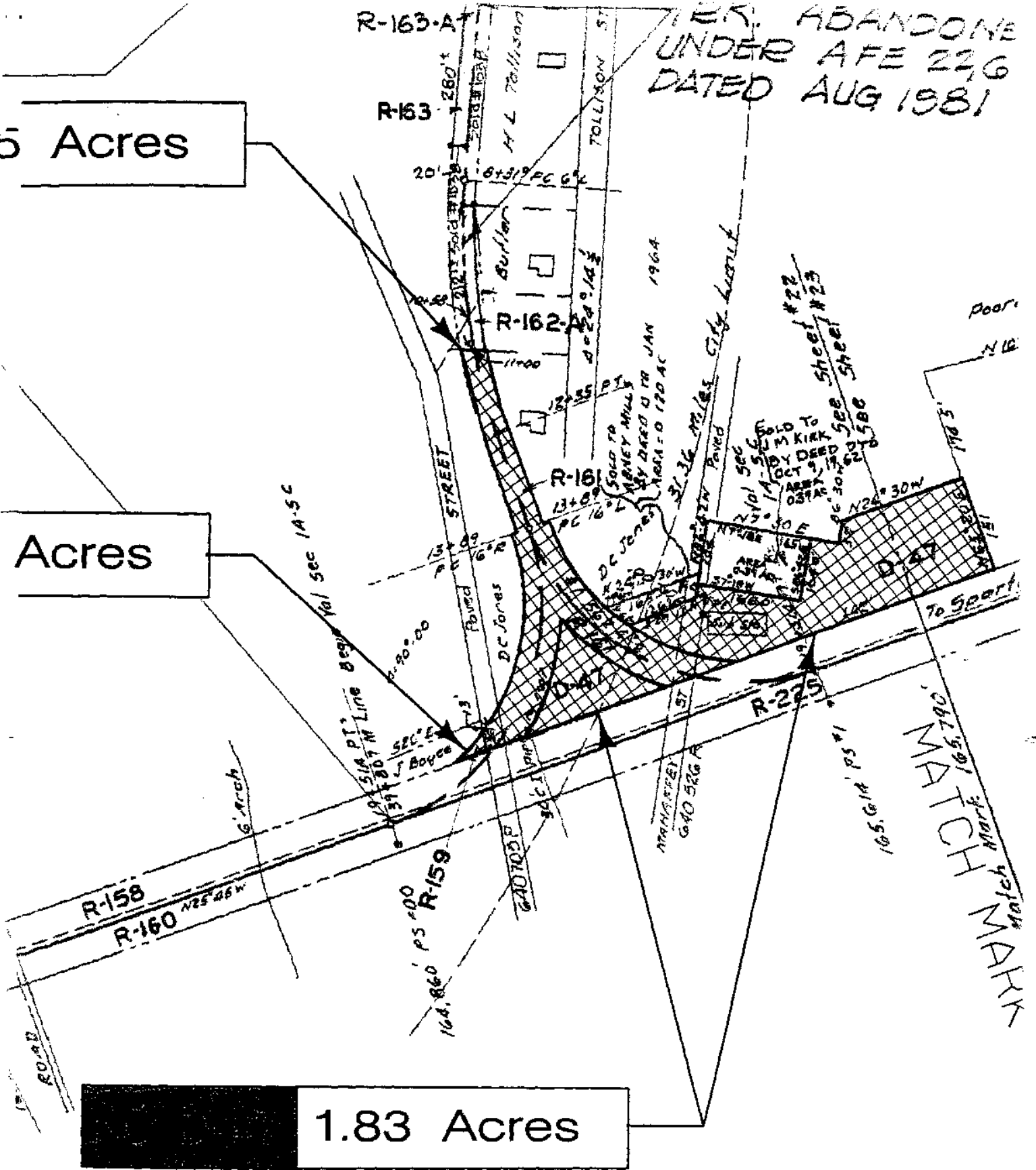


5 Acres

Acres

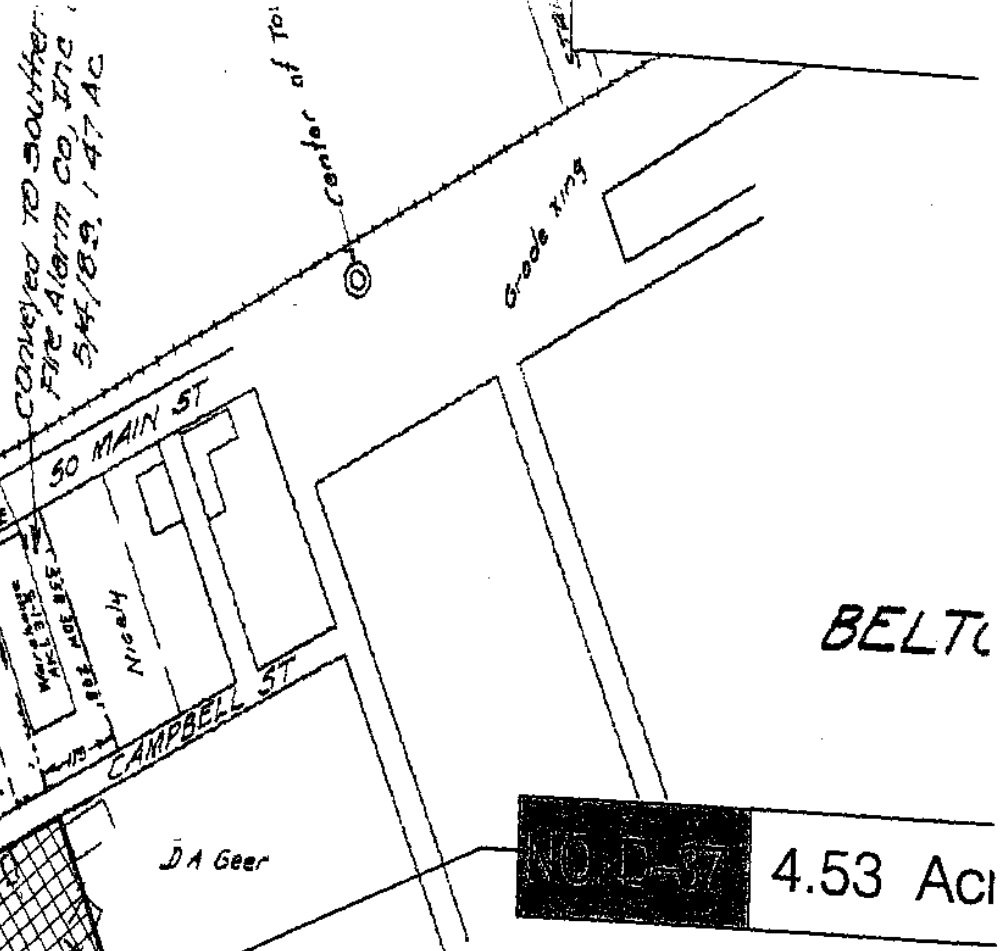
1.83 Acres

TRK. ABANDONE
UNDER AFE 226
DATED AUG 1981



D-42	D-43	D-44	D-45	D-46	D-47	D-48	D-49	D-50	D-51
J L Key	W O Key	Joel C Key	Jessie J Lewis Exec	W H Cobb, Jr	D C Jones	H L Tolson	E B Acker

R-162A SCLER CO
 R-163A SCLER CO
 D-18A S B D INC
 E B Acker
 ANVIO LOLLIS, et ux Jul 19, 1982
 J. M. Geer Horton, et Jul 19, 1982
 Church of God, et al Mar 30, 1984



D-47 4.53 Aci

BELT

D A Geer

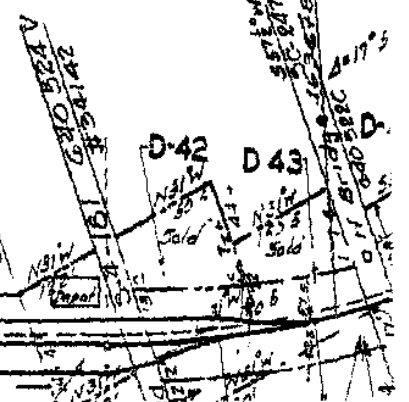
← TO GREENWOOD MILE POST

AKL (31)

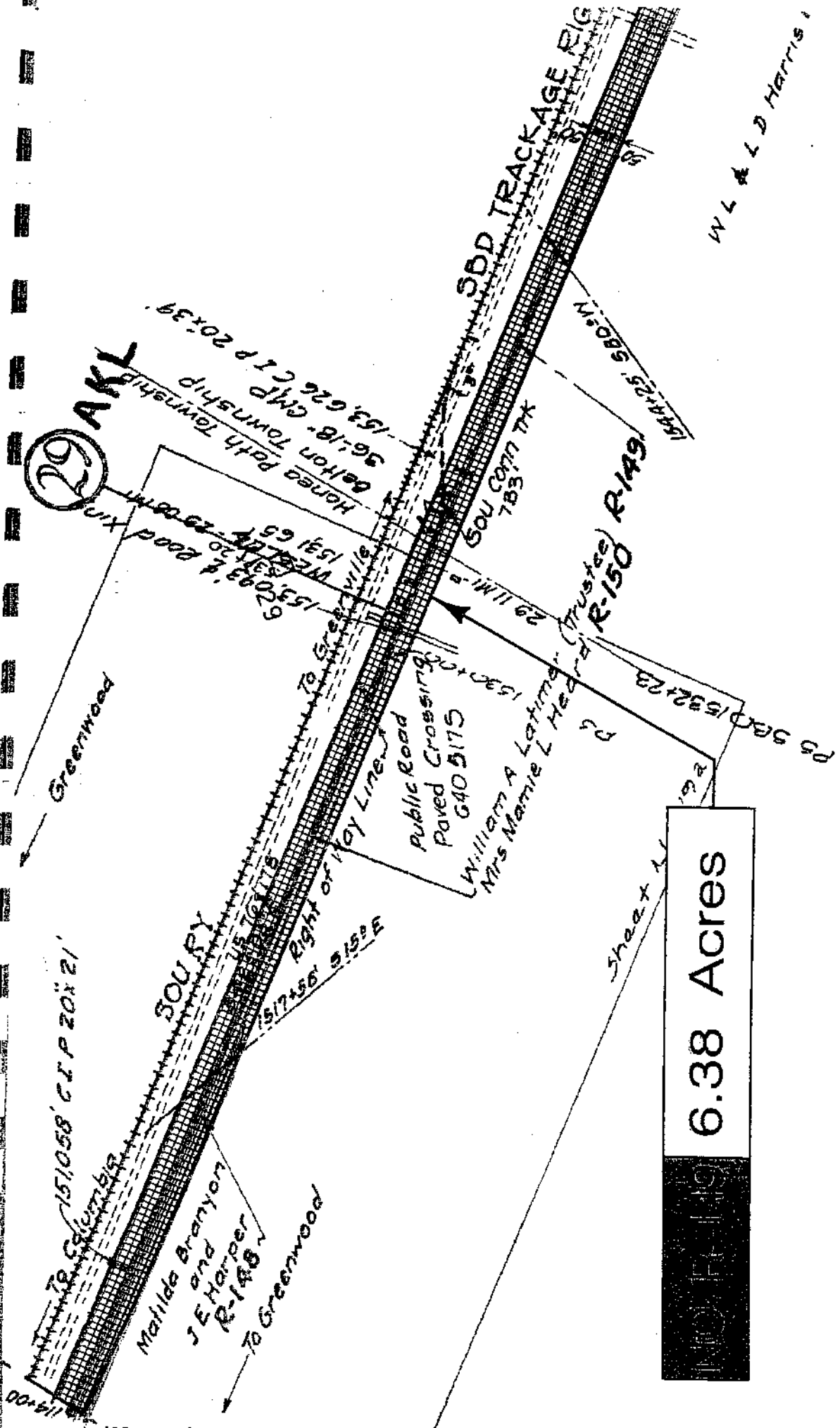
d Line sign.

0+20.06 105.54
1+55 M LIME

162.516' CIP 20" x 18"
 162.516' Cur Pipe 12x10'
 28.5185'



R-146 E of Track



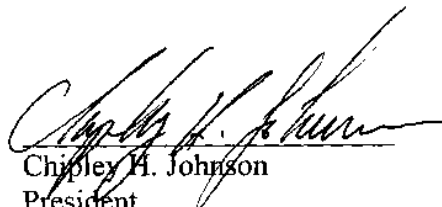
W L & L D Harris

29 AKL

6.38 Acres

VERIFICATION

I, Chipley H. Johnson, declare and verify under penalty of perjury that the foregoing is true and correct to the best of my knowledge, information and belief. Further, I certify that I am qualified and authorized to file this Verification.



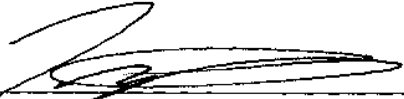
Chipley H. Johnson
President
Pickens Railway Company

Dated: June 7, 2006

CERTIFICATE OF SERVICE

The undersigned does hereby certify that a copy of Pickens Railway Company's Reply to Petition for Exemption, Finance Docket No. AB-55 (Sub-No. 664X) was served by U.S. mail on June 7, 2006 upon the following individual:

Louis E. Gitomer
Attorney at Law
118 Sunnymeadow Lane
Reisterstown, MD 21136



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