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ENTERED
Office of Proceedings
July 10, 2023
Part of
Public Record
July 10, 2023

Ms. Cynthia Brown, Section Chief
Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: FD 36447, Lake Providence Port Commission—Feeder Line
Application—Line of Delta Southern Railroad Located in East Carroll and
Madison Parishes, Louisiana

Dear Ms. Brown:

On behalf of Lake Providence Port Commission, I respectfully submit this
Verified Motion to File Contemporaneous New Evidence. I hereby certify that a
true copy is being served this 10th day of July, 2023, via email to John M.
Scheib at Scheib@gentrylocke.com.

Thank you for your assistance, please let me know if you have any
questions.

Respectfully submitted,

/s/ Richard H. Streeter

Richard H. Streeter
Attorney for Lake Providence Port
Commission

RHS:rs

cc: John M. Scheib, Counsel for Delta Southern Railroad, Inc.

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36447

LAKE PROVIDENCE PORT COMMISSION
--FEEDER LINE APPLICATION--
LINE OF DELTA SOUTHERN RAILROAD LOCATED IN
EAST CARROLL AND MADISON PARISHES, LA.

Motion to File Contemporaneous New Evidence That
Demonstrates the Current Realities of the Situation on
The Line of Railroad that is the Subject of LPPC's
Application and the Continuing Violations of
49 U.S.C. §§ 10742 and 10744

Lake Providence Port Commission ("LPPC"), Southeast Arkansas
Economic Development District ("SEAEDD"), Madison Parish Port Commission
("MPPC"), and North Louisiana & Arkansas Railroad ("NLA") (collectively
referred to hereinafter as Movants), by and through counsel, request that the
Surface Transportation Board ("Board" or "STB") permit LPPC to present new
evidence that reflects the current "realities on the ground today." This new
evidence demonstrates that Delta Southern Railroad, Inc. ("DSRR") is not
honoring the 2011 Trackage Rights Agreement that DSRR entered into with
LPPC that allows NLA to access the Lake Providence Port and shippers therein.
DSRR's failure to timely correct the deteriorated condition of its track located
between mileposts 471.0 and 472.25 is adversely impacting a new customer
that is located within the Lake Providence Port, as well as NLA and LPPC. As is
explained below, DSRR's failure to maintain this 1.25-mile segment resulted in

two (2) recent derailments and is causing a severe negative impact on rail operations. DSRR is also attempting to modify the Trackage Rights Agreement through requirements inserted in their Daily Operating Bulletins.

In pleadings filed February 10, 2023, and February 28, 2023, DSRR assured the Board that after Patriot Rail acquired the line at issue in this proceeding (January 9, 2023), DSRR's new leadership actively engaged with customers and other stakeholders, including NLA.¹ In its February 2023 pleadings, DSRR took the opportunity to disparage LPPC with the following comment:

As the Board is aware, DSRR has new ownership as of January 9, 2023. Of course, the remedy for a feeder line dispute is a new owner. And the new owner, Patriot Rail, acquired the line at issue in this proceeding long after the feeder line case was filed in 2020. DSRR's new leadership has been on the ground for less than two months and has actively engaged with customers and other stakeholders in the area. DSRR is focused on the future and on continuing to serve customers. In contrast, LPPC continues to demonstrate that it cannot make out a feeder line case, fights an old fight about a grant application that has nothing to do with the STB, fixates on historical events, and ignores the realities on the ground today.²

Recent events, which are the focus of this pleading, reflect a far different reality than the one portrayed by DSRR. DSRR may have actively engaged with the few shippers that are located within the Madison Parish Port outside of

¹ At page 6 of its February 28, 2023 pleading, NLA was erroneously identified as the "Northeast Louisiana & Arkansas Railroad."

² *Id.* at p. 15.

Tallulah, however, the claim that DSRR has actively engaged with “other stakeholders in the area” is misleading at best.

No DSRR representative has met with LPCC’s management team since Patriot Rail acquired ownership of DSRR. Given its years of working to preserve rail service on this line of railroad, there is no avoiding the fact that LPCC is a significant stakeholder.

Also, DSRR’s new leadership has made no effort to reach out to NLA. As Daniel Robbins, NLA’s President, has verified, in late January or early February 2023, he learned that Jon Ryan and Dino Trevino (the two (2) DSRR people with whom Mr. Robbins previously interacted) were no longer associated with DSRR. To establish a line of communication with DSRR’s new leadership, Mr. Robbins reached out to Jerry Coleman, who assumed the position of Regional Operations Manager Louisiana and North West Railroad/Delta Southern Railroad following Patriot Rail’s acquisition of DSRR. Mr. Robbins repeatedly offered to meet with Mr. Coleman at DSRR’s office in the Madison Parish Port. When Mr. Robbins’ invitations were not accepted, he agreed to drive to Homer, Louisiana to meet with Mr. Coleman to discuss future rail operations on February 10, 2023. During that meeting, Mr. Robbins informed Messrs. Coleman and Christopher Crockett, a DSRR employee who is located at Tallulah, LA, that NLA intended to begin shipping cotton seed for a new customer in the Lake Providence Port within a month. Mr. Robbins also explained that, pursuant to the existing Trackage Rights Agreement, it would be necessary for DSRR to repair its mainline track between MP 471.0 and MP

472.5 so that NLA could safely reach the LPPC's private line and the new cotton seed customer. Mr. Coleman indicated that he was not aware of the contents of the Trackage Rights Agreement, so Mr. Robbins promised to send it to him as soon as he was able to get back to his office. On February 15, 2023, Mr. Robbins forwarded a copy of the Trackage Rights Agreement to Mr. Coleman. Mr. Robbins also forwarded a copy of NLA's Interchange Agreement with the Kansas City Southern Railway Company ("KCS"), dated October 3, 2016, which designates DSRR as KCS's agent for the delivery of cars to NLA in Lake Providence at Track 700, which is the Port lead at MP 172.25.

On February 23, 2023, Mr. Robbins also forwarded an inspection report that NLA had performed of the segment of track covered by the Trackage Rights Agreement on February 9, 2023, which detailed the multiple broken rails, tight gage, wide gage, joint tie defects and cross-level issues that would have to be cured to safely conduct freight operations at the excepted track level. It should be noted that because the defects involve DSRR's mainline track, these issues should have been spotted by DSRR long before they received the inspection report from NLA. Although DSRR had made perfunctory efforts to install cross ties, they used composite ties that literally exploded under the weight of the loaded cars and NLA's locomotive on June 23, 2023.

The Federal Railroad Administration's ("FRA") regulations require DSRR to perform weekly track inspections on mainline track, whether it is excepted track or Class 1, 2, or 3, and that any problems discovered during the

inspection shall immediately be subject to remedial action. See 49 C.F.R. § 213(c) and (d).³

Because LPPC's initial Feeder Line Application and the INFRA Grant Application highlighted the deplorable condition of the mainline track, it is inconceivable that Patriot Rail and all of its attorneys were not aware of the condition of DSRR's mainline track when Patriot Rail decided to acquire it from West Branch Intermediate Holdings. Furthermore, there is no avoiding the conclusion that, as a matter of due diligence, they should have carefully examined the Trackage Rights Agreement that DSRR's former owner had negotiated with LPPC in 2011.

Even though DSRR and Patriot Rail were alerted in February 2023 to the need to immediately initiate remedial action to repair the 1.25-mile segment of DSRR's mainline that NLA must use to reach LPPC's private track, it was only on June 30, 2023 that DSRR and Patriot Rail announced that:

Considering the two recent derailments last week[, w]e have adjusted our planned capital work and have sent extra resources and our contractors have adjusted their schedule to complete this work. The ties have already been delivered, and the earliest our contractors can start the work is 7/5/23 with expectation of work being completed by 7/12/23.⁴

³ Although NLA has requested copies of all inspection reports from DSRR related to the track between mileposts 471.0 and 472.25 since February 23, 2023, to verify that NLA's and DSRR's inspectors are finding the same conditions, DSRR has not responded to that request.

⁴ Attachment 1, at p. 2.

No explanation has been provided as to why DSRR made no attempt to address the track issues that were brought to its attention by Mr. Robbins many months ago. In short, there was no reason to delay the upgrading of the 1.25-mile segment of DSRR's mainline for five (5) months given Mr. Robbins' explicit statements that NLA intended to begin servicing its new customer within a month.

DSRR's deliberate failure to act in a timely manner is having an immediate adverse impact on NLA's new customer who is being forced to delay further deliveries of a number of loaded cars until July 12, 2023, at a minimum.

Furthermore, contrary to the assertions in the emails⁴ that were sent to NLA by DSRR that fallaciously attempt to shift the blame to NLA, the actions taken by NLA are consistent with the provisions of Section 27 of the General Code of Operating Rules ("GCOR"). DSRR's belated suggestion that NLA's movements were improper in any respect must be taken with more than a grain of salt. Because the entire 1.25-mile segment is within yard limits, and because DSRR does not have a dispatch center, there were no FRA regulations or contractual requirements that impose any duty on NLA to notify DSRR of NLA's daily movements.

NLA, in an attempt at mitigating the harm caused by DSRR's lack of proper maintenance of the line, required its crews at all times to operate over

⁴ See Attachment 1, which consists of emails exchanged between DSRR, June 28 and June 30, 2023 regarding the derailments.

DSRR's mainline track at walking speed.⁶ This meant that the crews, if necessary, were able to safely halt the movement of the train as required by the GCOR 6.27. The Board should note that this operating routine resulted in added operating costs to NLA, as it took between one and two (2) hours to travel the 1.25 miles.

Although NLA derailed two cars and a locomotive on June 23, 2023, those derailments happened when the used composite ties installed by DSRR suddenly and without warning split in half in the middle of the track causing the rails to lose gage. This caused the loaded cars and the locomotive to derail. It is noted that NLA safely moved both empty cars and loaded cars over DSRR's track without encountering any other incidents between February 14, 2023, and June 27, 2023.⁷

Although DSRR is now insisting that there is a 24-hour notification requirement prior to occupying DSRR's track between 471.0-472.5 through its Daily Operating Bulletins, the Trackage Rights Agreement does not contain such a requirement. NLA is the only railroad that is currently serving the Lake Providence Port shippers and has an unrestricted right to operate over DSRR's mainline consistent with the terms of the Trackage Rights Agreement.

In conclusion, Movants request the Board, in reaching its decision, to consider this new evidence and focus on the lack of any legitimate excuse for

⁶ On the evening of June 30, 2023, Patriot Rail began serving copies of DSRR's Daily Operating Bulletin on NLA. The DOB adopted NLA's policy of requiring train operations between 471.0-472.5 to be moved at walking speed. See Attachment 2.

⁷ See Attachment 3. All cars were interchanged with UP at McGehee, AR.

DSRR's (and Patriot Rail's) obvious failure to focus on the needs of shippers who are located inside of the Lake Providence Port and the long-term implications for shippers that are not located within the Madison Parish Port.

DSRR and its new owner (Patriot Rail) have demonstrated no interest in working with NLA and LPPC to generate rail traffic that will move directly to the UP at McGehee, whether from Lake Providence Port or from the Madison Parish Port. It is clear that "the realities on the ground today" support Movants' position that the best interests of shippers and the surrounding communities will not be well served by rejecting LPPC's Feeder Line Application.

While DSRR has sought to denigrate LPPC's efforts, there is no denying that LPPC is seeking to provide rail service that focuses on the best interests of all shippers and all stakeholders. The same cannot be said of DSRR and Patriot Rail.

Respectfully submitted,

/s/ Richard H. Streeter

Richard H. Streeter
Law Office of Richard H. Streeter
5255 Partridge Lane, N.W.
Washington, D.C. 20016

Filed: July 10, 2023

AFFIDAVIT

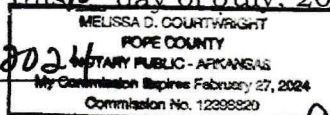
STATE OF ARKANSAS)
) ss:
COUNTY OF POPE)

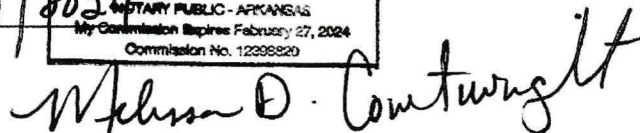
Daniel B. Robbins, being duly sworn, states that he is the President of North Louisiana & Arkansas Railroad (NLA), and that the facts asserted in the foregoing *Motion to File Contemporaneous New Evidence* are known to him to be true and that the same are true as stated.

FURTHER SAYETH THE AFFIANT NOT.


Daniel B. Robbins

Subscribed and sworn to before me this 10th day of July, 2023.
Notary Public of
My Commission expires 02/27/2024





FD 36447

Attachment 1

Richard Streeter

From: Danny Robbins <dan@dr railroad.com>
Sent: Friday, June 30, 2023 4:36 PM
To: 'Jerry Coleman'; 'Noah B Robbins'
Cc: 'Christopher Crockett'; 'Scott Gray'; 'Richard Streeter'; 'Tim Robbins'; 'Michael Robbins'; 'Wyly Gilfoil'
Subject: RE: NLA Derailment on DSRR Mainline Recap

Jerry,

We will delay NLA movements based on your recommendation until July 12th. I would point out that on February 10th of 2023 that NLA advised you that operations would be beginning in our meeting in Homer Louisiana. I additionally sent you an email containing a NLA track inspection on February 23, 2023 and I am wondering why we are one day from July and repairs to make the track even safe excepted has not been done. This is causing a hardship for NLA and our customers and I want you to be aware of this. Additionally the track is in yard limits and DSRR does not to my knowledge have a dispatch center so the terms of the trackage rights agreement is for both parties to operate under GCOR 6.27 restricted speed in this area. While I do appreciate the efforts the DSRR is currently making to remedy the track issues I wish it would have been done in a timely manner after NLA notification to DSRR.

NLA crews will be happy to carry a copy of DSRR DOB's with them while on DSRR track. Since the railroad by agreement stated above is dark territory yard limits and not dispatched GCOR 6.27 is what is applicable for all parties to enter the track. (Section 5 of the trackage rights agreement).

If it is possible can we have a copy of the DSRR track inspection that have taken place since the time from February 23rd to current date be provided to see if our inspector and yours are finding the same conditions.

If there are items you need from NLA to expedite repairs and facilitate future use for all involved please let me know.

Daniel B. Robbins
Vice President Marketing
Arkansas Short Line Railroads
Dardanelle & Russellville Railroad
Ouachita Railroad
Camden & Southern Railroad
North Louisiana & Arkansas Railroad
479-968-6455 Office
479-857-6103 Cell
dan@dr railroad.com

From: Jerry Coleman [mailto:Jerry.Coleman@patriotrail.com]
Sent: Friday, June 30, 2023 2:55 PM
To: dan@dr railroad.com; Noah B Robbins
Cc: Christopher Crockett; Scott Gray
Subject: Fwd: NLA Derailment on DSRR Mainline Recap

NLA,

Considering the two recent derailments last week. We have adjusted our planned capital work and have sent extra resources and our contractors have adjusted their schedule to complete this work. The ties have already been delivered, and the earliest our contractors can start the work is 7/5/23 with expectations of work being completed by 7/12/23. We recommend that any movements you need to make over our track could wait until this work is completed. However, if the NLA must make a move over the area, then the NLA assumes all risk for making any movement. If a move needs to happen before the work is completed, then the move would have to be completed by the start of our planned work scheduled to start on 7/5/23.

Thank you

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From: Jerry Coleman <Jerry.Coleman@patriotrail.com>
Sent: Wednesday, June 28, 2023 6:41 AM
To: dan@drrailroad.com <dan@drrailroad.com>; 'noah.b.robbs@outlook.com' <noah.b.robbs@outlook.com>
Cc: Scott Gray <Scott.Gray@patriotrail.com>; Derrick Ford <Derrick.Ford@patriotrail.com>; Christopher Crockett <Christopher.Crockett@patriotrail.com>
Subject: NLA Derailment on DSRR Mainline Recap

Good Morning

I just wanted to recap with you guys regarding the derailments NLA had on the DSRR mainline and our plans to inspect and make repairs to the DSRR mainline from MP 471 to 472. We were notified at 9:45 am on 6-26-23 that the NLA had derailed two loaded cars of cotton seed at MP 471.04. Upon our arrival we spoke with Noah and discovered the cars were derailed on 6-23-23 at approximately 2:45 pm. I asked why we were not notified on Friday of the derailment and was told it was Friday and did not plan on rerailing until Monday 6-26-23. I asked if the crew had a verified copy of the DSRR DOB which they did not. I discussed the importance of verifying the DOB and carrying a copy in the crew's possession. I asked for notification once the cars are rerailed so we could come down and inspect and make repairs. I was notified via text at approximately 11 am on 6-27-23 that the cars were rerailed. I traveled to the derailment site at 2:00pm on 6-27-23 and noticed the cars and locomotive had departed the area. I contacted Noah and he said that they brought another locomotive up to grab some cars off the lead at Lake Providence Port and derailed the locomotive trailing set of wheels at MP 471.4. We were not aware of plans to go back in and pull more cars. We discussed again the importance of verifying and carrying a copy of the DSRR DOB and making the 24-hour notification prior to occupying the joint track on DSRR. I also asked that once the locomotive is rerailed to clear the POD and to not make any more movements on the track until we can get there this morning 6-28-23 to inspect and make repairs to the track. At 4:21 pm I was notified that the locomotive was rerailed and tied down. My Regional Roadmaster Derrick Ford will be on site this morning to inspect and make the needed repairs so you guys can get back to work.

Process for NLA to occupy DSRR Mainline

- 24-hour notification should be made to Christopher Crockett at 318-780-4597 prior to occupying the mainline at DSRR MP 471 to MP 472.5. When making notification please advise on how many days you will be occupying the track.
- Current Verified copy of the DSRR DOB must be in the crew's possession.

As a side note we have ordered 500 new ties for MP 471 to MP 472.5 and have contractors on standby waiting for the word go. As soon as I have the timeline, I will let you guys know.

Thank You

Jerry Coleman Regional Operations Manager
Louisiana and North West Railroad/ Delta Southern Railroad
O: 318-927-2031 | M: 318-423-5725

jerry.coleman@patriotrail.com



FD 36447

Attachment 2

Richard Streeter

From: Danny Robbins <dan@dr railroad.com>
Sent: [REDACTED]
To: 'Richard Streeter'
Subject: FW: DSRR DOB 06-23-2023
Attachments: DSRR DOB 06-23-2023.docx

From: Customer Service [mailto:Customer.Service@patriotrail.com]

Sent: Thursday, June 22, 2023 11:00 PM

To: Anna Kunnen; Christopher Crockett; Crystal Ornelas; Customer Service; David Bevins; Derrick Ford; DSRR Crew; Jeremy Holloway; Jerry Coleman; Jon Holladay; Kathy McHand; Michael Bulone; Nick Coker; NLA; Noah B Robbins; Patrick Gill; Pieter Michels; Rail Pros; Robert Staples; Ronald Martin; Ryan Carr; Scott Bannwart; Scott Gray; Stephen Strickland; Steven Troutman; Taylor Carr; Tim Rich

Subject: DSRR DOB 06-23-2023

Patriot wants to know what you think! Click the image below or this [link](#) for a short survey.



Thank you

Taylor Carr | Customer Operations

Patriot Rail Company

O: 855-955-7245

Taylor.Carr@patriotrail.com



Delta Southern Railroad

Daily Operating Bulletin No. 06-23-2023
Effective 00:01, June 23, 2023

Clerical Rule of the Week: Transportation Safety Rules -T-21
Visitors and Contractors

Engineering Rule of the Week: Maintenance of Way Safety
Rules-E-13 Fouling Tracks

Mechanical Rule of the Week: Mechanical Safety Rules - M-13
Fouling Tracks

Transportation Rule of the Week: Transportation Safety Rules –
T-17 Tools

Daily Operating Bulletin No. 06-22-2023, 00:01 is VOID

Latest General Order No. 01-23 Dated 01/09/2023 at 00:01

Latest General Notice No. 01-23 Dated 06/15/2023 at 00:01

Timetable #6 is in Effect: 01/09/2023 at 00:01

1. Where Form "A" speed restrictions are shown do not exceed the speed indicated.
2. Where Form "B" is shown, be governed by Rules 15.2, 15.2.1, within the limits shown.
3. Where Form "C" is shown, be governed by the instructions contained therein.
4. **ALL SUBDIVISIONS:**

VOID	ITEM	FORM	TRACK	LIMITS	SPEED	INSTRUCTIONS / ISSUED BY / ISSUE DATE

5. **SIGNALS:**

VOID	ITEM	TRACK	MP	STOP & FLAG	INSTRUCTIONS / ISSUED BY / ISSUE DATE
	1	Main	498.0	Yes	Signals at Levee Street are out of service stop and flag per Chris Crockett 6-16-2023

6. Daily Operating Bulletin No. 06-23-2023 contains: 0 Items, 1 Signal Issue, 6 Lines and 1 Page.

C/S NORMAL LINE FOR DOB VERIFICATION AND UPDATES -- 309-248-0695

Signature of Employee Verifying DOB (Please sign legibly): _____

Time of Verification: _____ : _____ (EST CST MST PST circle one)

Date of Verification: _____ / _____ / _____ Employee Job/Train ID: _____

Richard Streeter

From: Danny Robbins <dan@dr railroad.com>
Sent: [REDACTED]
To: 'Richard Streeter'
Subject: FW: DSRR DOB 06-24-2023
Attachments: DSRR DOB 06-24-2023.docx

From: Customer Service [mailto:Customer.Service@patriotrail.com]

Sent: Friday, June 23, 2023 11:00 PM

To: Anna Kunnen; Christopher Crockett; Crystal Ornelas; Customer Service; David Bevins; Derrick Ford; DSRR Crew; Jeremy Holloway; Jerry Coleman; Jon Holladay; Kathy McHand; Michael Bulone; Nick Coker; NLA; Noah B Robbins; Patrick Gill; Pieter Michels; Rail Pros; Robert Staples; Ronald Martin; Ryan Carr; Scott Bannwart; Scott Gray; Stephen Strickland; Steven Troutman; Taylor Carr; Tim Rich

Subject: DSRR DOB 06-24-2023

Patriot wants to know what you think! Click the image below or this [link](#) for a short survey.



Thank you

Taylor Carr | Customer Operations

Patriot Rail Company

O: 855-955-7245

Taylor.Carr@patriotrail.com



Delta Southern Railroad

Daily Operating Bulletin No. 06-24-2023
Effective 00:01, June 24, 2023

Clerical Rule of the Week: Transportation Safety Rules -T-21
Visitors and Contractors

Daily Operating Bulletin No. 06-23-2023, 00:01 is VOID

Engineering Rule of the Week: Maintenance of Way Safety
Rules-E-13 Fouling Tracks

Latest General Order No. 01-23 Dated 01/09/2023 at 00:01

Latest General Notice No. 01-23 Dated 06/15/2023 at 00:01

Mechanical Rule of the Week: Mechanical Safety Rules - M-13
Fouling Tracks

Timetable #6 is in Effect: 01/09/2023 at 00:01

Transportation Rule of the Week: Transportation Safety Rules –
T-17 Tools

1. Where Form "A" speed restrictions are shown do not exceed the speed indicated.
2. Where Form "B" is shown, be governed by Rules 15.2, 15.2.1, within the limits shown.
3. Where Form "C" is shown, be governed by the instructions contained therein.
4. **ALL SUBDIVISIONS:**

VOID	ITEM	FORM	TRACK	LIMITS	SPEED	INSTRUCTIONS / ISSUED BY / ISSUE DATE

5. **SIGNALS:**

VOID	ITEM	TRACK	MP	STOP & FLAG	INSTRUCTIONS / ISSUED BY / ISSUE DATE
	1	Main	498.0	Yes	Signals at Levee Street are out of service stop and flag per Chris Crockett 6-16-2023

6. Daily Operating Bulletin No. 06-24-2023 contains: 0 Items, 1 Signal Issue, 6 Lines and 1 Page.

C/S NORMAL LINE FOR DOB VERIFICATION AND UPDATES -- 309-248-0695

Signature of Employee Verifying DOB (Please sign legibly): _____

Time of Verification: _____:_____ (EST CST MST PST circle one)

Date of Verification: ____/____/____ Employee Job/Train ID: _____

Richard Streeter

From: Danny Robbins <dan@dr railroad.com>
Sent: [REDACTED]
To: 'Richard Streeter'
Subject: FW: DSRR - DOB 06-27-2023
Attachments: DSRR DOB 06-27-2023.docx

From: Customer Service [mailto:Customer.Service@patriotrail.com]

Sent: Monday, June 26, 2023 11:00 PM

To: Anna Kunnen; Christopher Crockett; Crystal Ornelas; Customer Service; David Bevins; Derrick Ford; DSRR Crew; Jeremy Holloway; Jerry Coleman; Jon Holladay; Kathy McHand; Michael Bulone; Nick Coker; NLA; Noah B Robbins; Patrick Gill; Pieter Michels; Rail Pros; Robert Staples; Ronald Martin; Ryan Carr; Scott Bannwart; Scott Gray; Stephen Strickland; Steven Troutman; Taylor Carr; Tim Rich

Subject: DSRR - DOB 06-27-2023

Thank you

Ryan Carr | Customer Operations

Patriot Rail Company

O: 855-955-7245

Ryan.Carr@patriotrail.com



Delta Southern Railroad

Daily Operating Bulletin No. 06-27-2023
Effective 00:01, June 27, 2023

Clerical Rule of the Week: Transportation Safety Rules - T-22
Avoiding Human Remains, Blood, or Other Fluids

Engineering Rule of the Week: Maintenance of Way Safety
Rules-E-14 Fueling

Mechanical Rule of the Week: Mechanical Safety Rules - M-14
Fusees

Transportation Rule of the Week: Transportation Safety Rules –
T-22 Avoiding Human Remains, Blood, or Other Fluids

Daily Operating Bulletin No. 06-26-2023, 00:01 is VOID

Latest General Order No. 01-23 Dated 01/09/2023 at 00:01

Latest General Notice No. 01-23 Dated 06/15/2023 at 00:01

Timetable #6 is in Effect: 01/09/2023 at 00:01

1. Where Form "A" speed restrictions are shown do not exceed the speed indicated.
2. Where Form "B" is shown, be governed by Rules 15.2, 15.2.1, within the limits shown.
3. Where Form "C" is shown, be governed by the instructions contained therein.
4. **ALL SUBDIVISIONS:**

VOID	ITEM	FORM	TRACK	LIMITS	SPEED	INSTRUCTIONS / ISSUED BY / ISSUE DATE

5. **SIGNALS:**

VOID	ITEM	TRACK	MP	STOP & FLAG	INSTRUCTIONS / ISSUED BY / ISSUE DATE
	1	Main	498.0	Yes	Signals at Levee Street are out of service stop and flag per Chris Crockett 6-16-2023

6. Daily Operating Bulletin No. 06-27-2023 contains: 0 Items, 1 Signal Issue, 6 Lines and 1 Page.

C/S NORMAL LINE FOR DOB VERIFICATION AND UPDATES -- 309-248-0695

Signature of Employee Verifying DOB (Please sign legibly): _____

Time of Verification: _____:_____ (EST CST MST PST circle one)

Date of Verification: ____/____/____ Employee Job/Train ID: _____

Richard Streeter

From: Danny Robbins <dan@dr railroad.com>
Sent: [REDACTED]
To: 'Richard Streeter'
Subject: FW: DSRR DOB 07-01-2023
Attachments: DSRR DOB 07-01-2023.docx

From: Customer Service [mailto:Customer.Service@patriotrail.com]

Sent: Friday, June 30, 2023 11:00 PM

To: Anna Kunnen; Christopher Crockett; Crystal Ornelas; Customer Service; David Bevins; Derrick Ford; DSRR Crew; Jeremy Holloway; Jerry Coleman; Jon Holladay; Kathy McHand; Michael Bulone; Nick Coker; NLA; Noah B Robbins; Patrick Gill; Pieter Michels; Rail Pros; Robert Staples; Ronald Martin; Ryan Carr; Scott Bannwart; Scott Gray; Stephen Strickland; Steven Troutman; Taylor Carr; Tim Rich

Subject: DSRR DOB 07-01-2023

Thank you

Taylor Carr | Customer Operations

Patriot Rail Company

O: 855-955-7245

Taylor.Carr@patriotrail.com



Delta Southern Railroad

Daily Operating Bulletin No. 07-01-2023
Effective 00:01, July 01, 2023

Clerical Rule of the Week: Transportation Safety Rules - T-22
Avoiding Human Remains, Blood, or Other Fluids

Engineering Rule of the Week: Maintenance of Way Safety
Rules-E-14 Fueling

Mechanical Rule of the Week: Mechanical Safety Rules - M-14
Fusees

Transportation Rule of the Week: Transportation Safety Rules –
T-22 Avoiding Human Remains, Blood, or Other Fluids

Daily Operating Bulletin No. 06-30-2023, 11:00 is VOID

Latest General Order No. 01-23 Dated 01/09/2023 at 00:01

Latest General Notice No. 01-23 Dated 06/15/2023 at 00:01

Timetable #6 is in Effect: 01/09/2023 at 00:01

1. Where Form "A" speed restrictions are shown do not exceed the speed indicated.
2. Where Form "B" is shown, be governed by Rules 15.2, 15.2.1, within the limits shown.
3. Where Form "C" is shown, be governed by the instructions contained therein.
4. **ALL SUBDIVISIONS:**

VOID	ITEM	FORM	TRACK	LIMITS	SPEED	INSTRUCTIONS / ISSUED BY / ISSUE DATE
	1	A	DSRR Lake Providence Main	471.0 – 472.5	Walking Speed	Do not exceed walking speed between MP 471.0 and 472.5. No flags displayed. Per Jerry Coleman 6/27/23

5. **SIGNALS:**

VOID	ITEM	TRACK	MP	STOP & FLAG	INSTRUCTIONS / ISSUED BY / ISSUE DATE
	1	Main	498.0	Yes	Signals at Levee Street are out of service stop and flag per Chris Crockett 6-16-2023

6. Daily Operating Bulletin No. 07-01-2023 contains: 1 Item, 1 Signal Issue, 6 Lines and 1 Page.

C/S NORMAL LINE FOR DOB VERIFICATION -- 855-955-7245
EMERGENCY LINE FOR DOB UPDATES AND EMERGENCIES -- 855-258-4514

Signature of Employee Verifying DOB (Please sign legibly): _____

Time of Verification: _____:_____ (EST CST MST PST circle one)

Date of Verification: ____/____/____ Employee Job/Train ID: _____

Richard Streeter

From: Danny Robbins <dan@dr railroad.com>
Sent: [REDACTED]
To: 'Richard Streeter'
Subject: FW: DSRR DOB 07-05-2023
Attachments: DSRR DOB 07-05-2023.docx

From: Customer Service [mailto:Customer.Service@patriotrail.com]

Sent: Tuesday, July 04, 2023 11:01 PM

To: Anna Kunnen; Christopher Crockett; Crystal Ornelas; Customer Service; David Bevins; Derrick Ford; DSRR Crew; Jeremy Holloway; Jerry Coleman; Jon Holladay; Kathy McHand; Michael Bulone; Nick Coker; NLA; Noah B Robbins; Patrick Gill; Pieter Michels; Rail Pros; Robert Staples; Ronald Martin; Ryan Carr; Scott Bannwart; Scott Gray; Stephen Strickland; Steven Troutman; Taylor Carr; Tim Rich

Subject: DSRR DOB 07-05-2023

Thanks,

Stephen Strickland | Customer Operations

Patriot Rail Company

O: 855-955-7245

Stephen.strickland@patriotrail.com



Delta Southern Railroad

Daily Operating Bulletin No. 07-05-2023
Effective 00:01, July 05, 2023

Clerical Rule of the Week: Transportation Safety Rules – TSP-37 Principles of Safe Exertion Daily Operating Bulletin No. 07-04-2023, 00:01 is VOID

Engineering Rule of the Week: Maintenance of Way Safety Rules-E-16 Getting On and Off Equipment

Latest General Order No. 01-23 Dated 01/09/2023 at 00:01

Latest General Notice No. 01-23 Dated 06/15/2023 at 00:01

Mechanical Rule of the Week: Mechanical Safety Rules - M-15 Getting On and Off Equipment

Timetable #6 is in Effect: 01/09/2023 at 00:01

Transportation Rule of the Week: Transportation Safety Rules – TSP-37 Principles of Safe Exertion

1. Where Form "A" speed restrictions are shown do not exceed the speed indicated.
2. Where Form "B" is shown, be governed by Rules 15.2, 15.2.1, within the limits shown.
3. Where Form "C" is shown, be governed by the instructions contained therein.
4. **ALL SUBDIVISIONS:**

VOID	ITEM	FORM	TRACK	LIMITS	SPEED	INSTRUCTIONS / ISSUED BY / ISSUE DATE
	1	A	DSRR Lake Providence Main	471.0 – 472.5	Walking Speed	Do not exceed walking speed between MP 471.0 and 472.5. No flags displayed. Per Jerry Coleman 6/27/23

5. **SIGNALS:**

VOID	ITEM	TRACK	MP	STOP & FLAG	INSTRUCTIONS / ISSUED BY / ISSUE DATE
	1	Main	498.0	Yes	Signals at Levee Street are out of service stop and flag per Chris Crockett 6-16-2023

6. Daily Operating Bulletin No. 07-05-2023 contains: 1 Item, 1 Signal Issue, 6 Lines and 1 Page.

C/S NORMAL LINE FOR DOB VERIFICATION -- 855-955-7245
EMERGENCY LINE FOR DOB UPDATES AND EMERGENCIES -- 855-258-4514

Signature of Employee Verifying DOB (Please sign legibly): _____

Time of Verification: _____:_____ (EST CST MST PST circle one)

Date of Verification: ____/____/____ Employee Job/Train ID: _____

FD 36447

Attachment 3

APEX

April

Rail # / Seq.	Car Initial	Car Number	IN	OUT	Switching Charge
1	ITFX	9870	23-Feb	17-Apr	
2	ITFX	9813	23-Feb	17-Apr	
3	ITFX	9845	23-Feb	17-Apr	
4	ITFX	9879	23-Feb	21-Apr	
5	ITFX	9855	14-Feb	21-Apr	
6	ITFX	9892	14-Feb	21-Apr	
7	ITFX	9883	23-Feb	21-Apr	
8	ITFX	9833	23-Feb	21-Apr	
9	ITFX	9887	23-Feb	21-Apr	
10	ITFX	9875	14-Feb	28-Apr	
11	ITFX	9819	14-Feb	28-Apr	
12	ITFX	9803	14-Feb	28-Apr	
13	ITFX	9854	14-Feb	28-Apr	
14	ITFX	9890	14-Feb	28-Apr	
15	ITFX	9810	23-Feb	28-Apr	
16	ITFX	9882	14-Feb		
17	ITFX	9871	14-Feb		
18	ITFX	9885	14-Feb		
19					
20					
21					
22					
23					
24					
25					
Totals					

APEX**May**

Rail # / Seq.	Car Initial	Car Number	IN	OUT	Switching Charge
1	ITFX	9882	14-Feb	1-May	
2	ITFX	9871	14-Feb	1-May	
3	ITFX	9885	14-Feb	1-May	
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
Totals					

APEX

June

Rail # / Seq.	Car Initial	Car Number	IN	OUT	Switching Charge
1	ITFX	9887	17-May	5-Jun	
2	ITFX	9899	17-May	5-Jun	
3	ITFX	9825	17-May	5-Jun	
4	ITFX	9892	17-May	5-Jun	
5	ITFX	9883	17-May	5-Jun	
6	ITFX	9888	30-May	22-Jun	
7	ITFX	9869	17-May	22-Jun	
8	ITFX	9824	17-May	22-Jun	
9	ITFX	9855	17-May	22-Jun	
10	ITFX	9833	17-May	22-Jun	
11	ITFX	9810	30-May	27-Jun	
12	ITFX	9866	30-May	27-Jun	
13	ITFX	9845	30-May	27-Jun	
14	ITFX	9813	30-May	27-Jun	
15	ITFX	9870	30-May	27-Jun	
16	ITFX	9806	12-Jun	27-Jun	
17	ITFX	9803	12-Jun		
18	ITFX	9882	12-Jun		
19	ITFX	9819	12-Jun	27-Jun	
20	ITFX	9851	12-Jun	27-Jun	
21	ITFX	9826	12-Jun	27-Jun	
22	ITFX	9875	12-Jun	27-Jun	
23					
24					
25					
Totals					