

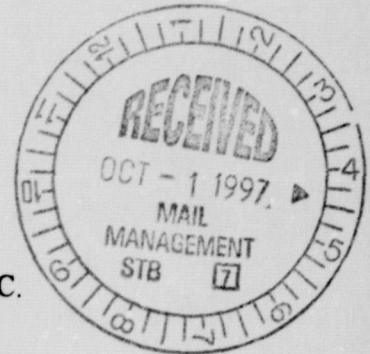
STB FD 33388 (Sub 80) 10-1-97 K BUSINESS

# ENVIRONMENTAL DOCUMENT

WLE-3

BEFORE THE  
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388 (Sub-No. 80)



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

RESPONSIVE ENVIRONMENTAL REPORT  
OF WHEELING & LAKE ERIE RAILWAY COMPANY

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Railway Company

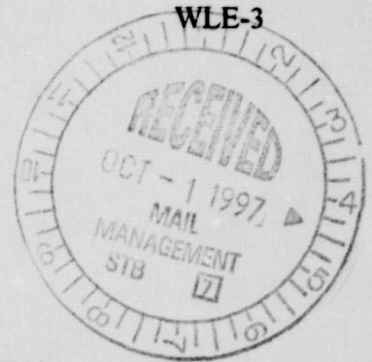
October 1, 1997

BEFORE THE  
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.  
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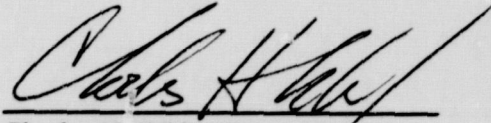


Wheeling & Lake Erie Railroad Company ("WLE") has attempted to negotiate in good faith with applicant Norfolk Southern ("NS") in order to find a means to remain viable if the Board approves the partition of Conrail and NS' assumption of Conrail's facilities with which WLE has competed. As of this due date for filing Responsive Environmental Reports, a satisfactory accommodation has not been reached, nor has NS provided an accepted framework for such accommodation. This places WLE in a particularly difficult position given its status as a NS spinoff.

Accordingly, at this juncture, WLE faces the inclusion remedy it outlined in WLE-2 (Description of Responsive Application of Wheeling & Lake Erie Railway Company). Insofar as such a transaction will diminish competitive access to the Neomodal Terminal facility outlined in SDB-2 (Description of Responsive Application of Stark Development Board, Inc.), and will allow NS to bypass Neomodal in favor of other system intermodal facilities, it will result in the deleterious

environmental effects touched on in SDB-3, Responsive Environmental Report and Environmental  
Verified Statement of Responsive Application of Stark Development Board, Inc.

Respectfully submitted,



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