In Decision No. 89, in addition to approving the primary application, the Board granted the responsive application by New England Central Railroad, Inc. (NECR) in STB Finance Docket No. 33388 (Sub-No. 75) insofar as it seeks trackage rights from CSX between Palmer and West Springfield, MA. To implement this condition, the Board required CSX and NECR to negotiate the details of the trackage rights arrangement and, if negotiations were not successful, to submit separate proposals by September 21, 1998. In subsequent decisions, the Board extended the due date for completion of these negotiations, most recently to November 20, 1998. By correspondence filed November 20, 1998, CSX states that the parties continue to believe that they will be able to conclude the trackage rights agreement by mutual consent. To resolve this matter, CSX seeks an additional extension to December 21, 1998. CSX states that NECR concurs in this request. The extension will be granted.

1 In Decision No. 89, served July 23, 1998, the Board approved, subject to conditions, the application by CSX Corporation and CSX Transportation, Inc. (collectively CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively NS) under 49 U.S.C. 11321-26 for: (1) the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively Conrail); and (2) the division of Conrail's assets by and between CSX and NS.

2 On September 21, 1998, NECR reported that, while the parties were close to reaching a final agreement on their Palmer-West Springfield trackage rights arrangement, NECR and CSX were in irreconcilable disagreement over one matter. Thus, NECR filed a petition on that date (designated as NECR-10) seeking a Board ruling on the matter or clarification of the condition. CSX filed its reply (designated as CSX-164) on October 13, 1998. In Decision No. 100, served November 6, 1998, the Board denied the relief sought by NECR.
It is ordered:

1. The deadline set forth in Decision No. 89, Ordering Paragraph No. 64, is extended to December 21, 1998. If any terms of the trackage rights arrangement between Palmer and West Springfield, MA, are not resolved through negotiations between CSX and NECR, the parties must submit separate proposals no later than December 21, 1998.

2. This decision is effective on its service date.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams  
Secretary
SERVICE LIST FOR: 24-nov-1998 STB FD 33388 0

CSX CORPORATION AND CSX TRANSPORTATION

STEPHEN M FONTAINE
MASSACHUSETTS CENTRAL RAILROAD CORPORATION
ONE WILBRAHAM STREET
PALMER MA 01069 US

JOHN R NADOLNY
BOSTON AND MAINE CORPORATION
IRON HORSE PARK
NORTH BILLERICA MA 01862 US

RICHARD B. KENNELLY, JR
CONSERVATION LAW FOUNDATION
62 SUMMER STREET
BOSTON MA 02110 US

JAMES E HOWARD
90 CANAL STREET
BOSTON MA 02114 US

JOHN D CIRAME, ASSISTANT SECRETARY
COMMONWEALTH OF MASS. EXEC. OFFICE OF TRANSP
10 PARK PLAZA ROOM 3170
BOSTON MA 02116-3969 US

HON. EDWARD M KENNEDY
UNITES STATES SENATE
2400 JOHN F KENNEDY FEDERAL BLDG
BOSTON MA 02203 US

WILLIAM D ANKNER PHD
R I DEPT OF TRANSPORTATION
TWO CAPITOL HILL
PROVIDENCE RI 02903 US

ROBERT D ELDER
MAINE DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA ME 04333 US

JOHN K DUNLEAVY
ASSISTANT ATTORNEY GENERAL
133 STATE STREET STATE ADM BLDG
MONTPELIER VT 05633-5001 US

KAREN E SONGHURST
STATE OF VERMONT
133 STATE STREET
MONTPELIER VT 05633-5001 US

JAMES F SULLIVAN
CT DEPT OF TRANSPORTATION
P O BOX 317546
2800 BERLIN TURNPIKE
NEWINGTON CT 06113 US

EDWARD J RODRIGUEZ
P.O. BOX 298
67 MAIN STREET
CENTERBROOK CT 06401 US

RICHARD C CARPENTER
SOUTHWESTERN REGIONAL PLANNING AGENCY
1 SELLIECK STREET SUITE 210
EAST NORWALK CT 06855 US

MICHAEL E STRICKLAND
NYK LINE (NORTH AMERICA) INC, SENIOR VICE PRESIDENT
300 LIGHTING WAY
SECAUCUS NJ 07094-1588 US

HONORABLE ROBERT G. TORRICELLI
UNITED STATES SENATE
1 RIVER FRONT PLAZA, 3RD FLOOR
NEWARK NJ 07102 US

J WILLIAM VAN DYKE
NJ TRANSPORTATION PLANNING AUTHORITY
ONE NEWARK CENTER 17TH FLOOR
NEWARK NJ 07102 US

EDWARD LLOYD
RUTGERS ENVIRONMENTAL LAW CLINIC
15 WASHINGTON STREET
NEWARK NJ 07102 US

PHILIP SIDO
UNION CAMP CORPORATION
1600 VALLEY ROAD
WAYNE NJ 07470 US

MARTIN T DURKIN ESQ
DURKIN & BOGGIA ESQS
PO BOX 378
71 MT VERNON STREET
RIDGEFIELD PARK NJ 07660 US

TERI LENHART
CONCERNED CITIZENS OF EAST RIVERTON
1130 BANHARD STREET
CINNAMINSON NJ 08077-1802 US

TIMOTHY G CHELIUS
18 N EAST AVENUE
VINELAND NJ 08360 US

LAWRENCE PEPPER, JR
GRUCCIO PEPPER
817 EAST LANDS AVE
VINELAND NJ 08360 US

JOHN F. MCHUGH
MCHUGH & SHERMAN
20 EXCHANGE PLACE 51ST FLOOR
NEW YORK NY 10005 US

ANTHONY BOTTALICO
UTU
420 LEXINGTON AVENUE ROOM 458-460
NEW YORK NY 10017 US

11/24/1998
SERVICE LIST FOR: 24-nov-1998 STB FD 33388 O CSX CORPORATION AND CSX TRANSPOR.TATI

WALTER E ZULLIG JR
METRO-NORTH COMMUTER RAILROAD COMPANY
347 MADISON AVE
NEW YORK NY 10017-3706 US

JAMES W HARRIS
THE METROPOLITAN PLANNING ORGANIZATION
1 WORLD TRADE CENTER STE 82 EAST
NEW YORK NY 10048-0043 US

R. LAWRENCE MCCAFFREY, JR.
NEW YORK & ATLANTIC RAILWAY
405 LEXINGTON AVENUE 50TH FLOOR
NEW YORK NY 10174 US

HONORABLE ALFONSE M. D’AMATO
UNITED STATES SENATE
LEO O’BRIEN OFFICE BUILDING, ROOM 420
ALBANY NY 12207 US

DIANE SEITZ
CENTRAL HUDSON GAS & ELECTRIC CORP
284 SOUTH AVENUE
POUGHKEEPSIE NY 12601 US

ANGELO J CHICK JR, LOCAL CHAIRMAN
P O BOX 908
48398 OLD GOOSE BAY ROAD
REDWOOD NY 13679 US

SHEILA MECK HYDE
CITY HALL
342 CENTRAL AVENUE
DUNKIRK NY 14048 US

JOHN F COLLINS
COLLINS, COLLINS, & KANTOR PC
267 NORTH STREET
BUFFALO NY 14201 US

R W GODWIN
BROTHERHOOD OF LOCOMOTIVE ENGINEERS
810 ABBOTT ROAD SUITE 200
BUFFALO NY 14220 US

H DOUGLAS MIDKIFF
GENESEE TRANSPORTATION COUNCIL
65 WEST BROAD ST STE 101
ROCHESTER NY 14614-2210 US

DAVID W. DONLEY
3361 STAFFORD ST
PITTSBURGH PA 15204-1441 US

JOHN A. VUONO
VUONO & GRAY
2310 GRANT BUILDING
PITTSBURGH PA 15219 US

ANTHONY P. SEMANCIK
347 MADISON AVENUE
NEW YORK NY 10017-3706 US

HUGH H. WELSH
LAW DEPT., SUITE 67E
ONE WORLD TRADE CENTER
NEW YORK NY 10048-0202 US

SAMUEL J NASCA
UTU STATE LEGISLATIVE DIRECTOR
35 FULLER ROAD SUITE 205
ALBANY NY 12205 US

DANIEL B. WALSH
BUSINESS COUNCIL OF NEW YORK STATE, INC.
152 WASHINGTON AVENUE
ALBANY NY 12210 US

IRWIN L. DAVIS
1900 STATE TOWER BLDG.
SYRACUSE NY 13202 US

GARY EDWARDS
SOMERSET RAILROAD
7725 LAKE ROAD
BARKER NY 14012 US

IRVING J RUBIN
P O BOX 243
YOUNGSTOWN NY 14174 US

HONORABLE ALFONSE D’AMATO
UNITED STATES SENATE
111 W. HURON STREET, ROOM 620
BUFFALO NY 14202 US

ERNEST J IERARDI
NIXON HARGRAVE DEVANS DOYLE LLP
PO BOX 1051
CLINTON SQUARE
ROCHESTER NY 14603-1051 US

JEANNE WALDOCK
107 GRANT COURT
ORLEAN NY 14760 US

HENRY M. WICK, JR.
WICK, STREIFF, ET AL
1450 TWO CHATHAM CFNTER
PITTSBURGH PA 15219 US

R J HENEFELD
PPG INDUSTRIES INC
ONE PPG PLACE
PITTSBURGH PA 15272 US

11/24/1998 Page 2
SERVICE LIST FOR: 24-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

M E PETRUCCELLI
PPG INDUSTRIES INC
ONE PPG PLACE
PITTSBURGH PA 15272 US

RICHARD R WILSON
1126 EIGHT AV STE 403
ALTOONA PA 16602 US

D W DUNLEVY
STATE LEGISLATIVE DIRECTOR UTU
230 STATE STREET, PA AFL-CIO BLDG 2ND FLOOR
HARRISBURG PA 17101 US

KURT W CARR
BUREAU FOR HISTORIC PRESERVATION
P O BOX 1026
HARRISBURG PA 17108-1026 US

HONORABLE THOMAS J RIDGE
GOVERNOR, COMMONWEALTH OF PENNSYLVANIA
225 MAIN CAPITOL BUILDING
HARRISBURG PA 17120 US

KRISTOPHER MICHAEL KLEMICK
RR#3 BOX 101-15
JERSEY SHORE PA 17740-9309 US

BELNAP FREEMAN
BELNAP FREEMAN
119 HICKORY LANE
ROSEMONT PA 19010 US

D J O'CONNELL
GENERAL CHAIRPERSON UTU
410 LANCASTER AVE STE 5
HAVERFORD PA 19041 US

JOHN J GROCKI
GRA INC
115 WEST AV ONE JENKINTOWN STA
JENKINTOWN PA 19046 US

HARRY C BARBIN
BARBIN LAUFFER & O'CONNELL
608 HUNTINGDON PIKE
ROCKLEDGE PA 19046 US

G CRAIG SCHELTER
PHILADELPHIA INDUSTRIAL DEVELOPMENT CORPORATION
2650 CENTRE SQUARE WEST 500 MARKET ST
PHILADELPHIA PA 19102 US

WILLIAM R THOMPSON
CITY OF PHILADELPHIA LAW DEPT
1600 ARCH ST 10TH FLOOR
PHILADELPHIA PA 19103 US

JOHN J EHLINGER JR
OBERMAYER REBMANN MAXWELL & HIPPEL
1617 JOHN F. KENNEDY BLVD ONE PENN CENTER-19T
PHILADELPHIA PA 19103-1895 US

DAVID BERGER
BERGER AND MONTAGUE, P. C.
1622 LOCUST ST
PHILADELPHIA PA 19103-6305 US

JOHN J COSCIA, EXECUTIVE DIRECTOR
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
111 SOUTH INDEPENDENCE MALL EAST
PHILADELPHIA PA 19106 US

JOHN K. LEARY, GENERAL MANAGER
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTH
1234 MARKET STREET 5TH FLOOR
PHILADELPHIA PA 19107-3780 US

ERIC M HOCKY
GOLLATZ GRIFFIN EWING
213 WEST MINER STREET
WEST CHESTER PA 19381-0796 US

HON JOSEPH R BIDEN, JR.
UNITED STATES SENATE
844 KING STREET
WILMINGTON DE 19801 US

J E THOMAS
HERCULES INCORPORATED
1313 NORTH MARKET STREET
WILMINGTON DE 19894 US

E C WRIGHT
RAIL TRANSPORTATION PROCUREMENT MANAGER
1007 MARKET STREET DUPONT BLDG 3100
WILMINGTON DE 19898 US

FREDERICK H SCHRANCK
PO BOX 778
DOVER DE 19903 US

TERRENCE D JONES
KELLER & HECKMAN
1001 G ST NW STE 500 WEST
WASHINGTON DC 20001 US

MARTIN W BERCOCIVI
KELLER & HECKMAN, LLP
1001 G ST NW SUITE 500 WEST
WASHINGTON DC 20001 US

JAMES HOWARD
COALITION OF NORTHEASTERN GOVERNORS
400 NORTH CAPITOL STREET, SUITE 382
WASHINGTON DC 20001 US
SERVICE LIST FOR: 24-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

PETER A GILBERTSON
REGIONAL RR'S OF AMERICA
122 C ST NW STE 850
WASHINGTON DC 20001 US

BRUCE KNIGHT
NATIONAL CORN GROWERS ASSOCIATION
122 C ST NW SUITE 510
WASHINGTON DC 20001-2109 US

RICHARD G SLATTERY
AMTRAK
60 MASSACHUSETTS AVENUE N E
WASHINGTON DC 20002 US

DONALD F GRIFFIN
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES
10 G STREET NE STE 460
WASHINGTON DC 20002 US

JOSEPH GUERRIERI, JR.
GUERRIERI, EDMOND & CLAYMAN, PC
1331 F STREET N W, 4TH FLOOR
WASHINGTON DC 20004 US

DEBRA L. WILLEN
GUERRIERI, EDMOND & CLAYMAN PC
1331 F STREET N W, 4TH FLOOR
WASHINGTON DC 20004 US

DREW A HARKER
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

DENNIS G LYONS
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

GEORGE W MAYO JR
HOGAN & HARTSON L L P
555 THIRTEENTH STREET NW COLUMBIA SQUARE
WASHINGTON DC 20004-1109 US

MARY GABRIELLE SPRAGUE
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004-1202 US

WILLIAM W MILLAR
AMERICAN PUBLIC TRANSIT ASSOCIATION
1201 NEW YORK AVE., NW
WASHINGTON DC 20005 US

EDWARD WYTKIND, EXECUTIVE DIRECTOR
LARRY J WILLIS ESQ TRANSP TRADES DEPT AFLCI
1000 VERMONT AVENUE, NW STE 900
WASHINGTON DC 20005 US

KEVIN M SHEYS
OPPENHEIMER WOLFF & DONNELLY & BAYH LLP
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005 US

BRUNO MAESTRI
NORFOLK SOUTHERN CORPORATION
1500 K STREET SUITE 375
WASHINGTON DC 20005 US

ROSE-MICHELE WEINRYB
WEINER BRODSKY SIDMAN & KIDER
1350 NEW YORK AVENUE NW
WASHINGTON DC 20005 US

PAUL M LAURENZA
OPPENHEIMER WOLFF & DONNELLY & BAYH LLP
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005 US

DANIEL DUFF
AMERICAN PUBLIC TRANSIT ASSOCIATION
1201 NEW YORK AV NW
WASHINGTON DC 20005 US

LOUIS E GITOMER
BALL JANIK LLP
1455 F STREET NW SUITE 225
WASHINGTON DC 20005 US

L JOHN OSBORN
SONNENSCHEIN NATH & ROSENTHAL
1301 K STREET NW STE 600 EAST
WASH DC 20005 US

JOHN H BROADLEY
JENNER & BLOCK
601 13TH ST NW 12TH FL
WASHINGTON DC 20005 US

KARL MORELL
BALL JANIK LLP
1455 F STREET NW SUITE 225
WASHINGTON DC 20005 US

ALICE C SAYLOR
THE AMERICAN SHORT LINE RAILROAD ASSOCIATION
1120 G STREET, N. W., SUITE 520
WASHINGTON DC 20005 US

CLARK EVANS DOWNS
JONES DAY REAVIS & POGUE
1450 G STREET NW
WASHINGTON DC 20005-2088 US

WILLIAM A MULLINS
TROUTMAN SANDERS LLP
1300 I STREET NW SUITE 500 EAST
WASHINGTON DC 20005-3314 US

11/24/1998
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
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<tbody>
<tr>
<td>Paul H Lamboley</td>
<td>1350 EYE STREET, N.W., STE 200</td>
<td></td>
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<tr>
<td>Fritz R Kahn</td>
<td>1100 NEW YORK AVENUE NW SUITE 750 WEST</td>
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<tr>
<td>Jeffrey O Moreno</td>
<td>DONELAN, CLEARY, WOOD &amp; MASER, P.C.</td>
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<td>Karyn A Booth</td>
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<td>Frederic L Wood</td>
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<td>Nicholas J Dimichael</td>
<td>DONELAN CLEARY WOOD &amp; MASER PC</td>
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<td>John K Maser III</td>
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<td>Mark H Sidman</td>
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<td>Andrew R. Plump</td>
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<td>Francis G. McKenna</td>
<td>ANDERSON &amp; PENDLETON</td>
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<td>Daniel J Sweeney</td>
<td>MCCARTHY SWEENEY &amp; HARKAWAY P C</td>
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<td>Krika Z Jones</td>
<td>MAYER BROWN &amp; PLATT</td>
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<td>Richard A Allen</td>
<td>ZUCKERT SCOUTT RASENBERGER</td>
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<td>John V Edwards, Esq</td>
<td>ZUCKERT SCOUTT ET AL</td>
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<td>Charles A Spitulnik</td>
<td>HOPKINS &amp; SUTTER</td>
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<td>Steven J Kalish</td>
<td>MCCARTHY SWEENEY &amp; HARKAWAY</td>
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<tr>
<td>Sherri Lehman</td>
<td>DIRECTOR OF CONGRESSIONAL AFFAIRS</td>
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<td>Robert G. Szabo</td>
<td>V. NESS FELMAN</td>
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<td>Da'd K Monroe</td>
<td>GALLAND KHARASCH &amp; GARFINKLE P C</td>
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<td>Christopher C O'Hara</td>
<td>BRICKFIELD BURCHETTE &amp; RITT'S PC</td>
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<tr>
<td>Edward D Greenberg</td>
<td>Galland, Kharasch &amp; Garfinkle, P.C.</td>
<td>1054 Thirty-First Street NW</td>
</tr>
<tr>
<td>Paul M Donovan</td>
<td>Large, Winn, Moerman &amp; Donovan</td>
<td>3506 Idaho Ave NW</td>
</tr>
<tr>
<td>Gordon P MacDougall</td>
<td>Galland, Kharasch &amp; Garfinkle, P.C.</td>
<td>1025 Connecticut Ave NW Suite 410</td>
</tr>
<tr>
<td>William G Mahoney</td>
<td>Highsaw, Mahoney &amp; Clarke</td>
<td>1050 Seventeenth Street NW Suite 210</td>
</tr>
<tr>
<td>Harold P Quinn, Jr</td>
<td>National Mining Assoc.</td>
<td>1130 17th Street NW</td>
</tr>
<tr>
<td>Stephen H Brown</td>
<td>Voors, Sater, Seymour &amp; Pease</td>
<td>1828 L Street NW</td>
</tr>
<tr>
<td>Christopher A Mills</td>
<td>Slover &amp; Loftus</td>
<td>1224 Seventeenth Street NW</td>
</tr>
<tr>
<td>Peter A Greene</td>
<td>Thompson, Hine, Flory</td>
<td>1920 N Street NW, Suite 800</td>
</tr>
<tr>
<td>Paul A Cunningham</td>
<td>Harkins, Cunningham</td>
<td>1300 Nineteenth Street NW, Ste. 600</td>
</tr>
<tr>
<td>Samuel M Sipe Jr</td>
<td>Steptoe &amp; Johnson</td>
<td>1330 Connecticut Avenue NW</td>
</tr>
<tr>
<td>William L Slover</td>
<td>Slover &amp; Loftus</td>
<td>1224 Seventeenth Street NW</td>
</tr>
<tr>
<td>John D Heffner</td>
<td>Rea, Cross &amp; Auchincloss</td>
<td>1707 L Street, NW, Ste. 570</td>
</tr>
<tr>
<td>David H Coburn</td>
<td>Steptoe &amp; Johnson</td>
<td>1330 Connecticut Avenue NW</td>
</tr>
<tr>
<td>Helen M Cousins</td>
<td>Carlos Rodriguez &amp; Associates</td>
<td>1710 Rhode Island Avenue NW</td>
</tr>
<tr>
<td>Judy Caldwell</td>
<td>Oppenheimer, Wolff &amp; Donnelly</td>
<td>1020 Nineteenth St NW Ste 400</td>
</tr>
<tr>
<td>Keith O'Brien</td>
<td>Rea, Cross &amp; Auchincloss</td>
<td>1707 L Street, N.W., Ste. 570</td>
</tr>
<tr>
<td>Robert A Wimbish</td>
<td>Steptoe &amp; Johnson</td>
<td>1707 L Street NW, Ste. 570</td>
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<tr>
<td>Kelvin J Dond</td>
<td>Slover &amp; Loftus</td>
<td>1224 17th Street NW</td>
</tr>
<tr>
<td>John M Cutler Jr</td>
<td>Mccrathy, Sweeney, Harkaway, PC</td>
<td>1750 Pennsylvania Ave NW Suite 1105</td>
</tr>
<tr>
<td>Timothy M Walsh</td>
<td>Steptoe &amp; Johnson</td>
<td>1330 Connecticut Avenue NW</td>
</tr>
<tr>
<td>Donald G Avery</td>
<td>Slover &amp; Loftus</td>
<td>1224 Seventeenth Street NW</td>
</tr>
<tr>
<td>L Pat Wynns</td>
<td>Steptoe &amp; Johnson</td>
<td>1050 - 17th Street NW</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>City, State, Zip</td>
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</tr>
<tr>
<td>EDWARD J FISHMAN</td>
<td>OPPENHEIMER WOLFF &amp; DONNELLY</td>
<td>WASHINGTON DC 20036-6105 US</td>
</tr>
<tr>
<td>ARVID E ROACH II</td>
<td>COVINGTON &amp; BURLING</td>
<td>WASHINGTON DC 20044-7566 US</td>
</tr>
<tr>
<td>EILEEN S STOMMES</td>
<td>P O BOX 96456</td>
<td>WASHINGTON DC 20090-6456 US</td>
</tr>
<tr>
<td>RICHARD E SANDERSON</td>
<td>OFFICE OF FEDERAL ACTIVITIES</td>
<td>WASHINGTON DC 20460 US</td>
</tr>
<tr>
<td>HON. BARBARA A. MIKULSKI</td>
<td>UNITED STATES SENATE</td>
<td>WASHINGTON DC 20510 US</td>
</tr>
<tr>
<td>HON. JOSEPH I LIEBERMAN</td>
<td>UNITED STATES SENATE</td>
<td>WASHINGTON DC 20510 US</td>
</tr>
<tr>
<td>HONORABLE J. ROBERT KERRY</td>
<td>UNITED STATES SENATE</td>
<td>WASH DC 20510 US</td>
</tr>
<tr>
<td>HONORABLE BOB GRAHAM</td>
<td>UNITED STATE SENATE</td>
<td>WASHINGTON DC 20510 US</td>
</tr>
<tr>
<td>HON. CHARLES ROBB</td>
<td>UNITED STATES SENATE</td>
<td>WASHINGTON DC 20510 US</td>
</tr>
<tr>
<td>HON WILLIAM V. ROTH JR</td>
<td>U S SENATE</td>
<td>WASHINGTON DC 20510-0001 US</td>
</tr>
<tr>
<td>HON CHRISTOPHER J DODD</td>
<td>UNITED STATE SENATE</td>
<td>WASH DC 20510-0702 US</td>
</tr>
<tr>
<td>HONORABLE CONNIE MACK</td>
<td>UNITED STATES SENATE</td>
<td>WASHINGTON DC 20510-0904 US</td>
</tr>
<tr>
<td>JOHN L OBERDOHRER</td>
<td>PATTON BOOGS LLP</td>
<td>WASHINGTON DC 20037-1301 US</td>
</tr>
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<td>KEITH A KLINDNORTH</td>
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SERVICE LIST FOR: 24-nov-1998 STB FD 33388 O

CSX CORPORATION AND CSX TRANSPORTATION

HONORABLE LUIS GUTIERREZ
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE DANNY K DAVIS
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON RALPH REGULA
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON SHERROD BROWN
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON NYDIA MVELAZQUEZ
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON ED TOWNS
U. S. HOUSE OF REPRESENTATIVES
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HON LOUISE M SLAUGHTER
U. S. HOUSE OF REPRESENTATIVES
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HON CHARLES SCHUMER
U. S. HOUSE OF REPRESENTATIVES
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HON CHRISTOPHER SHAYS
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON CHARLES RANGEL
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON MICHAEL MCNULTY
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON THOMAS MANTON
U. S. HOUSE OF REPRESENTATIVES
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HONORABLE JAMES MALONEY
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE JOHN J LAFALCE
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. BUD SHUSTER
ATTN: MIKE RICK
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE ROD R BLAGOJEVICH
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-1305 US

HONORABLE JAMES A. BARCIA
US HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-2205 US

HON JACK QUINN
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3230 US

HONORABLE RICHARD BURR
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3305 US

HON PAUL E GILLMOR
HOUSE OF REPRESENTATIVES
1203 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON DC 20515-3505 US

HONORABLE BOBBY L. RUSH
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-9997 US

HONORABLE TOM DAVIS
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-4611 US

MICHAEL P HARMONIS
DEPARTMENT OF JUSTICE
325 SEVENTH STREET, NW
WASHINGTON DC 20530 US
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<tr>
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SERVICE LIST FOR: 24-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

GERALD J. VINCI
PRAIRIE GROUP
P. O. BOX 1123
7601 WEST 79TH STREET
BRIDGEVIEW IL 60455 US

EDWARD WASHINGTON, II
CHIEF, PUBLIC UTILITIES BUREAU, ILL ATTORNEY
100 W RANDOLPH ST - 12TH FLOOR
CHICAGO IL 60601 US

RICHARD A GAVRIL
16700 GENTRY LANE NO 104
TINLEY PARK IL 60477 US

PRAIRIE GROUP
P. O.BOX 1123
7601 WEST 79TH STREET
BRIDGEVIEW IL 60455 US

CHRISTINE H. ROSSO
IL ASSISTANT ATTORNEY GENERAL
100 W RANDOLPH ST 13TH FLOOR
CHICAGO IL 60601 US

WILLIAM C SIPPEL
OPPENHEIMER WOLFF & DONNELLY
180 N STETSON AVE 45TH FLOOR
CHICAGO IL 60601 US

RICHARD F FRIEDMAN
INTERNATIONAL POR: DISTRICT (PORT F CHICAGO)
111 W WASHINGTON STREET SUITE 1700
CHICAGO IL 60602 US

RICHARD F. FRIEDMAN, ESQ
EARL L NEAL & ASSOCIATES
111 WEST WASHINGTON STREET, STE 1700
CHICAGO IL 60602-2766 US

EDWARD C MCCARTHY
INLAND STEEL INDUSTRIES INC
30 WEST MONROE STREET
CHICAGO IL 60603 US

ROGER A. SERPE
INDIANA HARBOR BELT RR
175 WEST JACKSON BOULEVARD SUITE 1460
CHICAGO IL 60604 US

SANDRA J. DEARDEN
MDCO CONSULTANTS, INC.
407 SOUTH DEARBORN, SUITE 1260
CHICAGO IL 60605 US

SHELDON A ZABEL
SCHIFF HARDIN & WAITE
7200 SEARS TOWER
CHICAGO IL 60606 US

THOMAS F MCFARLAND JR
MCFARLAND & HERMAN
20 NORTH WACKER DRIVE, SUITE 1330
CHICAGO IL 60606-3101 US

MYLES L TOBIN
ILLINOIS CENTRAL RAILROAD
455 NORTH CITYFRONT PLAZA DRIVE
CHICAGO IL 60611-5504 US

CHARLES J BOLAM
UNITED TRANSPORTATION UNION
1400-20TH STREET
GRANITE CITY IL 62040 US

SCOTT A RONEY
ARCHER DANIELS MIDLAND COMPANY
P O BOX 1470
4666 FARIES PARKWAY
DECATUR IL 62525 US

MERRILL L TRAVIS
ILLINOIS DEPT OF TRANSPORTATION
2300 S DIRKSEN PARKWAY RM 302
SPRINGFIELD IL 62764 US

R A GRICE
GENERAL CHAIRPERSON UTU
11017-F GRAVOIS INDUSTRIAL PLAZA
ST LOUIS MO 63128 US

IAN MUIR
BUNGE CORPORATION
P O BOX 28500
ST LOUIS MO 63146 US

JOHN JAY ROSACKER
KS DEPT OF TRANSP
217 SE 4TH ST 2ND FLOOR
TOPEKA KS 66603 US

HENRY T DART
PLAINTIFF MANAGEMENT COMMITTEE
3748 NORTH CAUSEWAY BLVD SUITE 301
METAIRIE LA 70002 US

MIKE SPAHIS
FINA OIL & CHEMICAL CO.
6000 LEGACY DRIVE
PLANO, TX 75024-3601 US

DENNIS A. GUTH
WEST LAKE GROUP
2801 POST OAK BLVD
HOUSTON TX 77056 US

DAVID L HALL
COMMONWEALTH CONSULTING ASSOCIATES
13103 FM 1960 WEST SUITE 204
HOUSTON TX 77065-4069 US

11/24/1998 Page 15
SERVICE LIST FOR: 24-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

MICHAEL P. FERRO
MILLENNIUM PETROCHEMICALS, INC.
P.O. BOX 2583
1221 MCKINNEY STREET SUITE 1600
HOUSTON TX 77252-2583 US

MONTY L PARKER
CMC STEEL GROUP
P.O. BOX 911
SEGUIN TX 78156 US

JOHN D FITZGERALD
UTU, GENERAL CHAIRPERSON
400 E EVERGREEN BLVD STE 217
VANCOUVER WA 98660-3264 US

STEVE M COULTER
EXXON COMPANY USA
PO BOX 3272
HOUSTON TX 77253-3272 US

STEPHEN M UTHOFF
CONIGLIO & UTHOFF
60 ELM AVENUE, CONIGLIO PROFESSIONAL BLDG
LONG BEACH CA 90802-4910 US

Records: 365
SERVICE DATE - NOVEMBER 20, 1997

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC., NORFOLK SOUTHERN CORPORATION AND NORFOLK SOUTHERN RAILWAY COMPANY--CONTROL AND OPERATING LEASES/AGREEMENTS--CONRAIL, INC. AND CONSOLIDATED RAIL CORPORATION

STB Finance Docket No. 33388 (Sub-No. 35)

RESPONSIVE APPLICATION--NEW YORK STATE ELECTRIC AND GAS CORPORATION

STB Finance Docket No. 33388 (Sub-No. 36)

RESPONSIVE APPLICATION--ELGIN, JOLIET & EASTERN RAILWAY COMPANY, TRANSTAR, INC., AND I & M RAIL LINK, LLC

STB Finance Docket No. 33388 (Sub-No. 39)

RESPONSIVE APPLICATION--LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION

STB Finance Docket No. 33388 (Sub-No. 59)

RESPONSIVE APPLICATION--WISCONSIN CENTRAL LTD.

STB Finance Docket No. 33388 (Sub-No. 61)

RESPONSIVE APPLICATION--BESSEMER AND LAKE ERIE RAILROAD COMPANY

STB Finance Docket No. 33388 (Sub-No. 62)

RESPONSIVE APPLICATION--ILLINOIS CENTRAL RAILROAD COMPANY

STB Finance Docket No. 33388 (Sub-No. 63)

RESPONSIVE APPLICATION--R.J. CORMAN RAILROAD COMPANY/WESTERN OHIO LINE
RESPONSIVE APPLICATION--STATE OF NEW YORK, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, AND THE NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION

RESPONSIVE APPLICATION--THE BELVIDERE & DELAWARE RIVER RAILWAY AND THE BLACK RIVER & WESTERN RAILROAD

RESPONSIVE APPLICATION--NEW ENGLAND CENTRAL RAILROAD, INC.

RESPONSIVE APPLICATION--INDIANA SOUTHERN RAILROAD, INC.

RESPONSIVE APPLICATION--INDIANA & OHIO RAILWAY COMPANY

RESPONSIVE APPLICATION--ANN ARBOR ACQUISITION CORPORATION, D/B/A ANN ARBOR RAILROAD

RESPONSIVE APPLICATION--WHEELING & LAKE ERIE RAILWAY COMPANY

RESPONSIVE APPLICATION--CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK WESTERN RAILROAD INCORPORATED

GRAND TRUNK WESTERN RAILROAD INCORPORATED--CONSTRUCTION AND OPERATION EXEMPTION--CONNECTING TRACKS AT TRENTON, MI
AGENCY: Surface Transportation Board.

ACTION: Decision No. 54; Notice of Acceptance of Responsive Applications and Related Filing.

SUMMARY: The Board is accepting for consideration the responsive applications filed: by New York State Electric and Gas Corporation (NYSEG) in STB Finance Docket No. 33388 (Sub-No. 35); jointly by Elgin, Joliet & Eastern Railway Company, Transtar, Inc., and I & M Rail Link, LLC, in STB Finance Docket No. 33388 (Sub-No. 36); by Livonia, Avon & Lakeville Railroad Corporation (LAL) in STB Finance Docket No. 33388 (Sub-No. 39); by Wisconsin Central Ltd. (WCL) in STB Finance Docket No. 33388 (Sub-No. 59); by Bessemer and Lake Erie Railroad Company (BLE) in STB Finance Docket No. 33388 (Sub-No. 61); by Illinois Central Railroad Company (IC) in STB Finance Docket No. 33388 (Sub-No. 62); by R.J. Corman Railroad Company/Western Ohio Line (RJCW) in STB Finance Docket No. 33388 (Sub-No. 63); jointly by (i) the State of New York, acting by and through its Department of Transportation (NYDOT), and (ii) the New York City Economic Development Corporation (NYCEDC) in STB Finance Docket No. 33388 (Sub-No. 69); jointly by the Belvidere & Delaware River Railway (BDRV) and the Black River & Western Railroad (BRW) in STB Finance Docket No. 33388 (Sub-No. 72); by New England Central Railroad, Inc. (NECR), in STB Finance Docket No. 33388 (Sub-No. 75); by Indiana Southern Railroad, Inc. (ISRR), in STB Finance Docket No. 33388 (Sub-No. 76); by Indiana & Ohio Railway Company (IORY) in STB Finance Docket No. 33388 (Sub-No. 77); by Ann Arbor Acquisition Corporation, d/b/a Ann Arbor Railroad (AA), in STB Finance Docket No. 33388 (Sub-No. 78); by Wheeling & Lake Erie Railway Company (W&LE) in STB Finance Docket No. 33388 (Sub-No. 80); and jointly by Canadian National Railway Company (CN) and Grand Trunk Western Railroad Incorporated (GTW) in STB Finance Docket No. 33388 (Sub-No. 81). The Board is also accepting for consideration the notice of exemption filed by GTW in STB Finance Docket No. 33388 (Sub-No. 83). The responsive applications filed in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, 81, 83).

1 Elgin, Joliet & Eastern Railway Company and Transtar, Inc. are referred to collectively as EJE. I & M Rail Link, LLC is referred to as IMRL.

2 The responsive application filed jointly by NYDOT and NYCEDC purports to be filed both in STB Finance Docket No. 33388 (Sub-No. 69) (this being the sub-number docket reserved by NYDOT) and in STB Finance Docket No. 33388 (Sub-No. 54) (this being the sub-number docket reserved by NYCEDC). Although there are two responsive applicants there is only one responsive application, and we will treat this single application as if it had been filed in STB Finance Docket No. 33388 (Sub-No. 69) only.
39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, and 81) are responsive to the primary application filed June 23, 1997, in STB Finance Docket No. 33388 by CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR), Conrail Inc. (CRR), and Consolidated Rail Corporation (CRC). The notice of exemption filed in STB Finance Docket No. 33388 (Sub-No. 83) is related to the responsive application filed in STB Finance Docket No. 33388 (Sub-No. 81).

DATES: The effective date of this decision is November 20, 1997. Comments regarding the responsive filings must be filed with the Board by December 15, 1997. Rebuttal in support of these responsive filings must be filed with the Board by January 14, 1998. Briefs (not to exceed 50 pages) must be filed with the Board by February 23, 1998.

ADDRESSES: An original and 25 copies of all comments referring to STB Finance Docket No. 33388 (Sub-No. 35), STB Finance Docket No. 33388 (Sub-No. 36), STB Finance Docket No. 33388 (Sub-No. 39), STB Finance Docket No. 33388 (Sub-No. 59), STB Finance Docket No. 33388 (Sub-No. 61), STB Finance Docket No. 33388 (Sub-No. 62), STB Finance Docket No. 33388 (Sub-No. 63), STB Finance Docket No. 33388 (Sub-No. 69), STB Finance Docket No. 33388 (Sub-No. 72), STB Finance Docket No. 33388 (Sub-No. 75), STB Finance Docket No. 33388 (Sub-No. 76), STB Finance Docket No. 33388 (Sub-No. 77), STB Finance Docket No. 33388 (Sub-No. 78), STB Finance Docket No. 33388 (Sub-No. 80), STB Finance Docket No. 33388 (Sub-No. 81), and/or STB Finance Docket No. 33388 (Sub-No. 83) must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, ATTN.: STB Finance Docket No. 33388, 1925 K Street, N.W., Washington, DC 20423-0001.

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CSXC and CSXT, and their wholly owned subsidiaries, are referred to collectively as CSX. NSC and NSR, and their wholly owned subsidiaries, are referred to collectively as NS. CRR and CRC, and their wholly owned subsidiaries, are referred to collectively as Conrail or CR. CSX, NS, and Conrail are referred to collectively as the primary applicants.

The responsive applications filed in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, and 81) and the notice of exemption filed in STB Finance Docket No. 33388 (Sub-No. 83) are hereinafter referred to collectively as the "responsive filings."

In order for a document to be considered a formal filing, the Board must receive an original and 25 copies of the document, which must show that it has been properly served on all other parties of record. Documents transmitted by facsimile (FAX) will not be considered formal filings and are not encouraged because they will result in unnecessarily burdensome, duplicative processing in what has already become a voluminous record.
In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit one electronic copy of each such document. Further details respecting such electronic submissions are provided below.

In addition, one copy of each document filed in these proceedings must be served on: the U.S. Secretary of Transportation; the U.S. Attorney General; Administrative Law Judge Jacob Leventhal, Federal Energy Regulatory Commission, 888 First Street, N.E., Suite 11F, Washington, DC 20426; Dennis G. Lyons, Esq., Arnold & Porter, 555 12th Street, N.W., Washington, DC 20004-1202 (representing primary applicants CSXC and CSXT); Richard A. Allen, Esq., Zuckert, Scoult & Rasenberger, LLP, Suite 600, 888 Seventeenth Street, N.W., Washington, DC 20006-3939 (representing primary applicants NSC and NSR); and Paul A. Cunningham, Esq., Harkins Cunningham, Suite 600, 1300 Nineteenth Street, N.W., Washington, DC 20036 (representing primary applicants CRR and CRC).

In addition, one copy of all comments filed in these proceedings must be served on the appropriate responsive applicant's representative: William A. Mullins, Esq., Troutman Sanders LLP, 1300 I Street, N.W., Suite 500 East, Washington, D.C. 20005-3314 (representing NYSEG); Thomas J. Litwiler, Esq., Oppenheimer Wolff & Donnelly, Two Prudential Plaza, 45th Floor, 180 North Stetson Avenue, Chicago, IL 60601-6710 (representing EJE, IMRL, BLE, IC, and WCL); Kevin M. Sheys, Esq., Oppenheimer Wolff & Donnelly, 1020 Nineteenth Street, N.W., Suite 400, Washington, DC 20036-6200 (representing LAL and RJCW); William L. Slover, Esq., Slover & Loftus, 1224 Seventeenth Street, NW, Washington, DC 20036-3003 (representing NYDOT); Charles A. Spitulnik, Esq., Hopkins & Sutter, 886 Sixteenth Street, NW, Washington, DC 20006 (representing NYCEDC); Peter A. Greene, Esq., Thompson Hine & Flory LLP, 1920 N Street, N.W., Suite 800, Washington, DC 20036 (representing BDRV and BRW); Karl Morell, Esq., Ball Janik LLP, Suite 225, 1455 F Street, N.W., Washington, DC 20005 (representing NECR, ISRR, IORY, and AA); Charles H. White, Jr., Esq., Galland, Kharasch & Garfinkle, P.C., 1054 Thirty-First Street, N.W., Washington, DC 20007-4492 (representing W&LE); and L. John Osborn, Sonnenschein Nath & Rosenthal, 1301 K Street, N.W., Suite 600 East, Washington, DC 20005 (representing CN and GTW).

In addition, one copy of all documents filed in these proceedings must be served on all other persons designated parties of record on the Board's service list in STB Finance Docket No. 33388. See the service list attached to Decision No. 21 (served August 19, 1997), as modified in Decision No. 27 (served September 8, 1997), and as further modified in Decision No. 43 (served October 7, 1997)."
FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: In the primary application filed with the Board on June 23, 1997, primary applicants CSXC, CSXT, NSC, NSR, CRR, and CRC seek approval and authorization under 49 U.S.C. 11321-25 for: (1) the acquisition by CSX and NS of control of Conrail; and (2) the division of the assets of Conrail by and between CSX and NS. In various related filings also filed June 23, 1997, the primary applicants seek related relief contingent upon approval of the primary application. In Decision No. 12, the Board accepted for consideration the primary application and the various related filings, and directed that responsive applications be filed by October 21, 1997.

RESPONSIVE FILINGS: CONDITIONS REQUESTED. In STB Finance Docket No. 33388 (Sub-No. 35), NYSEG seeks: (1) on behalf of NSR,7 or a third-party carrier suitable to NYSEG, trackage rights over the CRC lines between Buffalo, NY, and NYSEG’s Kintigh Station; specifically, from the Niagara Branch MP 19.0 (CP-21)8 to the Tuscarora Wye, for approximately 4,200 feet, to Lockport Branch MP 69.6 (CP-69) to the connection with Somerset Railroad Corporation at Lockport Branch MP 58.8 (CP-59) (a total distance of approximately 11.2 miles);9 or (2) on behalf of CSXT, or a third-party carrier suitable to NYSEG, trackage rights over the CRC lines between Buffalo, NY, and NYSEG’s Milliken, Goudey, and Greenidge plants; specifically, from Chicago Line MP 1.7 (CP-DRAW) over the Bison Running Track to

day in the Federal Register at 62 FR 39577), slip op. at 19, 62 FR at 39588.

7 If exercised by NSR, modification of NSR’s trackage rights over CSXT and New York Central Lines LLC (NYC), as shown on pp. 220-52 and 329-35 of Volume 8B of the primary application, would also be required to eliminate any restrictions contained therein that would prevent transportation to NYSEG’s Kintigh Station, including, but not confined to, limitations against interchanging with, or operating over, property of Somerset Railroad Corporation.

8 Milepost is abbreviated MP. Control point is abbreviated CP.

9 If exercised by a third-party carrier, these rights would include full access over: The Chicago Line between CP-2 and FW Tower (CP-437) and the Belt Line Branch owned by NYC and operated by CSX between the connection at FW Tower (CP-437), Buffalo, NY, at or near MP 0.0, and the connection with the Niagara Branch (CP-1) at or near MP 7.2, and the Niagara Branch operated by CSX between the connection with the Belt Line Branch, at or near MP 7.5, "and to" Tuscarora Wye to CP-69 at MP 69.6 of the Lockport Branch to MP 58.8 (CP-59) and connection track to MP 0.0 of the Somerset Railroad Corporation. This would cover a total distance of approximately 33.2 miles.
Southern Tier Line MP 419.8 to Binghamton MP 215.3 including Binghamton Running Track and #4 Yard Track with connections to: Vestal Industrial Track; on Vestal Industrial Track from MP 192.3 to MP 195.4; and connections to Lehigh Secondary at Southern Tier MP 255.2. Lehigh Secondary Track MP 269.5 to 271.6 and connection to Ithaca Secondary; Ithaca Secondary from MP 271.6 to the end of line at Milliken Station MP 321.0; connections to Corning Secondary at Southern Tier Line MP 290.1 and 290.8, Corning Secondary from MP 70.6 (CP-Glass) and MP 70.9 (GP - Gibson/CP-Corning) to MP 0 (CP-335), including sidings, runarounds, and passing tracks (a total distance of approximately 333.4 miles).

In STB Finance Docket No. 33388 (Sub-No. 36), EJE and IMRL seek to acquire, and thereafter to divide into two equal parts, CRC's 51% stock ownership of the Indiana Harbor Belt Railroad Company (IHB).

In STB Finance Docket No. 33388 (Sub-No. 39), LAL seeks to acquire ownership of or trackage rights on approximately 1.0 route mile of trackage constituting CRC’s Genesee Junction yard in Chili, NY.

In STB Finance Docket No. 33388 (Sub-No. 59), WCL seeks to acquire from The Baltimore & Ohio Chicago Terminal Railroad Company (B&OCT, a wholly owned CSX subsidiary) a portion of B&OCT's Altenheim Subdivision, including rail line, side track, yard trackage, and associated right-of-way and appurtenances, beginning at a connection between WCL and B&OCT trackage at B&OCT MP 37.4 at Madison Street, Forest Park, IL, and extending to a point of connection with Union Pacific Railroad Company (UPRR) and Conrail's Panhandle Line in the vicinity of Rockwell Street, Chicago, IL.

In STB Finance Docket No. 33388 (Sub-No. 61), BLE seeks overhead trackage rights over: (1) CRC's Mon Line between the connection with BLE (Union Railroad Company, a BLE affiliate) at Pittsburgh (Duquesne), PA, and CRC's Shire Oaks Yard in Shire Oaks, PA (a distance of approximately 14 miles); and/or (2) CSXT's line (formerly the Pittsburgh & Lake Erie Railroad Company) between the connection with BLE (Union Railroad Company) at Bessemer (Pittsburgh), PA, and CSXT's Newell Interchange Yard near Brownsville, PA (a distance of approximately 40 miles). The overhead trackage rights sought by BLE would be restricted to the transportation of coal originating at current or future mines on the former Monongahela Railway Company lines and destined to the P&C Dock at Conneaut, OH, for movement beyond.

In STB Finance Docket No. 33388 (Sub-No. 62), IC seeks to acquire CSXT's Leewood-Auron Line in Memphis, TN, which extends between CSXT MP F-371.4 (IC MP 387.9) at Leewood and CSXT MP F-373.4 (IC MP 390.0) at Aulon, a distance of approximately 2 miles.
In STB Finance Docket No. 33388 (Sub-No. 63), RJCW seeks to acquire ownership of or trackage rights on Conrail's line of railroad between approximately MP 54.4 and approximately MP 52.1 in Lima, OH.

In STB Finance Docket No. 33388 (Sub-No. 69), NYDOT and NYCEDC seek: (1) full service trackage rights in favor of a rail carrier other than Conrail or CSX, to be designated jointly by NYDOT and NYCEDC, over the lines of Conrail between points of connection with the Delaware & Hudson Railway (D&H) at CP-160 near Schenectady, NY, and Selkirk Yard near Selkirk, NY, on the one hand, and, on the other, CP-75 near Poughkeepsie, NY, together with sufficient rights on tracks within Selkirk Yard to permit the efficient interchange of freight with D&H; (2) full service trackage rights in favor of a rail carrier other than Conrail or CSX, to be designated jointly by NYDOT and NYCEDC, over the lines of Conrail between the point of Conrail ownership at Mott Haven Junction ("MO"), NY, and the point of connection with the lines of the Long Island Railroad near Fresh Pond ("MONT"), NY, via the Harlem River Yard; and (3) to the extent necessary to permit uninterrupted rail freight transportation between CP-160 and/or Selkirk Yard, on the one hand, and, on the other, Fresh Pond, a declaration that, pursuant to 49 U.S.C. 11321(a), Metro-North Commuter Railroad Company, a subsidiary of the Metropolitan Transportation Authority of the State of New York, may grant unrestricted trackage rights over the lines between CP-75 and Mott Haven Junction to a rail carrier other than Conrail or CSX, notwithstanding any provisions of any agreements which purport to limit or prohibit such a grant.

In STB Finance Docket No. 33388 (Sub-No. 72), BDRV and BRW seek: (1) removal of the restriction on certain D&H trackage rights that prevents interchange between D&H and BDRV at Phillipsburg, NJ, and between D&H and BRW at Three Bridges, NJ; (2) a grant of overhead trackage rights to BDRV over lines to be acquired by NS from Phillipsburg, NJ, to Manville, NJ (a distance of 40 miles), or to some other operationally feasible point at which BDRV and CSXT can interchange traffic; (3) a grant of overhead trackage rights to BRW over lines to be acquired by NS from Three Bridges, NJ, to Manville, NJ (a distance of 13 miles), or to some other operationally feasible point at which BRW and CSXT can interchange traffic; and (4) a grant of overhead trackage rights to BDRV and BRW over lines to be acquired by NS between the BDRV-NS connection at Phillipsburg, NJ, and the BRW-NS connection at Three Bridges, NJ (a distance of 29 miles).

In STB Finance Docket No. 33388 (Sub-No. 75), NECR seeks "limited trackage rights": (1) between Palmer, MA, and West Springfield, MA, a distance of 18 miles, over the CRC line to be acquired by CSXT; (2) between West Springfield, MA, on the one hand, and, on the other, Albany, Selkirk, and Mechanicville, NY, a distance of 98 miles, over the CRC line to be acquired by CSXT; and (3) between Albany, NY, and the New Jersey/New York Shared Assets
Area, a distance of 140 miles, over the CRC line located on the west side of the Hudson River that is to be acquired by CSXT.

In STB Finance Docket No. 33388 (Sub-No. 76), ISRR seeks: (1) overhead trackage rights in Indianapolis, IN, between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Perry K facility, over the CRC line to be acquired by CSXT; (2) overhead trackage rights in Indianapolis, IN, between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Stout facility located on the line of the Indiana Rail Road Company (INRD), over a segment of the CRC line to be acquired by CSXT and a segment of the INRD line; (3) local trackage rights over CRC's lines in Indianapolis, IN, including the Indianapolis Belt Line, to be acquired by CSXT (ISRR seeks trackage rights over all CRC lines in Indianapolis needed to access the 2-to-1 shippers located in Indianapolis); (4) local trackage rights between Indianapolis and Shelbyville, IN, a distance of 27 miles, over the CRC line to be acquired by CSXT; (5) local trackage rights between Indianapolis and Crawfordsville, IN, a distance of 44 miles, over the CRC line to be acquired by CSXT and a segment of the CRC line to be acquired by CSXT; and (6) local trackage rights between Indianapolis and Muncie, IN, a distance of 55 miles, over the CRC line to be acquired by CSXT.

In STB Finance Docket No. 33388 (Sub-No. 77), IORY seeks: (1) overhead trackage rights over CSXT between East Norwood, OH, and Washington Court House, OH, a distance of 65 miles, with the right to connect at Midland City with IORY's Greenfield branch; (2) local trackage rights between Monroe, OH, and Middletown, OH, a distance of 5 miles, over the CRC line to be acquired by NSR (with the right to connect at Middletown with CSXT and IORY's existing trackage rights through Middletown over the CRC line between Springfield and Cincinnati); (3) local trackage rights between Sidney, OH, and Quincy, OH, a distance of 10 miles, over the CRC line to be acquired by CSXT; (4) local trackage rights between Sharronville, OH, and Columbus, OH, a distance of 125 miles, over the CRC line to be acquired by NSR; (5) local trackage rights between Quincy, OH, and Marion, OH, a distance of 52 miles, over the CRC line to be acquired by CSXT; (6) local trackage rights between Lima, OH, and Fort Wayne.

10 The "New Jersey/New York Shared Assets Area" is apparently the area that applicants refer to as the North Jersey Shared Assets Area.

11 NECR's use of the term "limited trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; and (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described.

12 ISRR's use of the term "local trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described; and (c) the right to serve all shippers, sidings, and team tracks located on the lines thus described.
In STB Finance Docket No. 33388 (Sub-No. 78), AA seeks: (1) "limited trackage rights" between Toledo, OH, and Chicago, IL, via Elkhart, IN, a distance of 230 miles, over the CRC line to be acquired by NS; and (2) a condition permitting AA to interchange traffic with CP Rail System at Ann Arbor, MI.\textsuperscript{14}

In STB Finance Docket No. 33388 (Sub-No. 80), W&LE seeks: (1) haulage and trackage rights to Chicago, IL, including access to Belt Railway of Chicago and rights for interchange with all carriers, specifically including WCL;\textsuperscript{15} (2) haulage and trackage rights from Bellevue, OH, to Toledo, OH, a distance of 54 miles, for an interchange with the Ann Arbor Railroad, Canadian National, and the Indiana & Ohio Railroad (also including access to British Petroleum for movement of coke to Cressup, WV); (3) haulage and trackage rights to Erie, PA, with the right to interchange with other railroads; (4) the right "to lease to own" CRC's Randall Secondary from Cleveland, MP 2.5, to Mantua, MP 27.5; (5) the right "to lease to own" the Huron Branch (Shinrock to Huron) and Huron dock on Lake Erie; (6) haulage and trackage rights on CSX from Benwood to Brooklyn Junction and its yard facilities for commercial access to PPG and Bayer; (7) access on the Conrail Fort Wayne Line to the National Stone quarry near Bucyrus, via the Spore Industrial Track, a distance of 6.2 miles from CP Colsan, MP 200.5, on the Fort Wayne Line (access to the Fort Wayne line would be from the W&LE at CP Orr, MP 124, and from a point near Fairhope at MP 97.8); (8) trackage rights on the NS Sandusky District from Chatfield, OH, to Colsan, OH (for a junction with the Conrail Fort Wayne Line and access to the Spore Industrial Track); (9) access (apparently via trackage rights) to a stone quarry located on the Northern Ohio Railway at Maple Grove, via a junction on the NS Fostoria District at MP 269.4; (10) access (apparently via trackage rights over, among other lines, the former Conrail Akron Secondary) to the stone terminals in the Macedonia, Twinsburg, and Ravenna areas; (11) access, via haulage and trackage rights, to Wheeling Pittsburgh Steel at Allenport, PA; and (12) access.

\textsuperscript{13} IORY's use of the term "local trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described; and (c) the right to serve all shippers, sidings, and team tracks located on the lines thus described.

\textsuperscript{14} AA's use of the term "limited trackage rights" is intended to include: (a) the right to operate trains over the line described in the text; and (b) the right to interchange with all carriers, including shortlines, at all junctions on the line thus described.

\textsuperscript{15} These rights would apparently run between Chicago, on the west, and Carey and/or Bellevue, OH, on the east.
via haulage and trackage rights on the CSX New Castle Subdivision, to the Ohio Edison Power plant at Niles, OH, and to Erie, PA, for interchange to the Buffalo & Pittsburgh. W&LE also requests that provision be made for an inclusion proceeding in the event that W&LE fails during a post-merger oversight period.16

In STB Finance Docket No. 33388 (Sub-No. 81), CN and GTW seek trackage rights over the Conrail northbound mainline between approximately MP 16.5 and MP 18.0 at Trenton, MI, a distance of approximately 1.5 miles, for the purpose of serving Detroit Edison's Trenton Channel power plant.

In STB Finance Docket No. 33388 (Sub-No. 83), GTW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate, at Trenton, MI, a connection between the Conrail northbound mainline and the GTW Shoreline Subdivision.

RESPONSIVE FILINGS ACCEPTED. Because the responsive applications filed by NYSEG, EJE/MRLE, LAL, WCL, BLE, IC, RJCW, NYDOT/NYCEDC, BDRV/BRW, NECR, ISRR, IORY, AA, W&LE, and CN/GTW, and also the notice of exemption filed by GTW, are in substantial compliance with the applicable regulations, we are accepting for consideration such responsive applications and such notice of exemption.17

PUBLIC INSPECTION. The responsive filings are available for inspection in the Docket File Reading Room (Room 755) at the offices of the Surface Transportation Board, 1925 K Street, N.W., in Washington, DC. The responsive filing made by any particular responsive applicant may also be obtained upon request from that applicant's representative named above.

PROCEEDINGS CONSOLIDATED. The responsive filings in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, 81, and 83) are consolidated for disposition with the primary application in STB Finance Docket No. 33388 (and all embraced proceedings).

COMMENTS MAY BE SUBMITTED. Interested persons may participate formally by submitting written comments regarding any or all of these responsive filings, subject to the filing and service requirements specified above. Such comments (referred to as "Response[s]" in the procedural schedule, see Decision No. 12, slip op. at 26, 62 FR at 39591) must be filed with the

16 Various additional W&LE condition requests are scattered throughout the verified statements submitted by W&LE witnesses in the WLE-4 pleading filed October 21, 1997.

17 We reserve the right to require the filing of supplemental information from any responsive applicant or any other party or individual, if necessary to complete the record in this matter. See Decision No. 12, slip op. at 18 n.29, 62 FR at 39587 n.29.
Board by December 15, 1997. Comments must include the following: the commenter’s position in support of or in opposition to the transaction proposed in the responsive filing; any and all evidence, including verified statements, in support of or in opposition to such proposed transaction; and specific reasons why approval of such proposed transaction would or would not be in the public interest.

REQUESTS FOR AFFIRMATIVE RELIEF WILL NOT BE ACCEPTED. Because the responsive applications accepted for consideration in this decision contain proposed conditions to approval of the primary application in STB Finance Docket No. 33388, the Board will entertain no requests for affirmative relief with respect to these responsive applications. Parties may only participate in direct support of or in direct opposition to these responsive applications as filed.

PLEADINGS NOT TREATED AS RESPONSIVE APPLICATIONS. A pleading styled as a "responsive application" was filed on October 21, 1997, in a sub-number docket (Sub-No. 74) under the STB Finance Docket No. 33388 lead docket by Congressman Dennis J. Kucinich. While titled as a responsive application, this pleading does not address the criteria for such applications as required under 49 CFR part 1180. Rather, this pleading constitutes a comment on, and a request for conditions with respect to, the CSX/NS/CR primary application, and we will treat it as such and will docket this pleading in the STB Finance Docket No. 33388 lead docket.

Certain additional pleadings styled as "responsive applications" were filed in the STB Finance Docket No. 33388 lead docket on or about October 21, 1997, by: Jacobs Industries Ltd.; the State of Delaware Department of Transportation; ASHTA Chemicals Inc.; Southern Tier West Regional Planning and Development Board; and Resources Warehousing & Consolidation Services, Inc. Because these pleadings also do not satisfy the 49 CFR part 1180 requirements applicable to responsive applications, we will treat these pleadings as comments on, and/or requests for conditions with respect to, the CSX/NS/CR primary application.

ADDITIONAL PLEADINGS TREATED AS FILED IN LEAD DOCKET. Certain additional pleadings filed on or about October 21, 1997, though not labeled "responsive applications," were filed in various sub-number dockets under the STB Finance Docket No. 33388 lead docket by: Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission (in Sub-No. 37); New Jersey Department of Transportation and New Jersey Transit Corporation (in Sub-No. 38); the Rhode Island Department of Transportation (in Sub-No. 42); Buffalo & Pittsburgh Railroad, Inc., Allegheny & Eastern Railroad, Inc., Rochester & Southern Railroad, Inc., and Pittsburgh & Shawmut Railroad, Inc. (in Sub-Nos. 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, and 56); the Eastern Shore Railroad, Inc. (in Sub-No. 57); Louisville & Indiana Railroad Company (in Sub-No. 64); Housatonic Railroad Company, Inc. (in Sub-No. 70); the Canadian Pacific Railway Company, Delaware and Hudson Railway Company, Inc., Soo Line Railroad Company, and St. Lawrence
& Hudson Railway Company Limited (in Sub-No. 85); and the Commonwealth of Massachusetts (in Sub-No. 86). Because these pleadings contain comments on, and/or requests for conditions with respect to, the CSX/NS/CR primary application, they will be docketed in, and they will be treated as having been filed in, the STB Finance Docket No. 33388 lead docket.

ELECTRONIC SUBMISSIONS. In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit, on diskettes (3.5-inch IBM-compatible floppies) or compact discs, one electronic copy of each such document. Textual materials must be in, or be convertible by and into, WordPerfect 7.0. Spreadsheets must be in, or be convertible by and into, Lotus 1-2-3 Version 7. Each diskette or compact disc should be clearly labeled with the identification acronym and number of the corresponding paper document, see 49 CFR 1180.4(a)(2), and a copy of such diskette or compact disc should be provided to any other party upon request. The data contained on the diskettes and compact discs submitted to the Board will be subject to the protective order applicable to this proceeding, and will be for the exclusive use of Board employees reviewing substantive and/or procedural matters in this proceeding. The flexibility provided by such computer data will facilitate timely review by the Board and its staff.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The responsive applications in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, and 81), and the notice of exemption in STB Finance Docket No. 33388.

18 Parties intending to submit spreadsheets in formats other than Lotus 1-2-3 Version 7 may wish to consult with our staff regarding such submissions. Some (though not all) spreadsheets prepared in other formats, though perhaps not convertible by and into Lotus 1-2-3 Version 7, may nevertheless be useable by our staff. For further information, contact Julia M. Farr, (202) 565-1613.

19 The protective order governing this proceeding was entered in Decision No. 1 (served April 16, 1997), and has been modified, in minor respects, in Decision Nos. 4, 15, 22, and 46 (served May 2, 1997, August 1, 1997, August 21, 1997, and October 17, 1997, respectively).

20 The electronic submission requirements set forth in this decision supersede, for the purposes of this proceeding, the otherwise applicable electronic submission requirements set forth in our regulations. See 49 CFR 1104.3(a), as amended in Expedited Procedures for Processing Rail Rate Reasonableness, Exemption and Revocation Proceedings, STB Ex Parte No. 527, 61 FR 52710, 52711 (Oct. 8, 1996), 61 FR 58490, 58491 (Nov. 15, 1996).
Docket No. 33388 (Sub-No. 83), are accepted for consideration, and are consolidated for disposition with the primary application in STB Finance Docket No. 33388 (and all embraced proceedings).

2. The parties shall comply with all provisions as stated above.

3. This decision is effective on November 20, 1997.

Decided: November 12, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stephen M Fontaine</td>
<td>Massachusetts Central Railroad Corporation</td>
<td>Palmer MA</td>
<td>01069 US</td>
<td></td>
</tr>
<tr>
<td>John R Nadolny, Vice President &amp; General Counsel</td>
<td>Boston &amp; Maine Corporation</td>
<td>Boston MA</td>
<td>02114 US</td>
<td></td>
</tr>
<tr>
<td>James Howard</td>
<td>90 Canal Street</td>
<td>Boston MA</td>
<td>02114 US</td>
<td></td>
</tr>
<tr>
<td>Elaine L Clark</td>
<td>Maine Dept of Transportation</td>
<td>Augusta ME</td>
<td>04333 US</td>
<td></td>
</tr>
<tr>
<td>John K Dunleavy</td>
<td>Assistant Attorney General</td>
<td>Montpelier VT</td>
<td>05633-5001 US</td>
<td></td>
</tr>
<tr>
<td>James F Sullivan</td>
<td>CT Dept of Transportation</td>
<td>Newington CT</td>
<td>06131 US</td>
<td></td>
</tr>
<tr>
<td>Richard C Carpenter</td>
<td>1 Selleck Street Suite 210</td>
<td>East Norwalk CT</td>
<td>06855 US</td>
<td></td>
</tr>
<tr>
<td>Honorable Robert G. Torricelli</td>
<td>U. S. House of Representatives</td>
<td>Newark NJ</td>
<td>07102 US</td>
<td></td>
</tr>
<tr>
<td>J William Van Dyke</td>
<td>NJ Transportation Planning Authority</td>
<td>Newark NJ</td>
<td>07102 US</td>
<td></td>
</tr>
<tr>
<td>Robert A Shire</td>
<td>New Jersey Department of Law &amp; Public Safety</td>
<td>Newark NJ</td>
<td>07105-2246 US</td>
<td></td>
</tr>
<tr>
<td>J Doyle Corman</td>
<td>Main Line Moment Services Inc</td>
<td>Mount Laurel NJ</td>
<td>08054-3407 US</td>
<td></td>
</tr>
</tbody>
</table>

11/24/1997
SERVICE LIST FOR: 11/20/1997 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

TIMOTHY G.CHELIUS
18 N EAST AVENUE
VINELAND NJ 08360 US

ANTHONY BOTTALICO
UTU
420 LEXINGTON AVENUE ROOM 458-460
NEW YORK NY 10017 US

ANTHONY P. SEMANCIIK
347 MADISON AVENUE
NEW YORK NY 10017-3706 US

JAMES W. HARRIS
THE METROPOLITAN PLANNING ORGANIZATION
1 WORLD TRADE CENTER STE 82 EAST
NEW YORK NY 10048-0043 US

R. LAWRENCE McCAFFREY, JR.
NEW YORK & ATLANTIC RAILWAY
405 LEXINGTON AVENUE 50TH FLOOR
NEW YORK NY 10174 US

SAMUEL J. NASCA
UTU STATE LEGISLATIVE DIRECTOR
35 FULLER ROAD SUITE 205
ALBANY NY 12205 US

DANIEL B. WALSH
BUSINESS COUNCIL OF NEW YORK STATE, INC.
152 WASHINGTON AVENUE
ALBANY NY 12210 US

IRWIN L. DAVIS
1900 STATE TOWER BLDG.
SYRACUSE NY 13202 US

GARY EDWARDS
SOMERSET RAILROAD
7725 LAKE ROAD
BARKER NY 14012 US

JOHN F. COLLINS
COLLINS, COLLINS, & KANTOR PC
267 NORTH STREET
BUFFALO NY 14201 US

ERNEST J. IERARDI
NIXON HARGRAVE DEVANS DOYLE LLP
PO BOX 1051
CLINTON SQUARE
ROCHESTER NY 14603-1051 US

JEANNE WALDOCK
107 GRANT COURT
ORLEAN NY 14760 US

THEODORE H. MATTHEWS
N J DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE CN-600
TRENTON NJ 08625 US

WALTER E. ZULLIG JR
METRO-NORTH COMMUTER RAILROAD COMPANY
347 MADISON AVE
NEW YORK NY 10017-3706 US

NICOLE E. CLARK
WACHTELL, LIPTON, ROSEN & KATZ
51 WEST 52nd STREET
NEW YORK NY 10019-6150 US

HUGH H. WELSH
LAW DEPT., SUITE 67E
ONE WORLD TRADE CENTER
NEW YORK NY 10048-0202 US

GEORGE MESIRES
STATE OF NY ASSISTANT ATTORNEY GENERAL
120 BROADWAY SUITE 2601
NEW YORK NY 10271 US

WILLIAM C. VAN SLYKE
152 WASHINGTON AVENUE
ALBANY NY 12210 US

DIANE SEITZ
CENTRAL HUDSON GAS & ELECTRIC CORP
284 SOUTH AVENUE
POUGHKEEPSIE NY 12601 US

ANGELO J. CHICK JR., LOCAL CHAIRMAN
P.O. BOX 908
48398 OLD GOOSE BAY ROAD
REDWOOD NY 13679 US

SHEILA MECK HYDE CITY ATTORNEY
CITY HALL
342 CENTRAL AVENUE
DUNKIRK NY 14048 US

HONORABLE ALFONSE D'AMATO
UNITED STATES SENATE
111 W. HURON STREET, ROOM 620
BUFFALO NY 14202 US

H. DOUGLAS MIDKIFF
65 WEST BROAD ST STE 101
ROCHESTER NY 14614-2210 US

DAVID W. DONLEY
3361 STAFFORD ST
PITTSBURGH PA 15204-1441 US
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>City, State, Zip</th>
</tr>
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<tbody>
<tr>
<td>HENRY M. WICK, JR.</td>
<td>WICK, STREIFF, ET AL</td>
<td>PITTSBURGH PA 15219 US</td>
</tr>
<tr>
<td>R J HENEFELD</td>
<td>PPG INDUSTRIES INC</td>
<td>PITTSBURGH PA 15272 US</td>
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<tr>
<td>JOHN A. VUONO</td>
<td>VUONO &amp; GRAY</td>
<td>PITTSBURGH PA 15219 US</td>
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<td>M E PETRUCELLI</td>
<td>PPG INDUSTRIES INC</td>
<td>PITTSBURGH PA 15272 US</td>
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<td>DONALD W DUNLEVY</td>
<td>230 STATE STREET</td>
<td>HARRISBURG PA 17101-1138 US</td>
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<tr>
<td>HARRY C. BARBIN</td>
<td>BARBIN LAUFFER &amp; O'CONNELL</td>
<td>ROCKLEDGE PA 19046 US</td>
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<tr>
<td>JOHN J EHLINGER JR</td>
<td>EBERMAYER REBMAN MAXWELL &amp; HIPPEL</td>
<td>PHILADELPHIA PA 19103-1895 US</td>
</tr>
<tr>
<td>ERIC M. HOCKY</td>
<td>GOLLATZ, GRIFFIN, EWING</td>
<td>WEST CHESTER PA 19381-0796 US</td>
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<td>HON JOSEPH R BIDEN, JR.</td>
<td>UNITED STATES SENATE</td>
<td>WILMINGTON DE 19801 US</td>
</tr>
<tr>
<td>WILLIAM A. MCCURDY, JR.</td>
<td>LEGAL DEPARTMENT-D-7064</td>
<td>WILMINGTON DE 19898 US</td>
</tr>
<tr>
<td>FREDERICK H SCHRANCK</td>
<td>PO BOX 778</td>
<td>DOVER DE 19903 US</td>
</tr>
<tr>
<td>PETER A GILBERTSON</td>
<td>REGIONAL RRS OF AMERICA</td>
<td>WASHINGTON DC 20001 US</td>
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<td>Name</td>
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<tr>
<td>JAMES HOWARD</td>
<td>COALITION OF NORTHEASTERN GOVERNORS</td>
<td>1125 23RD ST NW SUITE 500</td>
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<td>BRUCE KNIGHT</td>
<td>NATIONAL CORN GROWERS ASSOCIATION</td>
<td>100 1ST ST NW SUITE 500</td>
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<td>100 1ST ST NW SUITE 500</td>
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<td>WILLIAM A. MILLINS</td>
<td>TROUTMAN SANDERS LLP</td>
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<tr>
<td>Fritz R. Kahn</td>
<td>1100 New York Avenue NW Suite 750 West</td>
<td>Washington, DC 20005-3934 US</td>
</tr>
<tr>
<td>Jeffrey O. Moreno</td>
<td>Donelan Cleary Wood &amp; Maser, 1100 New York Avenue NW Suite 750</td>
<td>Washington, DC 20005-3934 US</td>
</tr>
<tr>
<td>Karyn A. Booth</td>
<td>Donelan, Cleary, Wood &amp; Maser, P.C., 1100 New York Ave NW Suite 750</td>
<td>Washington, DC 20005-3934 US</td>
</tr>
<tr>
<td>Andrew P. Goldstein</td>
<td>McCarthy, Sweeney &amp; Co., 1750 Pennsylvania Ave NW</td>
<td>Washington, DC 20006 US</td>
</tr>
<tr>
<td>Scott M. Zimmerman</td>
<td>Zuckert, Scoult &amp; Rasenberger, LLP, 888 Seventeenth Street NW</td>
<td>Washington, DC 20006 US</td>
</tr>
<tr>
<td>Laurence R. Latourette</td>
<td>Preston Gates Ellis &amp; Co., 1735 NY Ave NW Suite 500</td>
<td>Washington, DC 20006 US</td>
</tr>
<tr>
<td>Robert P. Vom Eigen</td>
<td>Hopkins &amp; Sutter, 888 16th Street NW Ste 700</td>
<td>Washington, DC 20006 US</td>
</tr>
<tr>
<td>Richard A. Allen</td>
<td>Zuckert, Scoult, Rasenberger, 888 17th Street NW Ste 600</td>
<td>Washington, DC 20006-3939 US</td>
</tr>
<tr>
<td>Rachel Danish Campbell</td>
<td>Hopkins &amp; Sutter, 888 Sixteenth Street NW</td>
<td>Washington, DC 20006-4103 US</td>
</tr>
<tr>
<td>Sherri Lehman</td>
<td>Director of Congressional Affairs, Corn Refiners Assoc, 1701 PA Ave NW</td>
<td>Washington, DC 20006-5805 US</td>
</tr>
<tr>
<td>Nicholas J. Dimitrieh</td>
<td>Donelan, Cleary, Wood &amp; Maser, 1100 New York Avenue NW Ste 750</td>
<td>Washington, DC 20005-3934 US</td>
</tr>
<tr>
<td>Andrew R. Plump</td>
<td>Zuckert, Scoult &amp; Rasenberger, LLP, 888 17th St., NW, Ste. 600</td>
<td>Washington, DC 20006 US</td>
</tr>
<tr>
<td>Francis G. Mckenna</td>
<td>Anderson &amp; Pendleton, 1700 K St NW Suite 1107</td>
<td>Washington, DC 20006 US</td>
</tr>
<tr>
<td>G. Paul Moates</td>
<td>Sidley &amp; Austin, 1722 E 7th Street NW</td>
<td>Washington, DC 20006 US</td>
</tr>
<tr>
<td>Alicia M. Serfaty</td>
<td>Hopkins &amp; Sutter, 888 16th Street NW</td>
<td>Washington, DC 20006-4103 US</td>
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<tr>
<td>Steven J. Kalish</td>
<td>McCarthy, Sweeney &amp; Harkaway, 1750 Pennsylvania Ave NW</td>
<td>Washington, DC 20006-4502 US</td>
</tr>
<tr>
<td>Robert G. Szabo</td>
<td>V. Ness Feldman, 1050 THO Jefferson Street, NW</td>
<td>Washington, DC 20007 US</td>
</tr>
</tbody>
</table>
SERVICE LIST FOR: 11/20/1997 STB FD 33888 0 CSX CORPORATION AND CSX TRANSPORTATION

CHRISTOPHER C O'HARA
BRICKFIELD BURCHETTE & RITTS PC
1025 THOMAS JEFFERSON ST NW EIGHTH FLOOR
WASHINGTON DC 20007 US

CHARLES H. WHITE, JR.
GALLAND, KHARASCH & GARFINKLE, P. C.
1054 THIRTY-FIRST STREET NW
WASHINGTON DC 20007-4492 US

PAUL M. DONOVAN
LAROE, WINN, ETAL
3506 IDAHO AVE NW
WASHINGTON DC 20016 US

JOHN M. CUTLER, JR.
MCCARTHY SWEENEY HARKAWAY
1750 PENNSYLVANIA AVE N W SUITE 1105
WASHINGTON DC 20036 US

RICHARD S. EDELMAN
HIGHSAW MAHONEY CLARKE
1050 SEVENTEENTH STREET N W, SUITE 210
WASHINGTON DC 20036 US

CHRISTOPHER A. MILLS
SLOVER & LOFTUS
1224 SEVENTEENTH STREET NW
WASHINGTON DC 20036 US

C MICHAEL LOFTUS
SLOVER & LOFTUS
1224 SEVENTEENTH STREET N W
WASHINGTON DC 20036 US

HAROLD P JR QUINN
NATIONAL MINING ASSOCIATION
1130 17TH STREET NW
WASHINGTON DC 20036 US

JEAN M CUNNINGHAM
SLOVER & LOFTUS
1224 SEVENTEENTH STREET NW
WASHINGTON DC 20036 US

FRANK J. PERGOLIZZI
SLOVER & LOFTUS
1224 SEVENTEENTH STREET NW
WASHINGTON DC 20036 US

GORDON P. MACDOUGALL
1025 CONNECTICUT AVE NW SUITE 410
WASHINGTON DC 20036 US

DONALD G AVERY
SLOVER & LOFTUS
1224 SEVENTEENTH STREET NW
WASHINGTON DC 20036-3003 US

EDWARD D. GREENBERG
GALLAND KHARASCH & GARFINKLE P C
1054 THIRTY-FIFTH STREET NW
WASHINGTON DC 20007-4492 US

MICHAEL F MCBRIDE
LEFQCEUF LAMB GREE & MACRAE
1875 CONNECTICUT AVENUE NW
WASHINGTON DC 20009 US

JOHN D. HEFFNER, ESQ.
REA, CROSS & AUCHINCLOSS
1920 N STREET NW SUITE 420
WASHINGTON DC 20036 US

PETER A. GREENE
THOMPSON HINE FLOY
1920 N STREET NW SUITE 800
WASHINGTON DC 20036 US

GERALD P NORTON
HARKINS CUNNINGHAM
1300 19TH ST NW SUITE 600
WASHINGTON DC 20036 US

KEITH G O'BRIEN
REA, CROSS AND AUCHINCLOSS
1920 N STREET NW, STE 420
WASH DC 20036 US

HELEN M. COURSEAU
CARLOS RODRIGUEZ & ASSOCIATES
1710 RHODE ISLAND AVENUE, NW
WASHINGTON DC 20036 US

STEPHEN H BROWN
VORYS SATER SEYMOUR AND PEASE
1828 L STREET N W
WASHINGTON DC 20036 US

ROBERT A. WIMBISH, ESQ.
REA, CROSS & AUCHINCLOSS
1920 N STREET NW SUITE 420
WASHINGTON DC 20036 US

KELVIN J. DOWD
SLOVER & LOFTUS
1224 17TH STREET N W
WASHINGTON DC 20036 US

PAUL CUNNINGHAM
HARKINS CUNNINGHAM
1300 NINETEENTH STREET, NW STE. 600
WASHINGTON DC 20036 US

PAUL D. COLEMAN
HOPPEL MAYER & COLEMAN
1000 CONNECTICUT AVE NW SUITE 400
WASHINGTON DC 20036-5302 US

11/24/1997
SERVICE LIST FOR: 11/20/1997 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

L PAT WYNNS
SUITE 210
1050 - 17TH STREET N W
WASHINGTON DC 20036-5503 US

PAUL LAURENZA
OPPENHEIMER WOLFF & DONNELLY
1010 NINETEENTH STREET NW SUITE 400
WASHINGTON DC 20036-6105 US

JOHN L. OBERDORFER
PATTON BOGGS LLP
2550 M ST NW
WASHINGTON DC 20037-1301 US

ARVID E. ROACH II
COVINGTON & BURLING
PO BOX 7566
1201 PENNSYLVANIA AVE N W
WASHINGTON DC 20044-7566 US

THOMAS A. O'BRIEN
US DEPARTMENT OF AGRICULTURE
P O BOX 965456
WASHINGTON DC 20090-6456 US

WILLIAM DICKERSON
U S ENVIRONMENTAL PROTECTION AGENCY
401 M STREET SW (2252A)
WASHINGTON DC 20460 US

HON. BARBARA A. MIKULSKI
UNITED STATES SENATE
WASHINGTON DC 20510 US

HONORABLE JACK REED
U. S. SENATE
WASHINGTON DC 20510 US

HON MIKE DEWINE
U S SENATE
WASHINGTON DC 20510 US

HONORABLE RICHARD LUGAR
UNITED STATES SENATE
WASHINGTON DC 20510 US

HON. JOSEPH BIDEN, JR.
UNITED STATES SENATE
WASHINGTON DC 20510 US

HON. JOHN W. WARNER
US SENATE
WASHINGTON DC 20510-0001 US

PAUL H. LAMBOLEY
1020 NINETEENTH STREET, N.W., STE 400
WASHINGTON DC 20036-6105 US

KEVIN M SHEYS
OPPENHEIMER WOLFF ET AL.
1020 NINETEENTH STREET N W SUITE 400
WASHINGTON DC 20036-6105 US

SCOTT N. STONE
PATTON BOGGS LLP
2550 M STREET NW 7TH FLOOR
WASHINGTON DC 20037-1346 US

KEITH A KLINDWORTH
U S DEPT OF AGRICULTURE
P O BOX 96456
WASHINGTON DC 20090 US

JUDGE JACOB LEVENTHAL, OFFICE OF HEARINGS
FEDERAL ENERGY REGULATORY COMMISSION
888 - 1ST ST, N.E, STE 11F
WASHINGTON DC 20426 US

DINAH BEAR
COUNCIL ON ENVIRONMENTAL QUALITY
722 JACKSON PLACE NW
WASHINGTON DC 20503 US

HON. CHARLES ROBB
UNITED STATES SENATE
WASHINGTON DC 20510 US

WILLIMA V. ROTH, JR.
UNITED STATES SENATE
104 HART SENATE OFFICE BUILDING
WASHINGTON DC 20510 US

HONORABLE BOB GRAHAM
UNITED STATE SENATE
WASHINGTON DC 20510 US

HONORABLE ALFONSE D'AMATO
UNITED STATES SENATE
WASHINGTON DC 20510 US

HON WILLIAM V. ROTH JR
U S SENATE
WASHINGTON DC 20510-0001 US

HONORABLE CONNIE MACK
UNITED STATES SENATE
WASHINGTON DC 20510-0904 US
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UNITED STATES SENATE
WASHINGTON DC 20510-1803 US

HON ARLEN SPECTER
UNITED STATES SENATE
WASHINGTON DC 20510-3802 US

RICK SANTORUM
UNITED STATES SENATE
WASHINGTON DC 20510-1804 US

HONORABLE JOHN H. CHAFEE
UNITED STATES SENATE
WASHINGTON DC 20510-3902 US

HON. LEE N. HAMILTON
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. LOUIS E. STOKES
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WASHINGTON DC 20515 US

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WASHINGTON DC 20515 US

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U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE TILLIE K FOWLER
US HOUSE REPRESENTATIVES
WASHINGTON DC 20515 US

HON JERROLD NADLER
U S HOUSE OF REPRESENTATIVES
2448 RAYBURN BUILDING
WASH DC 20515 US

HONORABLE ROBERT W. NEY
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

BOB WEYGAND
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE BOB WEYGAND
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON MARCY KAPTUR
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON JAMES TRAFICANT JR
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HON ROBERT F SMITH
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HON BOB WISE
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. WILLIAM O. LIPINSKI
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. THOMAS C SAWYER
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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SERVICE LIST FOR: 11/20/1997 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

CHARLES M CHADWICK
MARYLAND MIDLAND RAILWAY INC
P O BOX 1000
UNION BRIDGE MD 21791 US

HENRY E. SEATON
STE 201
7700 LEESBURG PIKE
FALLS CHURCH VA 22043 US

PETER Q. NYCE, JR.
U. S. DEPARTMENT OF THE ARMY
901 NORTH STUART STREET
ARLINGTON VA 22203 US

JENNIFER BRAUN
JACKSON & JESSUP
P O BOX 1240
3426 NORTH WASHINGTON BOULEVARD
ARLINGTON VA 22210 US

STEPHEN L. BASSFORD
L E PEABODY & ASSOCIATES INC
1501 DUKE STREET SUITE 200
ALEXANDRIA VA 22314-2401 US

CARL W SMITH
AMVEST CORPORATION
ONE BOAR'S PLACE
CHARLOTTESVILLE VA 22905 US

HONORABLE GEORGE ALLEN
GOVERNOR, COMMONWEALTH OF VIRGINIA
STATE CAPITOL
RICHMOND VA 23219 US

L P KING JR
GENERAL CHAIRPERSON UTU
145 CAMPBELL AVE SW STE 207
ROANOKE VA 24011 US

VAUGHN R GROVES
PITTSTON COAL COMPANY
PO BOX 5100
LEBANON VA 24266 US

R K SARGENT
GENERAL CHAIRPERSON UTU
1319 CHESTNUT STREET
KENOVA WV 25530 US

FRANK N JORGENSEN
THE ELK RIVER RAILROAD INC
P O BOX 460
SUMMERSVILLE WV 26651 US

JOHN L SARRATT
KILPATRICK STOCKTON LLP
4101 LAKE BOONE TRAIL
RALEIGH NC 27607 US

GARRET G SMITH
MOBIL OIL CORPORATION
3225 GALLOWS RD RM 8A903
FAIRFAX VA 22037-0001 US

TENNYSON E.L. P.E.
2233 ABBOTSFORD DRIVE, RFD 55
VIENNA VA 22181-3220 US

THOMAS E. SCHICK
CHEMICAL MANUF. ASSOC.
1300 WILSON BOULEVARD
ARLINGTON VA 22209 US

GERALD W. FAUTH, III
G. W. FAUTH & ASSOCIATES INC.
116 SOUTH ROYAL STREET
ALEXANDRIA VA 22314 US

KENNETH E. SIEGEL
AMERICAN TRUCKING ASSOC.
2200 MILL ROAD
ALEXANDRIA VA 22314-4677 US

RICHARD WALTON
COMMONWEALTH OF VIRGINIA OFFICE OF THE ATTORN
900 EAST MAIN STREET
RICHMOND VA 23219 US

JOHN W. SNOW
ONE JAMES CENTER
901 EAST CARY STREET
RICHMOND VA 23219-4031 US

HONORABLE JOHN WARNER
UNITED STATES SENATE
P.O.BOX 8817
235 FEDERAL BUILDING
ABINGDON VA 24210-0887 US

TERRELL ELLIS
CAEZWV
P O BOX 176
CLAY WV 25043 US

WILLIAM T BRIGHT
P O BOX 149
200 GREENBRIER ROAD
SUMMERSVILLE WV 26651 US

SCOTT M SAYLOR
NORTH CAROLINA RAILROAD COMPANY
3200 ATLANTIC AV STE 110
RALEIGH NC 27604-1640 US

GARLAND B GARRETT JR
NC DEPT OF TRANSPORTATION
P O BOX 25201
RALEIGH NC 27611 US
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<td>ROBERT C. FREAS</td>
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<td>612 TENTH AVENUE, NORTH</td>
<td>NASHVILLE</td>
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<td>OHIO RAIL DEVELOPMENT COMMISSION</td>
<td>50 W BROAD STREET 15TH FLOOR</td>
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<td>500 SOUTH FRONT STREET, ROOM 1130</td>
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<td>TIMOTHY A WOLFE</td>
<td>WYANDOT DOLCITE, INC</td>
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<td>ROBERT J COOPER</td>
<td>GENERAL CHAIRPERSON UTU</td>
<td>1238 CASS ROAD, MAUMEE OH 43537 US</td>
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<tr>
<td>DAVID DYSARD</td>
<td>TMACOG</td>
<td>PO BOX 9508, 300 CENTRAL UNION PLAZA, TOLEDO OH 43697-9508 US</td>
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<tr>
<td>MAYOR VINCENT M URBIN</td>
<td>150 AVON BELDEN RD, AVON LAKE OH 44012 US</td>
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<td>COLETTA MCNAMEE SR</td>
<td>CIDDELL IMPROVEMENT INC</td>
<td>11500 FRANKLIN BLVD STE 104, CLEVELAND OH 44102 US</td>
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<td>DANIEL R ELIOTT III</td>
<td>UNITED TRANSPORTATION UNION</td>
<td>14600 DETROIT AVENUE, CLEVELAND OH 44107 US</td>
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<tr>
<td>CHRISTOPHER C MCCracken</td>
<td>ULMER &amp; BERNE LLP</td>
<td>1300 EAST NINTH STREET SUITE 900, CLEVELAND OH 44114 US</td>
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<td>DAVID ROLOFF</td>
<td>GOLSTEIN &amp; ROLOFF</td>
<td>526 SUPERIOR AVENUE EAST SUITE 1440, CLEVELAND OH 44114 US</td>
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<td>MICHAEL J GARRIGAN</td>
<td>BP CHEMICALS INC</td>
<td>4440 WARRENSVILLE CTR RD, CLEVELAND OH 44128 US</td>
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<td>GARY A EBERT</td>
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<td>CHARLES S HESS</td>
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<td>COLD MEDAL DIVISION - GENERAL MILLS OPERATION</td>
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<td>CITY OF GARY</td>
<td>401 BROADWAY 4TH FLOOR</td>
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<td>WILLIAM A BON, GENERAL COUNSEL</td>
<td>BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYES</td>
<td>26555 EVERGREEN ROAD SUITE 200</td>
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<td>JAMES E SHEPHERD</td>
<td>TUSCOLA &amp; SAGINAW BAY</td>
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<td>THE BURLINGTON NORTHERN SANTA FE CORPORATION</td>
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<td>RICHARD A GAVRIL</td>
<td>GENTRY LANE NO 104</td>
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<td>WILLIAM F. COTTRELL</td>
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<td>KS, DEPT OF TRANSP 217 SE 4TH ST 2ND FLOOR TOPEKA KS 66603 US</td>
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<td>ROBERT L. EVANS</td>
<td>OXYCHEM P O BOX 809050 DALLAS TX 75380 US</td>
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</table>
SERVICE LIST FOR: 11/20/1997 STB FD 33388 0  CSX CORPORATION AND CSX TRANSPORTATION

W DAVID TIDHOLM
HUTCHESON & GRUNDY
1200 SMITH STREET #3300
HOUSTON TX 77002 US

DANNY L. HALL
COMMONWEALTH CONSULTING ASSOCIATES
720 NORTH POST OAK ROAD SUITE 330
HOUSTON TX 77024 US

DENNIS A. GUTH
WEST LAKE GROUP
2801 POST OAK BLVD
HOUSTON TX 77056 US

STEVE M COULTER
EXXON COMPANY USA
PO BOX 3272
HOUSTON TX 77253-3272 US

MONTY L PARKER
CMC STEEL GROUP
P O BOX 911
SEGUIN TX 78156 US

STEPHEN M UTHOFF
CONIGLIO & UTHOFF
110 WEST OCEAN BLVD STE 100
LONG BEACH CA 90802 US

J D FITZGERALD
UTU, GENERAL CHAIRPERSON
400 E EVERGREEN BLVD STE 217
VANCOUVER WA 98660-3264 US

Records: 343
On September 21, 1998, New England Central Railroad, Inc. (NECR or petitioner) filed a petition (designated as NECR-10) to set one term of a trackage rights arrangement or for clarification with respect to the transaction we authorized in Decision No. 89, served July 23, 1998.¹ In its petition, NECR states that, although the parties are close to reaching a final agreement on their trackage rights arrangement, one matter remains as to which it and CSX are in irreconcilable disagreement. NECR therefore asks us to resolve this issue in the manner and to the extent sought in its petition. By reply filed October 13, 1998 (designated as CSX-164), CSX opposes NECR’s requested relief.

BACKGROUND

In our decision approving the primary transaction, we also granted NECR’s responsive application in Sub-No. 75 insofar as it sought trackage rights from CSX between Palmer, MA, and West Springfield, MA. As pertinent here, in Decision No. 89, slip op. at 105, we stated:

Despite the fact that its diversion evidence is flawed, NECR has shown that it will be financially harmed by this transaction. Moreover, it is clear that NECR provides important services both for its shippers and for Amtrak. Accordingly, to

¹ In Decision No. 89, we approved, subject to conditions, the application by CSX Corporation and CSX Transportation, Inc. (collectively CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively NS) under 49 U.S.C. 11321-26 for: (1) the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively Conrail); and (2) the division of Conrail’s assets by and between CSX and NS.
ensure NECR’s continued ability to provide these services, we will require applicants to grant NECR trackage rights as sought between Palmer, MA, and Springfield, MA. These trackage rights will facilitate through movements with NECR’s affiliate, Connecticut Southern Railroad.

To implement this condition, we required CSX and NECR to negotiate the details of the trackage rights arrangement and, if negotiations were not successful, to submit separate proposals no later than September 21, 1998. Id. at 105 and 180. In subsequent decisions, we extended the parties’ reporting due date, most recently to November 20, 1998. See Decision Nos. 94 and 97, served October 1 and 26, 1998.

According to NECR, the disputed issue concerns a so-called blocking provision² in a 1996 acquisition agreement between Conrail and Connecticut Southern Railroad (CSO), and the extent to which the blocking provision is overridden (if at all) by our trackage rights condition on NECR’s behalf. Petitioner indicates that the blocking provision requires CSO to pay certain penalties to Conrail for each loaded car CSO interchanges with a carrier other than Conrail. Petitioner maintains that the blocking provision in CSO’s contract should not apply to any traffic interchanged between CSO and NECR pursuant to the Palmer-Springfield trackage rights now under negotiations.

CSX has stated that it will not apply the blocking provision to traffic for which the only potential Conrail participation is over the Palmer-Springfield segment, including traffic that originates on NECR and terminates on CSO, or vice versa. NECR contends that this interpretation insufficiently limits the blocking provision and thus is inconsistent with the relief we intended for the following reasons: (1) our grant of trackage rights between Palmer and Springfield, MA, on behalf of NECR was without limitation; (2) we were presumably aware that most of the traffic that would be interchanged between CSO and NECR would originate or terminate at points beyond the NECR, a party we specifically found would be financially harmed by the Conrail transaction; (3) CSX’s position is at odds with its broader assertion in the proceeding that the Board can override private contracts where necessary; and (4) CSX’s partial lifting of the blocking provision is inconsistent with its refusal to permit a total override of the provision.

CSX maintains that the petition conflicts with NECR’s position, earlier in this proceeding, that its affiliated carriers, including CSO, need not and should not be parties to NECR’s responsive application. CSX also argues that the condition we imposed need not be altered or clarified to meet our objective of preserving the services offered by NECR, and that elimination of the blocking

² Blocking provisions are features in many contracts for the sale or lease of rail lines by Class I carriers to shortline carriers. They are imposed by the sellers to ensure that the traffic originated by shortline carriers on these line segments continues to flow over the lines of the seller to the maximum extent possible. See Decision No. 89, slip op. at 77.
provision for traffic moving from or to CSO via the Palmer Springfield trackage rights would represent an unnecessary and unreasonable windfall for CSO. According to CSX, granting NECR’s request would permit CSO to evade the blocking provision entirely, since Guilford Rail System and Providence and Worcester Railroad Company, the only railroads other than Conrail with which CSO now directly connects, could avoid the blocking provision by routing traffic to and from CSO by means of intermediate movements on NECR via the Palmer-Springfield segment.

DISCUSSION AND CONCLUSIONS

We will not grant the relief sought by NECR. In Decision No. 89, we found that applicants’ estimate that the transaction would lead to the annual diversion of $1.6 million from NECR was more reliable than NECR’s estimate of $8 million. We also found that this traffic diversion could impair NECR’s ability to continue to provide important services, and we imposed the condition at issue here to remedy that harm. Our intent was not to indemnify NECR against those losses dollar for dollar. Rather, our intent was to give NECR the opportunity to achieve significant operational cost savings and obtain additional traffic sufficient to ensure that its services would not be unduly impaired.

CSX has explained that it has accepted our admonition that blocking provisions must not be “interpreted in such a way that the transaction would expand their reach.” Decision No. 89, slip op. at 77. Accordingly, CSX states that it will not interpret the blocking provision it has inherited to apply to traffic in which the only potential Conrail participation is over the Palmer-Springfield segment, including traffic that originates on NECR and terminates on CSO, or vice versa. See CSX-164 at 6. With this interpretation, which we believe to be correct, NECR will be able to take advantage of the operational cost savings and the potential to gain truck-competitive traffic it envisioned from its new linkage with CSO. As NECR has explained:

If NECR is granted the right to connect with the CSO, the two railroads would be able to achieve a number of efficiencies. For example, employees could be utilized more efficiently and locomotives could be shared thereby reducing costs for both carriers. Because of current [Conrail] restrictions, it takes two weeks for NECR to move a locomotive over the 30-mile [Conrail] line between the NECR and CSO. Under current conditions, locomotive sharing between NECR and CSO is simply not practical.

NECR-8, RVS Carlstrom at 7.

NECR is aware of traffic currently handled by trucks to markets served by its affiliate, the Connecticut Southern Railroad (CSO), which could be diverted to a joint NECR-CSO movement. We estimated that NECR would be able to generate about $2 million annually from this traffic.
Id. at 5.

While the magnitude of the operational cost savings that will accrue to these two affiliated small railroads and the degree to which the blocking provision will impede their ability jointly to compete for new, truck-competitive traffic are not altogether clear, we find on this record that NECR has failed to demonstrate that the condition we imposed on NECR’s behalf must be clarified or expanded as sought by NECR.\(^3\) We will, however, continue to assess this situation carefully during the course of our oversight proceeding, and we will be prepared to alter the original condition if it is not working as intended to preserve the important services offered by NECR to its shippers and to Amtrak.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The petition to set terms of trackage rights agreement or for clarification (NECR-10) is denied.

2. This decision is effective on its service date.

By the Board, Chairman Morgan and Vice-Chairman Owen.

Vernon A. Williams
Secretary

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\(^3\) We note that NECR has not raised the issue of the blocking provision previously in this proceeding. Moreover, the Association of American Railroads and the American Short Line and Regional Railroad Association at our urging recently have reached an agreement addressing blocking provisions along with a number of other issues involving the relationship between the larger and smaller railroads. See Association of American Railroads and American Short Line and Regional Railroad Association--Agreement--Application Under 49 U.S.C. 10706, STB Docket No. S5R 100 (STB served Sept. 22, 1998). CSX confirms that it will honor this agreement.
SERVICE LIST FOR: 09-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

STEPHENV M FONTAINE
MASSACHUSETTS CENTRAL RAILROAD CORPORATION
ONE WILBRAHAM STREET
PALMER MA 01069 US

RICHARD B. KENNELLY, JR
CONSERVATION LAW FOUNDATION
62 SUMMER STREET
BOSTON MA 02110 US

JOHN D. CIRAME, ASSISTANT SECRETARY
COMMONWEALTH OF MASS. EXEC. OFFICE OF TRANSP.
10 PARK PLAZA ROOM 3170
BOSTON MA 02116-3969 US

WILLIAM D. ANKNER PHD
R I DEPT OF TRANSPORTATION
TWO CAPITOL HILL
PROVIDENCE RI 02903 US

JOHN K. DUNLEAVY
ASSISTANT ATTORNEY GENERAL
133 STATE STREET STATE ADM BLDG
MONTPELIER VT 05633-5001 US

JAMES F. SULLIVAN
CT DEPT OF TRANSPORTATION
P O BOX 317546
2800 BERLIN TURNPIKE
NEWINGTON CT 06113 US

RICHARD C. CARPENTER
SOUTHWESTERN REGIONAL PLANNING AGENCY
1 SELLICK STREET SUITE 210
EAST NORWALK CT 06855 US

HONORABLE ROBERT G. TORRICELLI
UNITED STATES SENATE
1 RIVER FRONT PLAZA, 3RD FLOOR
NEWARK NJ 07102 US

EDWARD LLOYD
RUTGERS ENVIRONMENTAL LAW CLINIC
15 WASHINGTON STREET
NEWARK NJ 07102 US

MARTIN T. DURKIN ESQ
DURKIN & BOGGIA ESQS
PO BOX 378
71 MT VERNON STREET
RIDGEFIELD PARK NJ 07660 US

TIMOTHY G. CHELIUS
18 N EAST AVENUE
VINELAND NJ 08360 US

JOHN F. MCHUGH
MCHUGH & SHERMAN
20 EXCHANGE PLACE 51ST FLOOR
NEW YORK NY 10005 US

WALTER E. ZULLIG JR
METRO-NORTH COMMUTER RAILROAD COMPANY
347 MADISON AVE
NEW YORK NY 10017-3706 US

JOHN R. NADOLNY
BOSTON AND MAINE CORPORATION
IRON HORSE PARK
NORTH BILLERICA MA 01862 US

JAMES E. HOWARD
90 CANAL STREET
BOSTON MA 02114 US

HON. EDWARD M. KENNEDY
UNITED STATES SENATE
2400 JOHN F. KENNEDY FEDERAL BLDG
BOSTON MA 02203 US

ROBERT D. ELDER
MAINE DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA ME 04333 US

KAREN E. SONGHURST
STATE OF VERMONT
133 STATE STREET
MONTPELIER VT 05633-5001 US

EDWARD J. RODRIGUEZ
P.O. BOX 298
67 MAIN STREET
CENTERBROOK CT 06409 US

MICHAEL E. STRICKLAND
NYK LINE (NORTH AMERICA) INC, SENIOR VICE PRE
300 LIGHTING WAY
SECAUCUS NJ 07094-1588 US

J. WILLIAM VAN DYKE
N.J. TRANSPORTATION PLANNING AUTHORITY
ONE NEWARK CENTER 17TH FLOOR
NEWARK NJ 07102 US

PHILIP SIDO
UNION CAMP CORPORATION
1600 VALLEY ROAD
WAYNE NJ 07470 US

TERI LENHART
CONCERNED CITIZENS OF EAST RIVERTON
1220 BANNAARD STREET
CINNAMINSON NJ 08077-1802 US

LAWRENCE PEPPER, JR
GRUCCIO PEPPER
817 EAST LANDS AVE
VINELAND NJ 08360 US

ANTHONY BOTTALICO
420 LEXINGTON AVENUE ROOM 458-460
NEW YORK NY 10017 US

ANTHONY P. SEMANCIK
347 MADISON AVENUE
NEW YORK NY 10017-3706 US
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<td>KRISTOPHER MICHAEL KLEINICK</td>
<td>RR#3 BOX 101-15, JERSEY SHORE PA 17740-9309 US</td>
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<tr>
<td>D J O'CONNELL</td>
<td>GENERAL CHAIRPERSON UTU, 410 LANCASTER AVE STE 5, HAVERFORD PA 19041 US</td>
</tr>
<tr>
<td>HARRY C BARBIN</td>
<td>BARBIN LAUFFER &amp; O'CONNELL, 600 HUNTINGDON PIKE, ROCKLEDGE PA 19046 US</td>
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SERVICE LIST FOR: 09-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

PATRICK R PLUMMER
GUERRIERI EDMOND & CLAYMAN PC
1331 F ST NW
WASH DC 20004 US

DENNIS G LYONS
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

PAUL W MAYO JR
HOGAN & HARTSON L L P
555 THIRTEENTH STREET NW COLUMBIA SQUARE
WASHINGTON DC 20004-1109 US

MARY GABRIELLE SPRAGUE
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004-1202 US

KEVIN M SHEYS
OPPENHEIMER WOLFF & DONNELLY & BAYH LLP
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005 US

DREW A HARKER
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

GEORGE W MAYO JR
HOGAN & HARTSON L L P
555 THIRTEENTH STREET NW COLUMBIA SQUARE
WASHINGTON DC 20004-1109 US

MARY GABRIELLE SPRAGUE
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004-1202 US

PAUL W MAYO JR
HOGAN & HARTSON L L P
555 THIRTEENTH STREET NW COLUMBIA SQUARE
WASHINGTON DC 20004-1109 US

DREW A HARKER
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

WILLIAM M MILLAR
AMERICAN PUBLIC TRANSIT ASSOCIATION
1201 NEW YORK AVE., NW
WASHINGTON DC 20005 US

ROSE-MICHELE WEINRYB
WEINER BRODSKY SIDMAN & KIDER
1350 NEW YORK AVENUE NW
WASHINGTON DC 20005 US

EDWARD WYTKIND, EXECUTIVE DIRECTOR
LARRY J WILLIS, ESQ
TRANSP TRADES DEPT AFL C I
1000 VERNON AVENUE, NW STE 200
WASHINGTON DC 20005 US

PAUL M LAURENZI
OPPENHEIMER WOLFF & DONNELLY & BAYH LLP
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005 US

DANIEL DUFF
AMERICAN PUBLIC TRANSIT ASSOCIATION
1201 NEW YORK AV NW
WASHINGTON DC 20005 US

LOUIS E GITOMER
BALL JANIK LLP
1455 F STREET NW STE 225
WASHINGTON DC 20005 US

L JOHN OSBORN
SONNENSCHEIN NATH & ROSENTHAL
1301 K STREET NW STE 600 EAST
WASHINGTON DC 20005 US

JOHN H BROADLEY
JENNER & BLOCK
601 13TH ST NW 12TH FL
WASHINGTON DC 20005 US

ROSE-MICHELE WEINRYB
WEINER BRODSKY SIDMAN & KIDER
1350 NEW YORK AVENUE NW
WASHINGTON DC 20005 US

JOHN H BROADLEY
JENNER & BLOCK
601 13TH ST NW 12TH FL
WASHINGTON DC 20005 US

KARL MORELL
BALL JANIK LLP
1455 F STREET NW SUITE 225
WASHINGTON DC 20005 US

KARYN A BOOTH
DONELAN, CLEARY, WOOD & MASER, P.C.
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

ALICE C SAYLOR
THE AMERICAN SHORT LINE RAILROAD ASSOCIATION
1120 G STREET, N.W., SUITE 520
WASHINGTON DC 20005 US

CLARK EVANS DOWNS
JONES DAY REAVIS & POGUE
1450 G STREET NW
WASHINGTON DC 20005-2088 US

WILLIAM A MULLINS
TROUTMAN SANDERS LLP
1300 I STREET NW SUITE 500 EAST
WASHINGTON DC 20005-3314 US

PAUL H LAMBOLEY
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005-3324 US

FRITZ R KAHN
1100 NEW YORK AVENUE NW SUITE 750 WEST
WASHINGTON DC 20005-3934 US

KEVIN M SHEYS
OPPENHEIMER WOLFF & DONNELLY & BAYH LLP
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005 US

JEFFREY O MORENO
DONELAN CLEARY WOOD MASER
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

KARYN A BOOTH
DONELAN, CLEARY, WOOD & MASER, P.C.
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

FREDERIC L WOOD
DONELAN CLEARY WOOD & MASER PC
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

NICHOLAS J DIMICHAEL
DONELAN CLEARY WOOD & MASER PC
1100 NEW YORK AVENUE NW STE 750
WASHINGTON DC 20005-3934 US

JOHN K MASER III
DONELAN CLEARY WOOD & MASER PC
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

MARK H SIDMAN
WEINER BRODSKY, SIDMAN & KIDER
1350 NEW YORK AVENUE NW, STE. 800
WASHINGTON DC 20005-4797 US
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<td>Washington, DC 20510 US</td>
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<td>HON. CHARLES ROBB</td>
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<td>HON LOUISE M SLAUGHTER</td>
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<td>HON THOMAS MANTON</td>
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<td>HONORABLE JAMES MALONEY</td>
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<td>HONORABLE JOHN J LAFALCE</td>
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<td>HON. BUD SHUSTER</td>
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<td>HONORABLE ROD R BLAHOJEVICH</td>
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<td>HON RICHARD BURR</td>
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SERVICE LIST FOR: 09-nov-1996 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

HONORABLE TOM DAVIS
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-4611 US

HONORABLE BOBBY L. RUSH
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-9997 US

MICHAEL P HARMONIS
DEPARTMENT OF JUSTICE
325 SEVENTH STREET, NW
WASHINGTON DC 20530 US

PAUL SAMUEL SMITH
US DEPARTMENT OF TRANSPORTATION
400 SEVENTH STREET SW, ROOM 4102 C-30
WASHINGTON DC 20590 US

JOSEPH R. PONPMIO
FEDERAL RAILROAD ADMIN.
400 7TH ST SW RCC-20
WASHINGTON DC 20590 US

DAVID G ABRAHAM
SUITE 400W
7315 WISCONSIN AVENUE
BETHESDA MD 20814 US

MITCHELL M. KRAUF
TRANSPORTATION -COMMUNICATIONS INTERNATIONAL
3 RESEARCH PLACE
ROCKVILLE MD 20850 US

JOHN ROY
P.O. BOX 117
GLEN BURNIE MD 21060 US

WILLIAM W WHITEHURST JR
W.W. WHITEHURST & ASSOCIATES INC
12421 HAPPY HOLLOW ROAD
COCKEYSVILLE MD 21030-1711 US

JOHN F WING CHAIRMAN
CITIZENS ADVISORY COMMITTEE
601 NORTH HOWARD STREET
BALTIMORE MD 21201 US

LINDA A JANEX J O
MARYLAND OFFICE OF PLANNING
301 WEST PRESTON STREET
BALTIMORE MD 21201-2365 US

CHARLES M CHADWICK
MARYLAND MIDLAND RAILWAY INC
P.O. BOX 1000
UNION BRIDGE MD 21791 US

GARRET G SMITH
MOBIL OIL CORPORATION
3225 GALLONS RD RM BP03
FAIRFAX VA 22037-0001 US

HENRY E. SEATON
7700 LEESBURG PIKE, STE 201
FALLS CHURCH VA 22043 US

PETER O. NYCE, JR.
U.S. DEPARTMENT OF THE ARMY
901 NORTH STUART STREET
ARLINGTON VA 22203 US

WILLIAM P. JACKSON, JR.
JACKSON & JESSUP, P.C.
P.O. BOX 1240
3426 NORTH WASHINGTON BLVD
ARLINGTON VA 22210 US

JENNIFER BRAUN
JACKSON & JESSUP
P.O. BOX 1240
3426 NORTH WASHINGTON BOULEVARD
ARLINGTON VA 22210 US

GERALD W FAUTH III
G W FAUTH & ASSOCIATES INC
116 SOUTH ROYAL STREET
ALEXANDRIA VA 22314 US

KENNETH E. SIEGEL
AMERICAN TRUCKING ASSOC INC
2230 MILL ROAD
ALEXANDRIA VA 22314-4677 US

ROBERT E MARTINEZ
VA SECRETARY OF TRANSPORTATION
P.O. BOX 1475
RICHMOND VA 23218 US

HONORABLE GEORGE ALLEN
GOVERNOR, COMMONWEALTH OF VIRGINIA
STATE CAPITOL
RICHMOND VA 23219 US

GEORGE A ASPATORE
NORFOLK SOUTHERN CORP
THREE COMMERCIAL PLACE
NORFOLK VA 23510 US

SERVICE LIST FOR: 09-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

L P KING JR
GENERAL CHAIRPERSON UTU
145 CAMPBELL AVE SU STE 207
ROANOKE VA 24011 US

HONORABLE JOHN WARNER
UNITED STATES SENATE
P.O. BOX 8817
235 FEDERAL BUILDING
ABINGDON VA 24210-0887 US

VAUGHN R GROVES
PITTSITON COAL COMPANY
P O BOX 5100
LEBANON VA 24266 US

TERREL ELLIS
CAEZLIV
P O BOX 176
CLAY W 25043 US

R K SARGENT
GENERAL CHAIRPERSON UTU
1319 CHESTNUT STREET
KENOVA WV 25530 US

WILLIAM T BRIGHT
P O BOX 140
200 GREENBRIER ROAD
SUMMERSVILLE WV 26651 US

FRANK N JORGENSEN
THE ELK RIVER RAILROAD INC
P O BOX 460
SUMMERSVILLE WV 26651 US

SCOTT M SAYLOR
NORTH CAROLINA RAILROAD COMPANY
3200 ATLANTIC AV STE 110
RALEIGH NC 27604-1640 US

E NORRIS TOLSON
NC DEPT OF TRANSPORTATION
P O BOX 25201
1 S WILINGTON STREET
RALEIGH NC 27610 US

HONORABLE DAVID M BEASLEY
GOVERNOR
P. O. BOX 11369
COLUMBIA SC 29211 US

PAUL R. HITCHCOCK
CSX TRANSPORTATION LAW DEPARTMENT
500 WATER STREET SC J-150
JACKSONVILLE FL 32202 US

CHARLES M ROSENBERGER
CSX TRANSPORTATION
500 WATER STREET
JACKSONVILLE FL 32202 US

J RANDALL EVANS
500 WATER STREET J150
JACKSONVILLE FL 32202 US

J L RODGERS
GENERAL CHAIRMAN UTU
480 OSCEOLA AVENUE
JACKSONVILLE FL 32250 US

J T REED
GENERAL CHAIRPERSON UTU
7705 BAYMEADOWS WAY STL 109
JACKSONVILLE FL 32256 US

PHILLIP L BELL
ERIE LACKAWANNA RAILROAD CO
P O BOX 1482
TALLAHASSEE FL 32302 US

HONORABLE LAMON CHILES
OFFICE OF THE GOVERNOR
THE CAPITOL
TALLAHASSEE FL 32399-0001 US

JAMES L BELCHER
EASTMAN CHEMICAL COMPANY
P O BOX 431
KINGSPTN TN 37662 US

WILLIAM L OSTEEN
ASSOCIATE GENERAL COUNSEL TVA
400 WEST SUMMIT HILL DRIVE
KNOXVILLE TN 37902 US

J R BARBEE
GENERAL CHAIRPERSON UTU
P.O. BOX 9599
KNOXVILLE TN 37940 US

HONORABLE KIRK FORDICE, GOVERNOR
STATE OF MISSISSIPPI
P O BOX 139
JACKSON MS 39205 US

HONORABLE PAUL E. PATTON
GOVERNOR
700 CAPITOL AVENUE, STE. 100
FRANKFORT KY 40601 US

WILLIAM P HERNAN JR GENERAL CHAIRMAN
P O BOX 180
HILLIARD OH 43026 US

F R PICKELL
GENERAL CHAIRPERSON UTU
6797 NORTH HIGH ST STE 108
WORTHINGTON OH 43085 US

THOMAS M O'LEARY
OHIO RAIL DEVELOPMENT COMMISSION
50 W BROAD STREET 15TH FLOOR
COLUMBUS OH 43215 US

HONORABLE DEBORAH PRYCE
U. S. HOUSE OF REPRESENTATIVES
500 SOUTH FRONT STREET, ROOM 1130
COLUMBUS OH 43215 US
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SERVICE LIST FOR: 09-nov-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

RICHARD E KERTH
CHAMPION INTERNATIONAL CORPORATION
101 KNIGHTSBRIDGE DRIVE
HAMILTON OH 45020-0001 US

FAY D DUGUIS
CITY OF CINCINNATI
801 PLUM STREET
CINCINNATI OH 45202 US

THOMAS R RYDMAN PRESIDENT
INDIAN CREEK RAILROAD COMPANY
3905 N 600 NORTH
ANDERSON IN 46011 US

MICHAEL P MAXWELL JR
MCNALLY, COOK & WELCH
320 N MERIDIAN ST 1100 CHAMBER OF COMMERCE BL
INDIANAPOLIS IN 46204 US

J PATRICK LATZ
HEAVY LIFT CARGO SYSTEM
PO BOX 51451
INDIANAPOLIS IN 46251-0451 US

HAMILTON L CARMOUCHE, CORPORATION COUNSEL
CITY OF GARY
401 BROADWAY 4TH FLOOR
GARY IN 46402 US

CARL FELLER
DEKALB AGRA INC
P. O. BOX 127
4743 COUNTY ROAD 28
WATERLOO IN 46793-0127 US

WILLIAM A BOW, GENERAL COUNSEL
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES
26555 EVERGREEN ROAD SUITE 200
SOUTHFIELD MI 48076 US

JAMES E SHEPHERD
TUSCOLA & SAGINAW BAY
PO BOX 550
OWOSSO MI 48867-0550 US

HON JOHN ENGLER
OFFICE OF THE GOVERNOR
P O BOX 30013
LANSING MI 48933 US

BYRON D OLSEN
FELHABER LARSON FENLON & VOGT PA
601 SECOND AVENUE SOUTH 4200 FIRST BANK PLACE
MINNEAPOLIS MN 55402-4302 US

THOMAS R BOBAK
315 RIVER OAKS DRIVE
CALUMET CITY IL 60409 US

RICHARD A GAVRIL
16700 CENTURY LANE NO 104
TINLEY PARK IL 60477 US

BRAD F HUSTON
CYPRUS AMAX COAL SALES CORP
400 TECHNECENTER DRIVE STE 320
MILFORD OH 45150 US

ROBERT EDWARDS
EASTERN TRANSPORT AND LOGISTICS
1109 LANETTE DRIVE
CINCINNATI OH 45230 US

F RONALDS WALKER
CITIZENS GAS & COKE UTILITY
2020 N MERIDIAN STREET
INDIANAPOLIS IN 46202-1393 US

HONORABLE DAN COATS,
UNITED STATES SENATE
1180 MARKET TOWER, 10 WEST MARKET STREET
INDIANAPOLIS IN 46204 US

MICHAEL CONNELLY
CITY OF EAST CHICAGO
4525 INDIANAPOLIS BLVD
EAST CHICAGO IN 46312 US

HONORABLE PETER J. VISCLOSKY
U. S. HOUSE OF REPRESENTATIVES
215 WEST 35TH AVENUE
GARY IN 46408 US

CHRISTOPHER J BURGER, PRESIDENT
CENTRAL RAILROAD COMPANY OF INDIANAPOLIS
PO BOX 554
KOKOMO IN 46933-0554 US

NICOLE HARVEY
THE DOW CHEMICAL COMPANY
2020 DOM CENTER
MIDLAND MI 48674 US

LARRY B KARNS
TRANSPORTATION BUILDING
PO BOX 30050
425 WEST OTTAWA
LANSING MI 48909 US

T SCOTT BANNISTER
T SCOTT BANNISTER AND ASSOCIATES
1300 DES MOINES BLVD 405 SIXTH AVENUE
DES MOINES IA 50309 US

LEO J NASSESCA
GOLD MEDAL DIVISION - GENERAL MILLS OPERATION
P.O.BOX 1113
NUMBER ONE GENERAL MILLS BULEVARD
MINNEAPOLIS MN 55440 US

GERALD J. VINCI
PRAIRIE GROUP
P. O.BOX 1123
7601 WEST 79TH STREET
BRIDGEVIEW IL 60455 US

EDWARD WASHINGTON, II
CHIEF, PUBLIC UTILITIES BUREAU, ILL ATTORNEY
100 W RANDOLPH ST - 12TH FLOOR
CHICAGO IL 60601 US
SERVICE LIST FOR: 09-nov-1998 STB FD 33388 0
CSX CORPORATION AND CSX TRANSPORTATION

KEVIN BRUBAKER
ENVIRONMENTAL LAW & POLICY CENTER
203 NORTH LA SALL STREET, STE 1390
CHICAGO IL 60601 US

CHRISTINE H. ROSSO
IL ASSISTANT ATTORNEY GENERAL
100 W RANDOLPH ST 13TH FLOOR
CHICAGO IL 60601 US

RICHARD F FRIEDMAN
INTERNATIONAL PORT DISTRICT (PORT F CHICAGO)
111 W WASHINGTON STREET SUITE 1700
CHICAGO IL 60602 US

EDWARD C MCCARTHY
INLAND STEEL INDUSTRIES INC
30 WEST MONROE STREET
CHICAGO IL 60603 US

THOMAS F MCFARLAND JR
MCFARLAND & HERMAN
20 NORTH WAFFER DRIVE, SUITE 1330
CHICAGO IL 60606-3101 US

CHARLES D BOLAM
UNITED TRANSPORTATION UNION
1400-20TH STREET
GRANITE CITY IL 62040 US

MERRILL L TRAVIS
ILLINOIS DEPT OF TRANSPORTATION
2300 S DIRKSEN PARKWAY RM 302
SPRINGFIELD IL 62764 US

IAN MUIR
BUNGE CORPORATION
P O BOX 28500
ST LOUIS MO 63146 US

HENRY T DART
PLAINTIFF MANAGEMENT COMMITTEE
3748 NORTH CAUSEWAY BLVD SUITE 301
METAIRIE LA 70002 US

DENNIS A. GUTH
WEST LAKE GROUP
2801 POST OAK BLVD
HOUSTON TX 77056 US

MICHAEL P. FERRO
MILLENNIUM PETROCHEMICALS, INC.
P O BOX 2583
1221 MCKINNEY STREET SUITE 1600
HOUSTON TX 77252-2583 US

MONTY L PARKER
CNC STEEL GROUP
P O BOX 911
SEGUIN TX 78156 US

THOMAS J. LITTLER
OPPENHEIMER WOLFF & DONNELLY
180 N STEETSON AVE 45TH FLOOR
CHICAGO IL 60601 US

WILLIAM C SIPPEL
OPPENHEIMER WOLFF & DONNELLY
180 N STEETSON AVE TOW PRUDENTIAL PLAZA 45TH FLOOR
CHICAGO IL 60601-6710 US

RICHARD F. FRIEDMAN, ESQ
EARL L NEAL & ASSOCIATES
111 WEST WASHINGTON STREET, STE 1700
CHICAGO IL 60602-2766 US

ROGER A. SERPE
INDIANA HARBOR BELT RR
175 WEST JACKSON BOULEVARD SUITE 1460
CHICAGO IL 60606 US

SHELDON A ZABEL
SCHIFF HARDIN & WAITE
7200 SEARS TOWER
CHICAGO IL 60606 US

NYLES L TOBIN
ILLINOIS CENTRAL RAILROAD
455 NORTH CITYFRONT PLAZA DRIVE
CHICAGO IL 60611-5504 US

SCOTT A RONEY
ARCHER DANIELS MIDLAND COMPANY
P O BOX 1470
4666 FABIES PARKWAY
DECATUR IL 62525 US

R A GRICE
GENERAL CHAIRPERSON UTU
11017-F GRAVOS INDUSTRIAL PLAZA
ST LOUIS MO 63128 US

JOHN JAY ROSACKER
KS DEPT OF TRANSP
217 SE 4TH ST 2ND FLOOR
TOPEKA KS 66603 US

MIKE SPANIS
FINA OIL & CHEMICAL CO.
6000 LEGACY DRIVE
PLANO, TX 75024-3601 US

DAVID L HALL
COMMONWEALTH CONSULTING ASSOCIATES
13103 FM 1960 WEST SUITE 204
HOUSTON TX 77065-4699 US

STEVE M COULTER
EXXON COMPANY USA
PG BOX 3272
HOUSTON TX 77253-3272 US

STEPHEN M. UTHOFF
CONIGLIO & UTHOFF
60 ELM AVENUE, CONIGLIO PROFESSIONAL BLDG
LONG BEACH CA 90802-4910 US
On September 21, 1998, New England Central Railroad, Inc. (NECR) filed a petition (designated as NECR-10) for the Board to set one term of a trackage rights arrangement or to provide clarification with respect to the transaction the Board authorized in Decision No. 89, served July 23, 1998. The Board subsequently granted CSX's request, to which NECR concurred, to extend the deadline for concluding the trackage rights negotiation by 30 days to October 21, 1998. By correspondence filed October 21, 1998, CSX states that, apart from the matter addressed in the NECR-10 petition, the parties expect to resolve the remaining issues by mutual consent. To resolve these issues, CSX seeks an additional 30-day extension to November 20, 1998. CSX states that NECR concurs with this request. The extension will be granted.

1 In Decision No. 89, the Board approved, subject to conditions, the applications by CSX Corporation and CSX Transportation, Inc. (collectively CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively NS) under 49 U.S.C. 11321-26 for: (1) the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively Conrail); and (2) the division of Conrail's assets by and between CSX and NS. In that decision, the Board also approved NECR's responsive application in Sub-No. 75 insofar as it seeks trackage rights between Palmer, MA, and West Springfield, MA. The Board required CSX and NECR to negotiate the details of such trackage rights and, if negotiations are not fully successful, to submit separate proposals no later than September 21, 1998. See Decision No. 89, slip op. at 105 and 180.
It is ordered:

1. The deadline set forth in Decision No. 89, Ordering Paragraph No. 64, is extended to November 20, 1998. If any terms of the trackage rights arrangement between Palmer, MA, and West Springfield, MA, are not resolved through negotiations between CSX and NECR, the parties must submit separate proposals no later than November 20, 1998.

2. This decision is effective on its service date.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams
Secretary
SERVICE LIST FOR: 26-oct-1998 STB FO 33388 0

CSX CORPORATION AND CSX TRANSPORTATION

STEPHEN M FONTAINE
MASSACHUSETTS CENTRAL RAILROAD CORPORATION
ONE WILBRAHAM STREET
PALMER MA 01069 US

RICHARD B. KENNELLY, JR
CONSERVATION LAW FOUNDATION
62 SUMMER STREET
BOSTON MA 02110 US

JOHN D CIRAME, ASSISTANT SECRETARY
COMMONWEALTH OF MASS. ELEC. OFFICE OF TRANSPT
10 PARK PLAZA ROOM 3170
BOSTON MA 02116-3969 US

WILLIAM D ANKNER PhD
R I DEPT OF TRANSPORTATION
120 CAPITOL HILL
PROVIDENCE RI 02903 US

JOHN K DUNLEAVY
ASSISTANT ATTORNEY GENERAL
133 STATE STREET STATE ADM BLDG
MONTPELIER VT 05633-5001 US

JAMES F SULLIVAN
CT DEPT OF TRANSPORTATION
P O BOX 317546
2800 BERLIN TURNPIKE
NEWINGTON CT 06111 US

RICHARD C CARPENTER
SOUTHWESTERN REGIONAL PLANNING AGENCY
1 SELLECK STREET SUITE 210
EAST NORWALK CT 06855 US

HONORABLE ROBERT G. TORRICELLI
UNITED STATES SENATE
1 RIVER FRONT PLAZA, 3RD FLOOR
NEWARK NJ 07102 US

EDWARD LLOYD
RUTGERS ENVIRONMENTAL LAW CLINIC
15 WASHINGTON STREET
NEWARK NJ 07102 US

MARTIN T DURKIN ESQ
DURKIN & BOGIA ESQS
PO BOX 378
71 MT VERNON STREET
RIDGEFIELD PARK NJ 07660 US

TIMOTHY G CHELUS
18 N EAST AVENUE
VINELAND NJ 08360 US

JOHN F. MCHUGH
MCHUGH & SHERMAN
20 EXCHANGE PLACE 51ST FLOOR
NEW YORK NY 10005 US

WALTER E ZULLIG JR
METRO-NORTH COMMUTER RAILROAD COMPANY
347 MADISON AVE
NEW YORK NY 10017-3706 US

JOHN R NADOLNY
BOSTON AND MAINE CORPORATION
IRON HORSE PARK
NORTH BILLERICA MA 01862 US

JAMES E HOWARD
90 CANAL STREET
BOSTON MA 02114 US

HOW. EDWARD M KENNEDY
UNITED STATES SENATE
2400 JOHN F KENNEDY FEDERAL BLDG
BOSTON MA 02203 US

ROBERT D ELDER
MAINE DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA ME 04333 US

KAREM E SONGHURST
STATE OF VERMONT
133 STATE STREET
MONTPELIER VT 05633-5001 US

EDWARD J RODRIGUEZ
P.O. BOX 298
67 MAIN STREET
CENTERBROOK CT 06409 US

MICHAEL E STRICKLAND
NYK LINE (NORTH AMERICA) INC. SENIOR VICE PRE
300 LIGHTING WAY
SECAUCUS NJ 07094-1588 US

J WILLIAM VAN DYKE
NJ TRANSPORTATION PLANNING AUTHORITY
ONE NEWARK CENTER 17TH FLOOR
NEWARK NJ 07102 US

PHILIP SIDO
UNION CAMP CORPORATION
1600 VALLEY ROAD
WAYNE NJ 07470 US

TERI LENHART
CONCERNED CITIZENS OF EAST RIVERTON
1220 BANNARD STREET
CINNAMINSON NJ 08077-1802 US

LAURENCE PEPPER, JR
GRUCCIO PEPPER
817 EAST LANDS AVF
VINELAND NJ 08360 US

ANTHONY BOTTALICO
UTU
420 LEXINGTON AVENUE ROOM 458-460
NEW YORK NY 10017 US

ANTHONY P. SEMANCIK
347 MADISON AVENUE
NEW YORK NY 10017-3706 US
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**SERVICE LIST FOR: 26-oct-1998 STB FD 33368 0 CSX CORPORATION AND CSX TRANSPORTATION**

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<tr>
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<tr>
<td>HONORABLE THOMAS J RIDGE</td>
<td>GOVERNOR, COMMONWEALTH OF PENNSYLVANIA</td>
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<td>JOHN J COSCIA, EXECUTIVE</td>
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<td>JOSEPH GUERRIERI, JR.</td>
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<tr>
<td>KRISTOPHER MICHAEL KLEMICK</td>
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<td>JERSEY SHORE PA 17740-9309 US</td>
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<tr>
<td>D J O'CONNELL</td>
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<td>410 LANCASTER AVE STE 5</td>
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<td>HARRY C BARBIN</td>
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<td>WILLIAM R THOMPSON</td>
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<tr>
<td>DAVID BERGER</td>
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<td>BERGER AND MONTAGUE, P. C.</td>
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<td>JOHN K. LEAKY, GENERAL</td>
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<tr>
<td></td>
<td>MANAGER SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTH</td>
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<tr>
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<td>HCN JOSEPH R BIDEN, JR.</td>
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<td>DEBRA L. WILLEN</td>
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<td>GUERRIERI, EDMOND &amp; CLAYMAN, PC</td>
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</tbody>
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10/26/1998
SERVICE LIST FOR: 26-oct-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

PATRICK R PLUMMER
GUERRIERI EDMOND & CLAYMAN PC
1331 F ST NW
WASHINGTON DC 20004 US

DREW A HARKER
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

MARY GABRIELLE SPRAGUE
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004-1202 US

EDWARD WYTKIND, EXECUTIVE DIRECTOR
LARRY J WILLIS ESG TRANSP TRADES DEPT AFLCI
1000 VERNON AVENUE, NW, STE 900
WASHINGTON DC 20005 US

ROSE-MICHEL WEINRYB
WEINER BRODSKY SIDMAN & KIDER
1350 NEW YORK AVENUE NW
WASHINGTON DC 20005 US

DANIEL DUFF
AMERICAN PUBLIC TRANSIT ASSOCIATION
1201 NEW YORK AV NW
WASHINGTON DC 20005 US

L JOHN OSBORN
SONNENSCHIN NATH & ROSENTHAL
1301 K STREET NW STE 600 EAST
WASHINGTON DC 20005 US

KARL MORELL
BALL JANIK LLP
1455 F STREET NW SUITE 225
WASHINGTON DC 20005 US

CLARK EVANS DOWNS
JONES DAY REAVIS & POEGE
1450 G STREET NW
WASHINGTON DC 20005-2088 US

PAUL H LAMBOLEY
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005-3324 US

JEFFREY O MORENO
DONELAN CLEARY WOOD MASER
1100 NEW YORK AVENUE N W, SUITE 750
WASHINGTON DC 20005-3934 US

FREDERIC L WOOD
DONELAN CLEARY WOOD & MASER P C
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

JOHN K MASER III
DONELAN CLEARY WOOD & MASER P C
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

DENNIS G LYONS
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

GEORGE W MAYO JR
HOGAN & HARTSON LLP
555 THIRTEENTH STREET NW COLUMBIA SQUARE
WASHINGTON DC 20004-1109 US

WILLIAM M MILLAR
AMERICAN PUBLIC TRANSIT ASSOCIATION
1201 NEW YORK AVENUE, NW
WASHINGTON DC 20005 US

KEVIN M SHEYS
OPPENHEIMER WOLFF & DONNELLY & BAYN LLP
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005 US

PAUL M LAURENZI
OPPENHEIMER WOLFF & DONNELLY & BAYN LLP
1350 EYE STREET, N.W., STE 200
WASHINGTON DC 20005 US

JOHN H BROADLEY
JENNER & BLOCK
601 13TH STREET NW 12TH FL
WASHINGTON DC 20005 US

ALICE C SAYLOR
THE AMERICAN SHORT LINE RAILROAD ASSOCIATION
1120 G STREET, N. W., SUITE 520
WASHINGTON DC 20005 US

FRITZ R KAHN
1100 NEW YORK AVENUE NW SUITE 750 WEST
WASHINGTON DC 20005-3934 US

KARYN A BOOTH
DONELAN, CLEARY, WOOD & MASER, P.C.
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

JOHN H BROADLEY
JENNER & BLOCK
601 13TH STREET NW 12TH FL
WASHINGTON DC 20005 US

FREDERIC L UCOD
DONELAN CLEARY WOOD & MASER P C
1100 NEW YORK AVENUE NW SUITE 750
WASHINGTON DC 20005-3934 US

NICHOLAS J DIMICHAEL
DONELAN CLEARY WOOD & MASER P C
1100 NEW YORK AVENUE N W STE 750
WASHINGTON DC 20005-3934 US

MAK. H SIDMAN
WEINER BRODSKY,SIDMAN & KIDER
1350 NEW YORK AVENUE, NW, STE. 800
WASHINGTON DC 20005-4797 US

10/26/1998
SERVICE LIST FOR: 26-oct-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION:

HONORABLE J. ROBERT KERRY
UNITED STATES SENATE
WASHINGTON DC 20510 US

HONORABLE BOBBY GRAHAM
UNITED STATES SENATE
WASHINGTON DC 20510 US

HON. CHARLES NOBB
UNITED STATES SENATE
WASHINGTON DC 20510 US

HON WILLIAM V. ROTH JR
UNITED STATES SENATE
WASHINGTON DC 2051-0001 US

HON CHRISTOPHER J. DODD
UNITED STATES SENATE
WASHINGTON DC 20510-0702 US

HONORABLE CONNIE MACK
UNITED STATES SENATE
WASHINGTON DC 20510-0904 US

HON ARLEN SPECTER
UNITED STATES SENATE
WASHINGTON DC 20510-3802 US

HONORABLE JOHN H. CHAFEE
UNITED STATES SENATE
WASHINGTON DC 20510-3902 US

SENATOR ROBERT BYRD
UNITED STATES SENATE
WASHINGTON DC 20510-6025 US

HON NANCY JOHNSON
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON VIC Fazio
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. TOM BILEY
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. THOMAS C. SAWYER
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE JOHN M. DEWEY
UNITED STATES SENATE
WASHINGTON DC 20510 US

HONORABLE ALFONSO D'AMATO
UNITED STATES SENATE
WASHINGTON DC 20510 US

HON. JOSEPH SIDEN, JR.
UNITED STATES SENATE
WASHINGTON DC 20510 US

HON. JOHN W. WARNER
UNITED STATES SENATE
WASHINGTON DC 20510-0001 US

HONORABLE DANIEL P. MOYNIHAN
UNITED STATES SENATE
WASHINGTON DC 20510-0903 US

HONORABLE JOHN BREAUX
UNITED STATES SENATE
WASHINGTON DC 20510-1803 US

HON RICK SANTORUM
UNITED STATES SENATE
WASHINGTON DC 20510-3804 US

HON. JACK REED
UNITED STATES SENATE
WASHINGTON DC 20510-3903 US

HON. LEE N. HAMILTON
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE MAJOR R. OWENS
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. THOMAS C. SAWYER
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. MARCY KAPTUR
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONOREABLE SAM GEJENDSON
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. WILLIAM O. LIPINSKI
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. MARCY KAPTUR
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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<tr>
<td>Hon. Mike Doyle</td>
<td>U.S. House of Representatives</td>
<td>Washington DC 20515 US</td>
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<td>Honorable Frank D. Riggs</td>
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<td>Honorable John D. Dingell</td>
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SERVICE LIST FOR: 26-oct-1998 STB FD 33388 O CSX CORPORATION AND CSX TRANSPORTATION

BEN GILMAN
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. ED BRYANT
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. LOUIS E. STOKES
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. STEVE LATOURRETTE
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. BARBARA B KENNELLY
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE PAUL GILMORE
U.S. HOUSE REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE CHIP PICKERING
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE JESSE L. JACKSON, JR
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE LUIS GUTIERREZ
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE DANNY K DAVIS
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON RALPH REGULA
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON SHEFROD BROWN
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON NYDIA M VELAZQUEZ
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON ED TOWNS
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON LOUISE M SLAUGHTER
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON CHARLES SCHUMER
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON CHRISTOPHER SHAYS
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON CHARLES RANGEL
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON MICHAEL McNULTY
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON THOMAS MANTON
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE JAMES MALONEY
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE JOHN J LAFALCE
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HON. BUD SHUSTER
ATTN: MIKE RICK
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

HONORABLE ROD R BLAGOJEVICH
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-1305 US

HONORABLE JAMES A. BARTCIA
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-2205 US

HON CHARLES RANGEL
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3230 US

HON JACK QUINN
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3230 US

10/26/1998
HONORABLE RICHARD BURR  
U. S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515-3305 US

HONORABLE PAUL E. GILLMOR  
HOUSE OF REPRESENTATIVES  
1203 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON DC 20515-3505 US

HONORABLE BOBBY L. RUSH  
U. S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515-9997 US

CONG BOB CLEMENT  
US HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515-4205 US

HONORABLE TOM DAVIS  
U. S. HOUSE OF REPRESENTATIVES  
WASHINGTON DC 20515-4611 US

PAUL SAMUEL SMITH  
US DEPARTMENT OF TRANSPORTATION  
400 SEVENTH STREET SW, ROOM 4102 C-30  
WASHINGTON DC 20590 US

MICHAEL P. HARMONIS  
DEPARTMENT OF JUSTICE  
325 SEVENTH STREET, NW  
WASHINGTON DC 20530 US

JOSEPH R. POMPONIO  
FEDERAL RAILROAD ADMIN.  
400 7TH ST SW RCC-20  
WASHINGTON DC 20590 US

DAVID G. ABRAHAM  
SUITE 400W  
7315 WISCONSIN AVENUE  
BETHESDA MD 20814 US

MITCHELL M. KRAUS  
TRANSPORTATION -COMMUNICATIONS INTERNATIONAL  
3 RESEARCH PLACE  
ROCKVILLE MD 20850 US

JOHN M. ROBINSON  
9616 OLD SPRING ROAD  
KENSINGTON MD 20895-3124 US

WILLIAM W. WHITEHURST JR  
W. W. WHITEHURST & ASSOCIATES INC  
12421 HAPPY HOLLOW ROAD  
COCKEYSVILLE MD 21030-1711 US

JOHN ROY  
P.O. BOX 117  
GLEN BURNIE MD 21060 US

ROBERT J. WILL  
UNITED TRANSPORTATION UNION  
4134 GRAVE RUN RD  
MANCHESTER MD 21102 US

JOHN F. WING  
CITIZENS ADVISORY COMMITTEE  
601 NORTH HOWARD STREET  
BALTIMORE MD 21201 US

LINDA A. JANNEY  
MARYLAND OFFICE OF PLANNING  
301 WEST PRESTON STREET  
BALTIMORE MD 21201-2365 US

CHARLES M. CHADWICK  
MARYLAND MIDLAND RAILWAY INC  
P.O. BOX 1000  
UNION BRIDGE MD 21791 US

GARRET G. SMITH  
MOBIL OIL CORPORATION  
3225 GALLOWS RD RM 8A903  
FAIRFAX VA 22037-0001 US

HENRY E. SEATON  
7700 LEESBURG PIKE, STE 201  
FALLS CHURCH VA 22043 US

PETER O. NYCE, JR.  
U. S. DEPARTMENT OF THE ARMY  
901 NORTH STUART STREET  
ARLINGTON VA 22203 US

WILLIAM P. JACKSON, JR.  
JACKSON & JESSUP, P.C.  
P.O. BOX 1240  
3426 NORTH WASHINGTON BLVD  
ARLINGTON VA 22210 US

JENNIFER BRAUN  
JACKSON & JESSUP  
P.O. BOX 1240  
3426 NORTH WASHINGTON BOULEVARD  
ARLINGTON VA 22210 US

GERALD W. FAUTH III  
G. W. FAUTH & ASSOCIATES INC  
116 SOUTH ROYAL STREET  
ALEXANDRIA VA 22314 US

KENNETH E. SIEGEL  
AMERICAN TRUCKING ASSOC INC  
2200 MILL ROAD  
ALEXANDRIA VA 22314-4677 US

ROBERT E. MARTINEZ  
VA SECRETARY OF TRANSPORTATION  
P.O. BOX 1475  
RICHMOND VA 23218 US

HONORABLE GEORGE ALLEN  
GOVERNOR, COMMONWEALTH OF VIRGINIA  
STATE CAPITOL  
RICHMOND VA 23219 US
SERVICE LIST FOR: 26-Oct-1998 ST8 FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

1. L P. King Jr
   General Chairperson UTU
   145 Campbell Ave SW Ste 207
   Roanoke VA 24011 US

2. George A. Aspatore
   Norfolk Southern Corp.
   Three Commercial Place
   Norfolk VA 23510 US

3. Honorable John Warner
   United States Senate
   P.O. Box 8817
   235 Federal Building
   Abingdon VA 24210-0887 US

4. William B. Bright
   P.O. Box 149
   200 Greenbrier Road
   Summersville WV 26651 US

5. Scott M. Saylor
   North Carolina Railroad Company
   3200 Atlantic Ave Ste 110
   Raleigh NC 27604-1640 US

6. Honorable David M. Beasley
   Governor
   P.O. Box 11389
   Columbia SC 29211 US

7. Charles M. Rosenberger
   CSX Transportation
   500 Water Street
   Jacksonville FL 32202 US

8. J L Rodgers
   General Chairperson UTU
   480 Osceola Avenue
   Jacksonville FL 32250 US

9. Phillip L. Bell
   Erie Lackawanna Railroad Co
   P.O. Box 1482
   Tallahassee FL 32302 US

10. James L. Belcher
    Eastman Chemical Company
    P.O. Box 631
    Kingsport TN 37662 US

11. J R. Barbee
    General Chairperson UTU
    P.O. Box 9599
    Knoxville TN 37940 US

12. Honorable Paul E. Patton
    Governor
    700 Capitol Avenue, Ste. 100
    Frankfort KY 40601 US

13. F R Pickell
    General Chairperson UTU
    5797 North High St Ste 10B
    Worthington OH 43085 US

14. Honorable John Warner
    United States Senate
    P.O. Box 8817
    235 Federal Building
    Abingdon VA 24210-0887 US

15. Frank N. Jorgensen
    The Elk River Railroad Inc
    P.O. Box 460
    Summersville WV 26651 US

16. E. Norris Tolson
    NC Department of Transportation
    P.O. Box 25201
    1 S. Wilmington Street
    Raleigh NC 27611 US

17. Paul R. Hitchcock
    CSX Transportation Law Department
    500 Water Street SC J-150
    Jacksonville FL 32202 US

18. J. Randal Evans
    500 Water Street (J150)
    Jacksonville FL 32202 US

19. J. T. Reed
    General Chairperson UTU
    7785 Baymeadows Way Ste 109
    Jacksonville FL 32256 US

20. Honorable Lawton Chiles
    Office of the Governor
    The Capitol
    Tallahassee FL 32399-0001 US

21. William L. Osteen
    Associate General Counsel TVA
    400 West Summit Hill Drive
    Knoxville TN 37902 US

22. Honorable Kirk Fordice, Governor
    State of Mississippi
    P.O. Box 139
    Jackson MS 39205 US

23. William P. Hernandez Jr
    General Chairperson
    P.O. Box 180
    Hilliard OH 43026 US

24. Thomas M. O'Leary
    Ohio Rail Development Commission
    50 W. Broad Street 15th Floor
    Columbus OH 43215 US

10/26/1998
HONORABLE DEBORAH PRYCE  
U. S. HOUSE OF REPRESENTATIVES  
500 SOUTH FRONT STREET, ROOM 1130  
COLUMBUS OH 43215 US

HONORABLE JOHN GLENN  
U. S. SENATE-ATTN: DAN EMERINE  
200 W HIGH STREET S-600  
COLUMBUS OH 43215-2408 US

COREEN R. JOHNSON, CHIEF ANTITRUST SECTION  
OHIO ATTORNEY GENERAL OFFICE  
140 EAST TOWN STREET, FIRST FLOOR  
COLUMBUS OH 43215-6001 US

JOHNSON, CHIEF ANTITRUST SECTION  
OHIO ATTORNEY GENERAL OFFICE  
140 EAST TOWN STREET, FIRST FLOOR  
COLUMBUS OH 43215-6001 US

ROBERT J COOPER  
GENERAL CHAIRPERSON UTU  
1238 CASS ROAD  
MAUMEE OH 43537 US

ROBERT J COOPER  
GENERAL CHAIRPERSON UTU  
1238 CASS ROAD  
MAUMEE OH 43537 US

DAVID DYSARD  
TMACG  
PO BOX 9508  
300 CENTRAL UNION PLAZA  
TOLEDO OH 43697-9508 US

JAMES R JACOB  
JACOBS INDUSTRIES  
2 QUARRY LANE  
STONY RIDGE OH 43463 US

MAYOR VINCENT M URBIN  
150 AVON BELDEN RD  
AVON LAKE OH 44012 US

ROBERT E GREENLESE  
TOLEDO-LUCAS COUNTY PORT AUTHORITY  
1 MARITIME PLAZA SUITE 700  
TOLEDO OH 43604 US

COLETTA MCMANEE SR  
CUDELL IMPROVEMENT INC  
11500 FRANKLIN BLVD STE 104  
CLEVELAND OH 44102 US

ANITA R BRINDZA  
THE ONE FIFTEEN HUNDRED BUILDING  
11500 FRANKLIN BLVD SUITE 104  
CLEVELAND OH 44102 US

C L LITTLE  
UNITED TRANSPORTATION UNION  
14600 DETROIT AVE  
CLEVELAND OH 44107 US

CLINTON J MILLER III GENERAL COUNSEL  
UNITED TRANSPORTATION UNION  
14600 DETROIT AVENUE  
CLEVELAND OH 44107-4250 US

C V MONIN  
BROTHERHOOD OF LOCOMOTIVE ENGINEERS  
1370 ONTARIO STREET  
CLEVELAND OH 44113 US

CHARLES S HESSE  
CHARLES HESSE ASSOCIATES  
7777 BAINBRIDGE ROAD  
CHAGRIN FALLS OH 44023-2124 US

DAVID ROLOFF  
GOLDSTEIN & ROLOFF  
526 SUPERIOR AVENUE EAST SUITE 1440  
CLEVELAND OH 44114 US

INAOJ DAVIS CHAPPELL  
ASHTA CHEMICALS INC  
1300 EAST NINETH STREET SUITE 900  
CLEVELAND OH 44114-1538 US

DAVID J MATTY  
CITY OF ROCKY RIVER  
21012 HILLIARD ROAD  
ROCKY RIVER OH 44116-3398 US

MICHAEL J GARRIGAN  
BP CHEMICALS INC  
4440 WARRENSVILLE CTR RD  
CLEVELAND OH 44128 US

C D WINEBRENNER  
GENERAL CHAIRPERSON UTU  
27801 EUCLID AV RH 200  
EUCLID OH 44132 US

GARY A EBERT  
CITY OF BAY VILLAGE  
350 DOVER CENTER ROAD  
BAY VILLAGE OH 44140 US

CHARLES ZUMKEL  
ROETZEL & ANDREWS CO LPA  
75 EAST MARKET STREET  
AKRON OH 44308 US

SYLVIA R. CHINN-LEVY  
NEFCO  
969 CPLEY ROAD  
AKRON OH 44320 US

WINEBRENNER  
GENERAL CHAIRPERSON UTU  
27801 EUCLID AV RH 200  
EUCLID OH 44132 US

RANBELL C. HUNT  
KUGLIKA, WILKINS, GRIFFITHS & DOUGHERTY CO.  
P O BOX 36963  
4775 MUNSON ST NW  
CANTON OH 44735-6963 US

CHARLES E ALLENBAUGH JR  
EAST OHIO STONE COMPANY  
2000 W BESSON ST  
ALLIANCE OH 44601 US

RANDALL C. HUNT  
KUGLIKA, WILKINS, GRIFFITHS & DOUGHERTY CO.  
P O BOX 36963  
4775 MUNSON ST NW  
CANTON OH 44735-6963 US
SERVICE LIST FOR: 26-oct-1998 STB FD 33388 O CSX CORPORATION AND CSX TRANSPORTATION

D G STRUNK JR
GENERAL CHAIRPERSON UTU
817 KILBOURNE STREET
BELLEVUE OH 44811 US

BRAD F HUSTON
CYPRUS AMAX COAL SALES CORP
400 TECHNECENTER DRIVE STE 320
 MILFORD OH 45150 US

ROBERT EDWARDS
EASTERN TRANSPORT AND LOGISTICS
1109 LANETTE DRIVE
CINCINNATI OH 45230 US

F RONALDS WALKER
CITIZENS GAS & COKE UTILITY
2020 N MERIDIAN STREET
INDIANAPOLIS IN 46202-1393 US

HONORABLE DAN COATS,
UNITED STATES SENATE
1180 MARKET TOWER 10 WEST MARKET STREET
INDIANAPOLIS IN 46204 US

MICHAEL CONNELLY
CITY OF EAST CHICAGO
4525 INDIANAPOLIS BLVD
EAST CHICAGO IN 46312 US

HONORABLE PETER J. VISCLOSKY
U. S. HOUSE OF REPRESENTATIVES
215 WEST 35TH AVENUE
GARY IN 46408 US

CHRISTOPHER J BURGER, PRESIDENT
CENTRAL RAILROAD COMPANY OF INDIANAPOLIS
PO BOX 554
KOKOMO IN 46903-0554 US

NICOLE HARVEY
THE DOW CHEMICAL COMPANY
2020 DOW CENTER
MIDLAND MI 48674 US

LARRY B. KARNES
TRANSPORTATION BUILDING
PO BOX 30050
425 WEST OTTAWA
LANSING MI 48909 US

T SCOTT BANNISTER
T SCOTT BANNISTER AND ASSOCIATES
1300 DES MOINES BLDG 405 SIXTH AVENUE
DES MOINES IA 50309 US

LEO J WASESCHA
GOLD MEDAL DIVISION - GENERAL MILLS OPERATION
P.O.BOX 1113
NUMBER ONE GENERAL MILLS BULEVARD
MINNEAPOLIS MN 55440 US

GERALD J. VINCI
PRAIRIE GROUP
P. O.BOX 1123
7601 WEST 79TH STREET
BRIDGEVIEW IL 60455 US

RICHARD E KERTH
CHAMPION INTERNATIONAL CORPORATION
101 NIGHTBRIDGE DRIVE
HAMPTON OH 45020-0001 US

FAY D DUPUIS
CITY OF CINCINNATI
601 PLUM STREET
CINCINNATI IN 45202 US

THOMAS R RYDMAN PRESIDENT
INDIAN CREEK RAILROAD COMPANY
3905 W 600 NORTH
ANDERSON IN 46011 US

MICHAEL P MAXWELL JR
MCHALE, COOK & WELCH
320 N MERIDIAN ST 1100 CHAMBER OF COMMERCE BL
INDIANAPOLIS IN 46204 US

J PATRICK LATZ
HEAVY LIFT CARGO SYSTEM
PO BOX 51451
INDIANAPOLIS IN 46251-0451 US

HAMILTON L CARMOUCHE, CORPORATION COUNSEL
CITY OF GARY
401 BROADWAY 4TH FLOOR
GARY IN 46402 US

CARL FELLER
DEKALB AGRA INC
P. O. BOX 127
4743 COUNTY ROAD 2B
WATERLOO IN 46793-0127 US

WILLIAM A BON, GENERAL COUNSEL
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES
26555 EVERGREEN ROAD SUITE 200
SOUTHFIELD MI 48076 US

JAMES E SHEPHERD
TUSCOLA & SAGINAW BAY
PO BOX 550
OWOSSO MI 48867-0550 US

HON JOHN ENGLER
OFFICE OF THE GOVERNOR
P O BOX 30050
LANSING MI 48933 US

BYRON D OLSEN
FELHABER LARSON FENLON & VOGT PA
601 SECOND AVENUE SOUTH 4200 FIRST BANK PLACE
MINNEAPOLIS MN 55402-4302 US

THOMAS R BOBAK
313 RIVER OAKS DRIVE
CALUMET CITY IL 60409 US

RICHARD A GAVRIL
16700 GENTRY LANE NO 104
TINLEY PARK IL 60477 US

10/26/1998
SERVICE LIST FOR: 26-oct-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

EDWARD WASHINGTON, II
CHIEF, PUBLIC UTILITIES BUREAU, ILL ATTORNEY
100 W RANDOLPH ST - 12TH FLOOR
CHICAGO IL 60601 US

KEVIN BRUBAKER
ENVIRONMENTAL LAW & POLICY CENTER
203 NORTH LA SALLE STREET, STE 1390
CHICAGO IL 60601 US

THOMAS J. LITWILER
OPPENHEIMER WOLFF & DONNELLY
180 N STETSON AVE 45TH FLOOR
CHICAGO IL 60601 US

CHRISTINE H. ROSSO
IL ASSISTANT ATTORNEY GENERAL
100 W RANDOLPH ST 13TH FLOOR
CHICAGO IL 60601 US

WILLIAM C SIPPEL
OPPENHEIMER WOLFF & DONNELLY
180 N STETSON AVE 45TH FLOOR
CHICAGO IL 60601 US

RICHARD F. FRIEDMAN
INTERNATIONAL PORT DISTRICT (PORT F CHICAGO)
111 W WASHINGTON STREET SUITE 1700
CHICAGO IL 60602 US

RICHARD F. FRIEDMAN, ESQ
EARL L NEAL & ASSOCIATES
111 WEST WASHINGTON STREET, STE 1700
CHICAGO IL 60602-2766 US

ROGER A. SERPE
INDIANA HARBOR BELT RR
175 WEST JACKSON BOULEVARD SUITE 1460
CHICAGO IL 60604 US

SANDRA J. DEARDEN
MDCO CONSULTANTS, INC.
407 SOUTH DEARBORN, SUITE 1260
CHICAGO IL 60605 US

SHELDON A ZABEL
SCHIFF HARDIN & WAITE
7200 SEARS TOWER
CHICAGO IL 60606 US

THOMAS F. McFARLAND JR
MCFARLAND & HERMAN
20 NORTH WACKER DRIVE, SUITE 1330
CHICAGO IL 60606-3101 US

MYLES L TOBIN
ILLINOIS CENTRAL RAILROAD
455 NORTH CITYFRONT PLAZA DRIVE
CHICAGO IL 60611-5504 US

THOMAS F McFARLAND JR
MCFARLAND & HERMAN
20 NORTH WACKER DRIVE, SUITE 1330
CHICAGO IL 60606-3101 US

SCOTT A RONEY
ARCHER DANIELS MIDLAND COMPANY
P O BOX 1470
6666 FARIRES PARKWAY
DCAUR IL 62525 US

MERRILL L TRAVIS
ILLINOIS DEPT OF TRANSPORTATION
2300 S DIRKSEN PARKWAY RM 302
SPRINGFIELD IL 62764 US

R A GRICE
GENERAL CHAIRPERSON UTU
11017-F GRAVOIS INDUSTRIAL PLAZA
ST LOUIS MO 63128 US

IAN MUIR
BUNGE CORPORATION
P O BOX 26500
ST LOUIS MO 63146 US

JOHN JAY ROSACKER
KS DEPT OF TRANSP
217 SE 4TH ST 2ND FLOOR
TOPEKA KS 66603 US

HENRY T DART
PLAINTIFF MANAGEMENT COMMITTEE
3748 NORTH CAUSEWAY BLVD SUITE 301
METAIRIE LA 70002 US

MIKE SPAHIS
FINA OIL & CHEMICAL CO.
6000 LEGACY DRIVE
PLANO, TX 75024-3601 US

DENNIS A. GUTH
WEST LAKE GROUP
2801 POST OAK BLVD
HOUSTON TX 77056 US

MERRILL LTRAVIS
ILLINOIS DEPT OF TRANSPORTATION
2300 S DIRKSEN PARKWAY RM 302
SPRINGFIELD IL 62764 US

DAVID L HALL
COMMONWEALTH CONSULTING ASSOCIATES
13103 FM 1960 WEST SUITE 204
HOUSTON TX 77065-4069 US

MICHAEL P. FERRO
MILLENIUM PETROCHEMICALS, INC.
P O BOX 2583
1221 MCKINNEY STREET SUITE 1600
HOUSTON TX 77252-2583 US

STEVE M COULTER
EXXON COMPANY USA
P O BOX 3272
HOUSTON TX 77253-3272 US

MONTY L PARKER
CMC STEEL GROUP
P O BOX 911
SEGUIN TX 78156 US

10/26/1998 Page 14
SERVICE LIST FOR: 26-oct-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

STEPHEN M UTHOFF
CONIGLIO & UTHOFF
60 ELM AVENUE, CONIGLIO PROFESSIONAL BLDG
LONG BEACH CA 90802-4910 US

JOHN D FITZGERALD
UTU, GENERAL*CHAIRPERSON
400 E EVERGREEN BLVD STE 217
VANCOUVER WA 98660-3264 US

Records: 366
On September 21, 1998, New England Central Railroad, Inc. (NECR) filed a petition (designated as NECR-10) for the Board to set one term of a trackage rights arrangement or to provide clarification with respect to the transaction we authorized in Decision No. 89, served July 23, 1998. In its petition, NECR indicates that, because the parties are close to reaching an agreement on all but one aspect of the trackage rights arrangement, it is presently asking for the Board’s assistance only on that one matter. NECR also seeks a waiver of the September 21, 1998 deadline for bringing disputes to the Board in the event the parties are unable to agree on other aspects of the arrangement.

By letter dated September 21, 1998, CSX submitted a status report on its negotiations with NECR pursuant to Ordering Paragraph No. 64 in Decision No. 89, and addressed the issue raised by NECR. Referring to the issue as “extraneous,” CSX states that it believes that all necessary trackage rights agreement terms have been or will shortly be agreed upon. According to CSX, the parties are still negotiating two items, which they hope to resolve without Board intervention. CSX therefore requests that the Board extend the Decision No. 89 deadline for concluding these trackage

1 In Decision No. 89, we approved, subject to conditions, the application by CSX Corporation and CSX Transportation, Inc. (collectively CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively NS) under 49 U.S.C. 11321-26 for: (1) the acquisition of control of Conrail Inc., and Consolidated Rail Corporation (collectively Conrail); and (2) the division of Conrail’s assets by and between CSX and NS. In that decision, we also approved NECR’s responsive application in Sub-No. 75 insofar as it seeks trackage rights between Palmer, MA, and West Springfield, MA. We required CSX and NECR to negotiate the details of such trackage rights and, if negotiations are not fully successful, to submit separate proposals no later than September 21, 1998. See Decision No. 89, slip op. at 105 and 180.
rights negotiations by 30 days to permit the parties to resolve those issues. CSX indicates its understanding that NECR concurs in this request.

We find the requests to extend the Decision No. 89 deadline to allow the parties to complete negotiations to be reasonable. We will grant a 30-day extension of the September 21, 1998 deadline.

It is ordered:

1. The deadline set forth in Decision No. 89, Ordering Paragraph 64, is extended 30 days to October 21, 1998. If any of the terms of the trackage rights arrangement between Palmer, MA, and West Springfield, MA, are not resolved through negotiations between CSX and NECR, the parties must submit separate proposals no later than October 21, 1998.

2. This decision is effective on its service date.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary
SERVICE LIST FOR: 01-oct-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

STEPHEN M FONTAINE
MASSACHUSETTS CENTRAL RAILROAD CORPORATION
ONE WILBRAHAM STREET
PALMER MA 01069 US

RICHARD B. KENNELLY, JR
CONSERVATION LAW FOUNDATION
62 SUMMER STREET
BOSTON MA 02110 US

JOHN D CIRAME, ASSISTANT SECRETARY
COMMONWEALTH OF MASS. EXEC. OFFICE OF TRANSP.
10 PARK PLAZA ROOM 3170
BOSTON MA 02116-3969 US

WILLIAM D ANKNER PhD
R I DEPT OF TRANSPORTATION
TWO CAPITOL HILL
PROVIDENCE RI 02903 US

JOHN K DUNLEAVY
ASSISTANT ATTORNEY GENERAL
133 STATE STREET STATE ADM BLDG
MONTPELIER VT 05633-5001 US

JAMES F SULLIVAN
CT DEPT OF TRANSPORTATION
P O BOX 317546
2800 BERLIN TURNPIKE
NEWINGTON CT 06113 US

RICHARD C CARPENTER
SOUTHWESTERN REGIONAL PLANNING AGENCY
1 SELLECK STREET SUITE 210
EAST NORWALK CT 06855 US

HONORABLE ROBERT G. TORRICELLI
UNITED STATES SENATE
1 RIVER FRONT PLAZA, 3RD FLOOR
NEWARK NJ 07102 US

EDWARD LLOYD
RUTGERS ENVIRONMENTAL LAW CLINIC
15 WASHINGTON STREET
NEWARK NJ 07102 US

MARTIN T DURKIN ESQ
DURKIN & BOGGIA ESQS
PO BOX 378
71 MT VERNON STREET
RIDGEFIELD PARK NJ 07660 US

TIMOTHY G CHELUS
18 W EAST AVENUE
VINELAND NJ 08360 US

JOHN F. MCHUGH
MCHUGH & SHERMAN
20 EXCHANGE PLACE 51ST FLOOR
NEW YORK NY 10005 US

WALTER E ZULLIG JR
MTR-NORTH COMMUTER RAILROAD COMPANY
347 MADISON AVE
NEW YORK NY 10017-3706 US

JOHN R NADOLNY
BOSTON AND MAINE CORPORATION
IRON HORSE PARK
NORTH BILLERICA MA 01862 US

JAMES E HOWARD
90 CANAL STREET
BOSTON MA 02114 US

HON. EDWARD M KENNEDY
UNITED STATES SENATE
2400 JOHN F KENNEDY FEDERAL BLDG
BOSTON MA 02203 US

ROBERT D ELDER
MAINE DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA ME 04333 US

KAREN E SONGHURST
STATE OF VERMONT
133 STATE STREET
MONTPELIER VT 05633-5001 US

EDWARD J RODRIGUEZ
P.O. BOX 298
67 MAIN STREET
CENTERBROOK CT 06409 US

MICHAEL E STRICKLAND
NYK LINE (NORTH AMERICA) INC, SENIOR VICE PRE
300 LIGHTING WAY
SECAUCUS NJ 07094-1588 US

J WILLIAM VAN DYKE
NJ TRANSPORTATION PLANNING AUTHORITY
ONE NEWARK CENTER 17TH FLOOR
NEWARK NJ 07102 US

PHILIP SIDO
UNION CAMP CORPORATION
1600 VALLEY ROAD
WAYNE NJ 07470 US

TERI LENHART
CONCERNED CITIZENS OF EAST RIVERTON
1220 BANNARD STREET
CINNAMINSON NJ 08077-1802 US

LAURENCE PEPPER, J.
GRUCCIO PEPPER
817 EAST LANDS AVE
VINELAND NJ 08360 US

ANTHONY BOTTALICO
UTU
420 LEXINGTON AVENUE ROOM 458-460
NEW YORK NY 10017 US

ANTHONY P. SENANCIK
347 MADISON AVENUE
NEW YORK NY 10017-3706 US
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAMES W. HARRIS</td>
<td>THE METROPOLITAN PLANNING ORG</td>
<td>NEW YORK</td>
<td>NY</td>
<td>10048</td>
</tr>
<tr>
<td>R. LAURENCE MCCAFFREY, JR.</td>
<td>NEW YORK &amp; ATLANTIC RAILWAY</td>
<td>NEW YORK</td>
<td>NY</td>
<td>10174</td>
</tr>
<tr>
<td>SAMUEL J. NASCA</td>
<td>UTU STATE LEGISLATIVE DIRECTOR</td>
<td>ALBANY</td>
<td>NY</td>
<td>12205</td>
</tr>
<tr>
<td>DANIEL B. WALSH</td>
<td>BUSINESS COUNCIL OF NEW YORK</td>
<td>ALBANY</td>
<td>NY</td>
<td>12210</td>
</tr>
<tr>
<td>IRWIN L. DAVIS</td>
<td>STATE TOWER BLDG.</td>
<td>SYRACUSE</td>
<td>NY</td>
<td>13202</td>
</tr>
<tr>
<td>GARY EDWARDS</td>
<td>SOMERSET RAILROAD</td>
<td>BARKER</td>
<td>NY</td>
<td>14012</td>
</tr>
<tr>
<td>JOHN F. COLLINS</td>
<td>COLLINS, COLLINS, &amp; KANTOR PC</td>
<td>BUFFALO</td>
<td>NY</td>
<td>14201</td>
</tr>
<tr>
<td>R. W. GODWIN</td>
<td>BROTHERHOOD OF LOCOMOTIVE</td>
<td>BUFFALO</td>
<td>NY</td>
<td>14220</td>
</tr>
<tr>
<td>H. DOUGLAS MIDKIFF</td>
<td>GENESEE TRANSPORTATION COUNCIL</td>
<td>ROCHESTER</td>
<td>NY</td>
<td>14614</td>
</tr>
<tr>
<td>DAVID W. DONLEY</td>
<td>3361 STAFFORD ST</td>
<td>PITTSBURGH</td>
<td>PA</td>
<td>15204</td>
</tr>
<tr>
<td>JOHN A. VUONO</td>
<td>VUONO &amp; GRA</td>
<td>PITTSBURGH</td>
<td>PA</td>
<td>15219</td>
</tr>
<tr>
<td>M.E. PETRUCELLI</td>
<td>PPG INDUSTRIES INC</td>
<td>PITTSBURGH</td>
<td>PA</td>
<td>15272</td>
</tr>
<tr>
<td>D.W. DONLEY</td>
<td>STATE LEGISLATIVE DIRECTOR UTU</td>
<td>HARRISBURG</td>
<td>PA</td>
<td>17101</td>
</tr>
<tr>
<td>HUGH H. WELSH</td>
<td>LAW DEPT., SUITE 67E</td>
<td>NEW YORK</td>
<td>NY</td>
<td>10048</td>
</tr>
<tr>
<td>ZEE FRANK</td>
<td>2 WILLIS AVENUE PORT MORRIS</td>
<td>BRONX</td>
<td>NY</td>
<td>10454</td>
</tr>
<tr>
<td>HONORABLE ALFONSE H. D'AMATO</td>
<td>UNITED STATES SENATE</td>
<td>ALBANY</td>
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SERVICE LIST FOR: 01-oct-1998 STB FD 33388 0 CSX CORPORATION AND CSX TRANSPORTATION

ANDREW P. GOLDSMITH  
MCCARTHY SWEENEY HARKAMAY, PC  
1750 PENNSYLVANIA AVE NW, STE 1105  
WASHINGTON DC 20006 US

ANDREW R. PLUMP  
ZUCKERT, SCOTT & RASENBERGER, LLP  
888 17TH ST., NW, STE. 600  
WASHINGTON DC 20006 US

FRANCIS G. MCKENNA  
ANDERSON & PENDLETON  
1700 K ST NW SUITE 1107  
WASHINGTON DC 20006 US

ERIKA Z. JONES  
MAYER BROWN & PLATT  
2000 PA AV NW  
WASH DC 20006-1862 US

JOHN V. EDWARDS, ESQ  
ZUCKERT SCOTT ET AL  
888 17TH STREET N W STE 600  
WASHINGTON DC 20006-3939 US

STEVEN J. KALISH  
MCCARTHY SWEENEY & HARKAMAY  
1750 PENNSYLVANIA AVE NW  
WASHINGTON DC 20006-4502 US

ROBERT G. SZABO  
V. N. ESS FELDMAN  
1050 TWO JEFFERSON STREET, NW  
WASHINGTON DC 20007 US

MICHAEL F. MCBRIDE  
LEBDEUF LAMB GREENE & MACRAE  
1875 CONNECTICUT AVENUE NW  
WASHINGTON DC 20009-5728 US

JOHN D. NEFFNER ESQ  
REA CROSS & AUCHINCLOSS  
1707 L STREET, NW, STE 570  
WASHINGTON DC 20036 US

DAVID H. COBURN  
STEPHIE & JOHNSON  
1330 CONNECTICUT AVENUE NW  
WASHINGTON DC 20036 US

HELEN M. COUSINEAU  
CARLOS RODRIGUEZ & ASSOCIATES  
1710 RHODE ISLAND AVENUE, NW  
WASHINGTON DC 20036 US

JUDY CALDWELL  
OPPENHEIMER WOLFF & DONNELLY  
1020 NINETEENTH ST NW STE 400  
WASH DC 20036 US

ROBERT P. VON EIGEN  
HOPKINS AND SUTTER  
888 16TH STREET N W STE 700  
WASHINGTON DC 20006 US

JAMES R. WEISS  
PRESTON GATES ELLIS ET AL  
1735 NEW YORK AVENUE NW SUITE 500  
WASHINGTON DC 20006 US

DANIEL J. SWEENEY  
MCCARTHY SWEENEY & HARKAMAY P C  
1750 PENNSYLVANIA AVE NW STE 1105  
WASHINGTON DC 20006 US

RICHARD A. ALLEN  
ZUCKERT SCOTT RASENBERGER  
888 17TH STREET N W STE 600  
WASHINGTON DC 20006-3939 US

SHERRI LEHMAN DIRECTOR OF CONGRESSIONAL AFFAIRS  
CORN Refiners Assoc.  
1701 PA AV NW  
WASH DC 20006-5805 US

DAVID K. MONROE  
GALLAND KHRASCH & GARFINKLE P C  
1054 THIRTY-FIRST STREET NW  
WASHINGTON DC 20007 US

EDWARD D. GREENBERG  
GALLAND KHRASCH & GARFINKLE P C  
1054 THIRTY-FIRST STREET NW  
WASHINGTON DC 20007-4492 US

PAUL M. DONOVAN  
LAROE, WINN, MOERMAN & DONOVAN  
5506 IDAHO AVE NW  
WASHINGTON DC 20016 US

GORDON P. MACDOUGALL  
1025 CONNECTICUT AVE NW SUITE 410  
WASHINGTON DC 20036 US

WILLIAM G. MAHONEY  
HIGHSAW, MAHONEY & CLARKE  
1050 SEVENTEENTH STREET NW SUITE 210  
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SERVICE LIST FOR: 01-oct-1998 STB FD 33388 0 CSX CORPORATION *VD CSX TRANSPORTATION

HONORABLE RICHARD BURR
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3305 US

HONORABLE BOBBY L. RUSH
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-9997 US

HONORABLE PAUL E. GILLMORE
HOUSE OF REPRESENTATIVES
1203 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON DC 20515-3505 US

HONORABLE TOM DAVIS
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-4611 US

HONORABLE BOBBY L. RUSH
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-4205 US

HONORABLE PAUL E. GILLMORE
HOUSE OF REPRESENTATIVES
1203 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON DC 20515-3505 US

MICHAEL P. HARMONIS
DEPARTMENT OF JUSTICE
325 SEVENTH STREET, NW
WASHINGTON DC 20530 US

PAUL SAMUEL SMITH
US DEPARTMENT OF TRANSPORTATION
400 SEVENTH STREET SW, ROOM 4102 C-30
WASHINGTON DC 20590 US

DAVID G. ABRAHAM
SUITE 400
7315 WISCONSIN AVENUE
BETHESDA MD 20814 US

JOHN M. ROBINSON
9616 OLD SPRING ROAD
KENSINGTON MD 20895-3124 US

JOHN HOY
P.O. BOX 117
GLEN BURNIE MD 21060 US

JENNIFER BRAUN
VA SECRETARY OF TRANSPORTATION
P.O. BOX 1475
RICHMOND VA 23218 US

JENNIFER BRAUN
JACKSON & JESSUP, P.C.
P.O. BOX 1240
3426 NORTH WASHINGTON BLVD
ARLINGTON VA 22210 US

GARRET G. SMITH
MOBIL OIL CORPORATION
3225 GALLAUSS RD RM 8A903
FAIRFAX VA 22037-0001 US

HENRY E. SEATON
7700 LEESBURG PIKE, STE 201
FALLS CHURCH, VA 22043 US

WILLIAM J. WILL
UNITED TRANSPORTATION UNION
4134 GRAVE RUN RD
MANCHESTER MD 21102 US

WILLIAM J. WILL
UNITED TRANSPORTATION UNION
4134 GRAVE RUN RD
MANCHESTER MD 21102 US

JOHN M ROBINSON
9616 OLD SPRING ROAD
KENSINGTON MD 20895-3124 US

LINDA A. JANEY J.D.
MARYLAND OFFICE OF PLANNING
301 WEST PRESTON STREET
BALTIMORE MD 21201-2365 US

CHARLES M. CHADWICK
MARYLAND MIDLAND RAILWAY INC
P.O. BOX 1000
UNION BRIDGE MD 21791 US

GARRET G. SMITH
MOBIL OIL CORPORATION
3225 GALLAUSS RD RM 8A903
FAIRFAX VA 22037-0001 US

JEREMIAH W. FAUTH III
G M FAUTH & ASSOCIATES INC
116 SOUTH ROYAL STREET
ALEXANDRIA VA 22314 US

JENNIFER BRAUN
JACKSON & JESSUP, P.C.
P.O. BOX 1240
3426 NORTH WASHINGTON BLVD
ARLINGTON VA 22210 US

JEREMIAH W. FAUTH III
G M FAUTH & ASSOCIATES INC
116 SOUTH ROYAL STREET
ALEXANDRIA VA 22314 US

HONORABLE GEORGE ALLEN
GOVERNOR, COMMONWEALTH OF VIRGINIA
STATE CAPITOL
RICHMOND, VA 23219 US
SERVICE LIST FOR: 01-oct-1998 STB FD 33388 0  CSX CORPORATION AND CSX TRANSPORTATION

HONORABLE JOHN WARNER
UNITED STATES SENATE
P.O. BOX 8817
235 FEDERAL BUILDING
ABINGDON VA 24210-0887 US

HONORABLE DAVID M BEASLEY
GOVERNOR
P. O. BOX 11369
COLUMBIA SC 29211 US

J L RODGERS
GENERAL CHAIRMAN UTU
480 OSCEOLA AVENUE
JACKSONVILLE FL 32250 US

HONORABLE PAUL E. PATTON
GOVERNOR
700 CAPITOL AVENUE, STE. 100
FRANKFORT KY 40601 US

F R PICKELL
GENERAL CHAIRPERSON UTU
6797 NORTH HIGH ST STE 108
WORTHINGTON OH 43085 US

J R BARBEE
GENERAL CHAIRPERSON UTU
P.O. BOX 9599
KNOXVILLE TN 37940 US

PHILLIP L BELL
ERIE LACKAWANNA RAILROAD CO
PO BOX 1482
TALLAHASSEE FL 32302 US

JAMES L BELCHER
EASTMAN CHEMICAL COMPANY
PO BOX 431
KINGSPTN TN 37662 US

L P KING JR
GENERAL CHAIRPERSON UTU
145 CAMPBELL AVE SW STE 207
ROANOKE VA 24011 US

VAUGHN R GROVES
PITTS TON COAL COMPANY
PO BOX 5100
LEBANON VA 24266 US

R K SARGENT
GENERAL CHAIRPERSON UTU
1310 CHESTNUT STREET
KENOVA WV 25530 US

FRANK N JORGENSEN
THE ELK RIVER RAILROAD INC
P O BOX 660
SUMMERSVILLE WV 26651 US

E NORRIS TOLSON
NC DEPT. OF TRANSPORTATION
P O BOX 25201
1 S. WILINGTON STREET
RALEIGH NC 27611 US

PAUL R. HITCHCOCK
CSX TRANSPORTATION LAW DEPARTMENT
500 WATER STREET SC J-150
JACKSONVILLE FL 32220 US

J RANDALL EVANS
500 WATER STREET (J150)
JACKSONVILLE FL 32220 US

J T REED
GENERAL CHAIRPERSON UTU
7765 BAYMEADOWS WAY STE 109
JACKSONVILLE FL 32256 US

HONORABLE LAUTON CHILES
OFFICE OF THE GOVERNOR
THE CAPITOL
TALLAHASSEE FL 32399-0001 US

WILLIAM L OSTEEN
ASSOCIATE GENERAL COUNSEL TVA
400 WEST SUMMIT HILL DRIVE
KNOXVILLE TN 37902 US

HONORABLE KIRK FORDICE, GOVERNOR
STATE OF MISSISSIPPI
P O BOX 139
JACKSON MS 39205 US

WILLIAM P HERMAN JR GENERAL CHAIRMAN
P O BOX 180
HILLIARD OH 43026 US

THOMAS M O'LEARY
OHIO RAIL DEVELOPMENT COMMISSION
50 W BROAD STREET 15TH FLOOR
COLUMBUS OH 43215 US
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SERVICE LIST FOR: 01-Oct-1998

D G STRUNK JR
GENERAL CHAIRPERSON UTU
817 KILBOURNE STREET
BELLEVUE OH 44811 US

BRAD F HUSTON
CYPRUS AMAX COAL SALES CORP
400 TECHNECENTER DRIVE STE 320
MILFORD OH 45150 US

ROBERT EDWARDS
EASTERN TRANSPORT AND LOGISTICS
1109 LANETTE DRIVE
CINCINNATI OH 45230 US

F RONALDS WALKER
CITIZENS GAS & COKE UTILITY
2020 N MERIDIAN STREET
INDIANAPOLIS IN 46202-1393 US

HONORABLE DAN COATS,
UNITED STATES SENATE
1120 MARKET TOWER, 10 WEST MARKET STREET
INDIANAPOLIS IN 46204 US

MICHAEL CONNELLY
CITY OF EAST CHICAGO
4525 INDIANAPOLIS BLVD
EAST CHICAGO IN 46312 US

HONORABLE PETER J. VISCLOSKY
U. S. HOUSE OF REPRESENTATIVES
215 WEST 35TH AVENUE
GARY IN 46408 US

CHRISTOPHER J BURGER, PRESIDENT
CENTRAL RAILROAD COMPANY OF INDIANAPOLIS
PO BOX 554
KOKOMO IN 46903-0554 US

MICLLE HARVEY
THE DOW CHEMICAL COMPANY
2020 DOW CENTER
MIDLAND MI 48646 US

LARRY B. KARNES
TRANSPORTATION BUILDING
PO BOX 30050
425 WEST OTTAWA
LANSING MI 48909 US

T SCOTT BANNISTER
T SCOTT BANNISTER AND ASSOCIATES
1300 DES MOINES BLDG 405 SIXTH AVENUE
DES MOINES IA 50309 US

LEO J WASESCHA
GOLD MEDAL DIVISION - GENERAL MILLS OPERATION
P.O. BOX 1113
MINNEAPOLIS MN 55440 US

GERALD J. VINCEN
PRAIRIE GROUP
7601 WEST 79TH STREET
BRIDGEVIEW IL 60455 US

RICHARD E KERTH
CHAMPION INTERNATIONAL CORPORATION
101 KNIGHTSBRIDGE DRIVE
HAMILTON ON 45020-0001 US

FAY D DUPUIS
CITY OF CINCINNATI
601 PLUM STREET
CINCINNATI OH 45202 US

THOMAS R RYDMAN PRESIDENT
INDIAN CREEK RAILROAD COMPANY
3005 W 600 NORTH
ANDERSON IN 46011 US

MICHAEL P MAXWELL JR
MCNALLY, COOK & WELCH
320 N MERIDIAN ST 1100 CHAMBER OF COMMERCE BL
INDIANAPOLIS IN 46204 US

J PATRICK LATZ
HEAVY LIFT CARGO SYSTEM
PO BOX 51451
INDIANAPOLIS IN 46251-0451 US

HAMILTON L CARMICHAEL, CORPORATION COUNSEL
CITY OF GARY
401 BROADWAY 4TH FLOOR
GARY IN 46402 US

CARL FELLER
DEKALB AGRA INC
P. O. BOX 127
4743 COUNTY ROAD 28
WATERLOO IN 46793-0127 US

WILLIAM A BON, GENERAL COUNSEL
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES
26555 EVERGREEN ROAD SUITE 200
SOUTHFIELD MI 48076 US

JAMES E SHEPHERD
TUSCOLA & SAGINAW BAY
PO BOX 550
OWOSSO MI 48867-0550 US

HON JOHN ENGLER
OFFICE OF THE GOVERNOR
P O BOX 30050
LANSING MI 48933 US

BYRON D OLSEN
FELDABER LARSON FENLON & VOIT PA
601 SECOND AVENUE SOUTH 4200 FIRST BANK PLACE
MINNEAPOLIS MN 55402-4302 US

THOMAS R ROBAC
313 RIVER OAKS DRIVE
CALUMET CITY IL 60409 US

RICHARD A GAVRIL
16700 GENTRY LANE NO 104
TINLEY PARK IL 60477 US

10/01/1998
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Records: 366
This decision will be included in the bound volumes of the STB printed reports at a later date.

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC., NORFOLK SOUTHERN CORPORATION AND NORFOLK SOUTHERN RAILWAY COMPANY
—CONTROL AND OPERATING LEASES/AGREEMENTS—
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

Decision No. 89

Decided: July 20, 1998

The Board approves, with certain conditions: (1) the acquisition of control of Conrail Inc. and Consolidated Rail Corporation (collectively, Conrail) by (a) CSX Corporation and CSX Transportation, Inc. (collectively, CSX), and (b) Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, NS); and (2) the division of the assets of Conrail by and between CSX and NS.

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1 This decision covers the STB Finance Docket No. 33388 lead proceeding and the embraced proceedings listed in Appendix A.

FOR COMPLETE TEXT OF THIS DECISION SEE
LEAD DOCKET DECISION NO. 89