7.1.1 Service Route Upgrades

Chicago Area/Northeastern Gateway Service Route

CSX will make a substantial investment in improving transit times through Chicago, across the former B&O line between Chicago and Greenwich and across Conrail's line between Greenwich and Cleveland. See Figure 13.7-1. These investments include new connections at Willow Creek, Lincoln Avenue and 75th St. in the Chicago area. New or upgraded connections will also be constructed or rehabilitated at Rock Island Jct., Greenwich, Crestline, Tolleston, Marion, Sidney, and Haley. See Figures 13.7-2 through 13.7-11. The project also includes double track and bi-directional TCS signals on the lines between Chicago and Cleveland. When complete, CSX will have a high quality, high speed (FRA track class 5), high capacity route between Chicago and the Northeast. This route will offer the service required to attract new business and have the capacity to handle the business as it develops. The total cost of these projects (exclusive of the new or upgraded connections, which are described below in Section 7.1.4) is estimated to be $196.2 million.

CSX will also benefit from the proposed construction of a connection between the UP and BOCT lines at Dolton, IL. This connection, planned long before and independent of the Acquisition, will facilitate the movement of intermodal freight at Chicago-area yards.

CSX plans to install signals and power switches at the existing intersection of the Conrail lines at Selkirk. In

addition, to improve capacity between Albany and the North Jersey area, CSX will extend three existing sidings on Conrail lines at Nyack, NY, Milton, NY and Asler, NY. See Figure 13.7-12. The total cost of these projects is $7 million.

Alternative Chicago Gateway-Ft. Wayne-Cleveland Service Route

CSX's use of NS's existing Ft. Wayne Line (see Section 3.2.1.1) for slower moving unit trains will allow it reliably to maintain high speeds on Chicago-East Coast intermodal routes and high capacity on both routes. The Ft. Wayne line will be improved through track rehabilitation for an estimated total cost of $6.5 million. See Figure 13.7-13.

St. Louis Gateway Service Route

CSX plans to construct a connection at Exermont near East St. Louis to facilitate the movement of freight in and through the area. (See Section 7.1.4 and Figure 13.4-14). CSX currently has the capacity to handle its own traffic and the additional traffic generated by the Acquisition on this service route and thus no track upgrades are planned.

Memphis Gateway Service Route

This service route will provide single-line service from Memphis to major points in the eastern United States, such as Boston, New York, Philadelphia and Baltimore. In order to accommodate the anticipated increased volume on this service route, CSX plans capacity improvements in the form of two additional sidings at Alice, IN and Harwood, IN. See Figure 13.7-14. These improvements will also benefit traffic on the

Chicago Gateway-Southeast and Heartland Service Routes. The total cost of the projects is approximately $2.4 million.

Atlantic Coast Service Route

The Virginia Avenue Tunnel in Washington, D.C. will be cleared to accommodate multi-level automobile shipments on this service route. See Figure 13.7-15. The cost of this clearance project is about $19 million. Additional clearance projects along this service route will be considered in the future as traffic needs warrant and, in some cases, subject to the availability of public funds.

To improve capacity and provide block pick up and set off capabilities in the South Jersey/Philadelphia Shared Assets Area, CSX will construct a siding at Belmont, PA at an estimated cost of $3.0 million. See Figure 13.7-16.

7.1.2 Merchandise/Unit Train Yards

IHB's Blue Island Yard in Chicago will be rehabilitated to improve the efficiency of operations. See Figure 13.4-4. This project will cost about $10 million. CSX will also replace existing hump process controls at Avon Yard, Frontier Yard, and Selkirk Yard at a total cost of $15 million. See Figures 13.4-18, 13.4-8 and 13.4-7.

CSX will significantly expand its yard at Willard to improve the yard's ability to handle the blocking of east-west traffic and to enhance crew change facilities. See Figure 13.4-3. This project will cost approximately $49.3 million. At Newell, CSX will rehabilitate track to serve as a staging area

for unit trains moving from the MGA shared territory to CSX's mainline at McKeesport. See Figure 13.4-11. This project will cost approximately $2.9 million.

7.1.3 Intermodal and Finished Vehicle Terminals

As a result of the Acquisition, several intermodal facilities will be constructed or expanded to improve intermodal operations, allow for more productive use of facilities and provide the capacity needed for the projected increases in intermodal traffic. Conrail's Collinwood Yard in Cleveland will be expanded to become a major intermodal switching yard and hub facility. See Figure 13.4-10. This project will include laying additional rail support tracks to perform block swaps and connections. The cost of this project will be approximately $8 million.

In South Philadelphia, a new, $15 million intermodal terminal at Conrail's Greenwich Yard will be constructed to replace the Snyder Avenue facility. See Figures 13.7-17. This project will permit more efficient arrival/departure of trains, and better unloading, loading and switching operations than can now be accomplished at the Snyder Avenue facility. See Figure 13.7-18. It will also provide a significant increase in capacity. An additional $4.2 million will be invested in new or upgraded lift equipment at intermodal terminals in Philadelphia and Cleveland.

In Chicago, the Forest Hill intermodal facility will be expanded by converting current trailer parking/storage space into

process and support tracks. See Figure 13.7-19. Capacity at the Bedford Park facility will also be increased. See Figure 13.7-20. This project will include construction of processing tracks designed to facilitate rail-to-rail interchanges with other railroads, gate improvements and addition of a new gate. In addition, a major new intermodal terminal and rail support facility will be developed at Conrail's 59th Street property in Chicago, on the 150-acre site of a former PRR yard. See Figure 13.7-21. CSX will also improve cross-overs at 21st Street to facilitate direct rail-to-rail interchanges. See Figure 13.7-22. The cost of these projects will be approximately $42.2 million.

The Little Ferry intermodal terminal will be expanded to add parking, track capacity and a new gate at a cost of $3.3 million. See Figure 13.7-23. Future expansion or development of new intermodal facilities is under consideration for Memphis, Detroit, New England and the Elizabethport facility in North Jersey. With respect to finished vehicle projects, CSX will undertake a track capacity expansion project in order to provide more efficient services at Marysville. This project will cost an estimated $3 million.

7.1.4 New and Upgraded Connections

CSX will construct or upgrade connections and track at 14 points on its network in order to facilitate efficient traffic flows. These projects, summarized below, will cost an estimated $40.0 million.

Table 13.7-1 New or Upgraded Connections

Location	Comments	Est. Cost (millions)
Exermont, IL (East St. Louis)	Connect the parallel Conrail and CSX lines to allow trains originating at Conrail's Rose Lake Yard and westbound trains arriving from CSX lines to block swap with westbound trains from Indianapolis	$2.1
Lincoln Ave., IL (Chicago area)	Crossover from BOCT lines to IHB lines for eastward trains	3.5
Rock Island Jct. IL (Chicago)	Upgrade the connection between Conrail and BRC to allow more direct movements between Bedford Park intermodal yard and the Lakefront mainline	2.0
75th St. S.W., IL (Chicago area)	Connect BOCT line at Forest Hill to BRC in southwest quadrant of 75th Street interlocking	2.5
Tolleston, IN (East Chicago area)	Rehabilitate connection between Conrail line and NS line in the southwest quadrant for movement of trains from IHB Blue Island to CSX's NS Ft. Wayne line	2.4
Haley, IN (Terre Haute)	Upgrade an existing connection to allow northbound CSX trains from Nashville to move eastbound on Conrail's line toward Indianapolis	2.0

Willow Creek, IN (East Chicago area)	Construct a connection in the southeast quadrant to allow progressive east-west movements between CSX's Garrett Subdivision and Conrail's Porter Branch, facilitating the movement of traffic between Porter, IN, Garrett, IN and Chicago points	4.5
Carleton, MI[14/]	Rehabilitate a connection between Conrail and CSX lines to facilitate CSX operations to/from shared areas in Detroit	1.2
Little Ferry, NJ	Connect the Conrail line with the NYS&W to facilitate movement into the Little Ferry intermodal terminal	1.0
Crestline, OH	Connect Conrail lines to facilitate movements between Ft. Wayne and Cleveland	2.7
Greenwich, OH	Connect Conrail and CSX lines to allow CSX to progress between Cleveland and Chicago and between Indianapolis and Cumberland	4.3
Marion, OH	Rehabilitate an existing connection between Conrail and CSX to allow eastbound Conrail trains to proceed north on CSX's mainline toward Toledo	1.8
Sidney, OH	Construct a connection in southeast quadrant to allow west-south and north-east movements	6.0

14/ See Figure 13.7-24.

Eastwick, PA[15/]	Rehabilitate connection and track at Eastwick between CSX's line and the Conrail line at Gray's Ferry Bridge and the 25th Street Viaduct to facilitate more efficient operations at Philadelphia.	4.0

7.1.5 Fueling/Service Facilities

The ability to service and fuel locomotives quickly can significantly impact service quality and operational efficiency. CSX's major fueling facilities are equipped with inspection pits so that periodic inspections and lubrications can be performed at the same time as regular fueling operations, thus reducing locomotive out-of-service time. Conrail facilities are not so equipped. Conrail locomotives must be sent to repair shops for inspections, lubrications and minor repairs, which significantly reduces locomotive availability.

Fully-equipped fueling facilities will be installed at the major Conrail fueling locations that CSX will operate -- i.e., Albany, Buffalo and Indianapolis. This will enable CSX to achieve a system-wide average servicing time of less than two hours per locomotive for the combined fleet. In addition, the main line fueling facility at Indianapolis will be upgraded to increase the fuel flow rate to further reduce fueling time at that facility.

15/ See Figure 13.7-25.

Standardized fueling system nozzles will also be installed at all locations to provide automatic shut-off capabilities and increased spill protection in locomotive parking areas. These projects will reduce waste, keep areas around fueling facilities free from contamination, and significantly reduce the risk of fuel spills.

The capital cost for these projects is estimated at $15 million.

7.1.6 Mechanical Facilities

Improvements will be made to locomotive facilities at both CSX and Conrail locations in order to increase the efficiency in performing standard locomotive overhauls and heavy locomotive repairs. These improvements will reduce locomotive dwell time, thereby building reliability into the locomotive fleet. Improvements, such as new work platforms, track reconfigurations, new and replacement overhead and jib cranes, car jacking systems, and yard lighting will also be made to car repair shops and in train yards at locations such as Albany, Indianapolis, Buffalo and Cleveland. This improved equipment will increase the productivity at these facilities and reduce car delays. The total investment cost for these projects is $6 million over the next three years.

These improvements in mechanical facilities on the expanded CSX system will enhance customer service and provide capacity for traffic growth.

7.1.7 Information Systems and Upgraded Technologies

Approximately $32 millon in capital investment and $76 million in one-time expenses will be spent to improve information systems and upgrade technologies related to the Acquisition. These funds will be invested as follows:

Communications

To support consolidating the CSX and Conrail data centers and to prepare for managing the allocated properties, the communications infrastructure will be expanded to transport additional data and voice traffic volumes from Philadelphia and the acquired properties to Jacksonville. Investments required to support this strategy include: (1) voice communications equipment installed on CSX to support increased call volumes associated with new Conrail customers and expanded railroad operations, and (2) an upgraded data communications infrastructure to support the rollout of CSX's state-of-the-art business applications.

Data Center & Infrastructure

In order to reduce costs associated with managing and operating redundant infrastructures, the data centers will be consolidated in Jacksonville. Investments required to support this strategy include additional workstations and upgrades to existing infrastructures to handle the increased volume of transactions.

Applications

In order to standardize and improve efficiency of operations across the allocated Conrail territories and reduce systems maintenance costs, CSX applications and procedures will be rolled out across Conrail properties. Investments required to support this strategy include desktops technology that supports access to CSX Customer Service, Revenue Management, Mechanical Engineering, and Locomotive and Car Maintenance applications, as well as increased storage capabilities in order for each suite of applications to handle the new volumes of data from Conrail.

7.1.8 Summary of Capital Investments

In sum, $488 million will be invested as follows:

Table 13.7-2

CAPITAL PROJECTS	COST
Service Route Upgrades	$234.1
Yards and Terminals	
Merchandise	77.2
Intermodal and Auto	75.7
New or Upgrade Connections	40.0
Facilities	
Fueling/Servicing	15.0
Mechanical Facilities	6.0
Technology	32.0
Contingency	8.0
Total	$488.0

8.0 IMPACTS ON PASSENGER AND COMMUTER SERVICE

CSX guides its operations by the basic principle that the railroad should be operated in the most efficient manner, without impairing the safety or efficiency of existing intercity passenger or commuter service on the lines CSX owns or over which it operates.

8.1 Amtrak Operations

Amtrak operates over lines owned by CSX. Amtrak also operates over lines owned by Conrail and allocated to CSX after the transaction. This section of the Operating Plan addresses the effects of the transaction on the Amtrak trains that operate over any of these lines.

The NS Operating Plan addresses Amtrak operations over lines owned by NS and lines owned by Conrail and allocated to NS after the transaction.

8.1.1 Northeast Corridor (NEC)

8.1.1.1 Present Operations

CSX does not presently operate over Amtrak's NEC. Conrail operates freight trains over portions of Amtrak's NEC. For Conrail's service to Baltimore, Bowie and Bennings, trains are operated southward from Conrail's connection to Amtrak's NEC at Perryville. For service to Wilmington and the Delmarva region, trains are operated from Perryville northward to Wilmington. Traffic moving between Wilmington and Stoney Creek operates over Amtrak's NEC between Wilmington at Marcus Hook. Service from Philadelphia to Newark is provided by locals operating between Frankford Jct., Morrisville and Newark.

8.1.1.2 Proposed Operations

After the Acquisition, Conrail's exclusive rights to freight operations on Amtrak's NEC will be exercised as follows:

- Between NY Penn Station and Philadelphia (Zoo Tower) both CSX & NS will have equal access to customers for local freight service;
- Between Philadelphia (Zoo Tower) and Washington, D.C., NS will have exclusive local freight rights;
- Both NS and CSX will have overhead trackage rights between New York and Washington, as follows:

- Between Philadelphia and NY, and between Baltimore and Landover, MD, rights shall be shared equally and scheduled alternately;
- Between Baltimore and Philadelphia, CSX shall be limited to 4 trains per day.

CSX plans to operate a daily northbound and southbound freight train from Washington to Newark via Amtrak's NEC. Additionally CSX will operate trains from Washington to Bowie for movement on CSX acquired Conrail lines to southern Maryland. Local freight service from Philadelphia to Newark will be provided by CSAO crews.

8.1.2 Other Line Segments

Amtrak currently operates 70 intercity trains over CSX and CSX-acquired Conrail line segments. Amtrak train names, numbers, and the cities of origin and destination are listed on Table 13.8-1 in Appendix C of this Exhibit 13-CSX, which also includes the specific line segments of the expanded CSX system that each train traverses.

CSX does not expect any impact on Amtrak operations as a result of projected train operations and all passenger trains will be dispatched in accordance with all FRA safety regulations and procedures.

Amtrak trains presently receive operating priority over freight trains from both CSX and Conrail under the terms of their operating contracts with Amtrak, and CSX will continue to afford Amtrak trains priority. CSX has just renewed its operating

agreement with Amtrak for a term of five years, expiring March 31, 2002. Conrail has a ten-year agreement with Amtrak, expiring April 14, 2006.

As explained below, most of the line segments over which Amtrak operates would experience little or no increase in freight traffic (fewer than three additional freight trains per day), with some line segments experiencing decreases in freight traffic.

A smaller number of line segments over which Amtrak operates would experience moderate increases in freight traffic (three to eight additional freight trains per day). These lines, however, all have sufficient capacity to accommodate the increase in freight traffic without any impact on Amtrak service.

Only a few line segments over which Amtrak operates, totalling about 287 miles of track, would experience increases in freight traffic greater than eight freight trains per day. All but eight miles of this track carry just one Amtrak train in each direction each day. Existing line capacity and planned capacity improvements will ensure that Amtrak operations over these line segments will not be adversely affected by the transaction.

The following Amtrak routes would experience at most a moderate (three to eight freight trains per day) increase in freight traffic on some line segments:

(1) The route of all Amtrak trains (eight daily) moving north out of New York City and then west over the New York Central Water Level Route toward Buffalo would experience a

moderate increase in freight traffic between Hoffmans, NY (west of Schenectady) and Frontier, NY (near Buffalo), about 264 miles of track. However, the track from Albany to Cleveland is high capacity double track. This track will be restored for 79 mph passenger service where possible. The moderate increase in freight traffic would not adversely affect Amtrak service on this line.

(2) The route of the Amtrak Cardinal (service from Washington to Chicago three times a week) would experience a three train per day increase between Cincinnati and Hamilton, OH, a 21-mile segment of CSX track. This is the only passenger train that operates on this segment. This slight increase in freight traffic would have no effect on the Cardinal.

Only two Amtrak trains would experience a substantial increase in freight traffic (eight or more trains per day) for any significant portion of their route:

(1) The route of the Capitol Limited would experience an approximately 8 to 9 freight train per day increase between Point of Rocks, MD and Harpers Ferry, WV (13 miles) and between Sinns, PA and Rankin Junction, PA (9 miles). The Capitol Limited would also experience modest increases in freight traffic (three to eight freight trains per day) over three other line segments: Washington to Point of Rocks (43 miles); Harpers Ferry to Cherry Run, WV (32 miles); and Cumberland to Sinns (133 miles). All of these line segments are double track. These segments have

sufficient capacity for this increase in freight traffic without impact on the Capitol Limited.

(2) The route of the Amtrak Three Rivers would experience increases of approximately 16 to 26 freight trains per day over most of the line between Greenwich and Pine Junction, IN (near Chicago) (260 miles), one of the greatest increases in freight traffic proposed for the CSX system. In order to support this increased freight traffic, CSX is doubletracking the single track portions of this track. With these improvements, the line will have sufficient capacity to accommodate both the increased freight traffic and the Three Rivers (the only passenger train which travels over this segment) each day without delays. The Three Rivers will be able to travel at 79 mph. The Three Rivers would also traverse an additional line segment which would experience a modest increase in freight traffic (three to eight freight trains per day) between New Castle and Youngstown (18 miles). No impacts on the Three Rivers are expected on this line segment.

In addition, the first eight miles of the route of all of the Amtrak trains moving south out of Washington, D.C. (Virginia Ave. to Potomac Yard) would experience an increase of about 11 freight trains per day. From Potomac Yard south to Richmond, the increase is expected to be about seven freight trains per day. South of Richmond, the expected increases are less than that.

The CSX RF&P line from Potomac Yard south is double track (except for a single track bridge near Quantico, VA). In addition, 3.6 miles of triple track have recently been installed from the south end of Potomac Yard north. This triple track returns to double track for the crossing of the Potomac River into Washington. Additional capital projects which would increase capacity are either under construction or in the final planning stages. With the current high capacity of the track and the additional improvements, quality Amtrak and freight service can be maintained on this line. See TABLES, Table 13.8-2 of this Exhibit 13-CSX for projected trains/day by line segment.

8.2 Commuter Operations

Typically, commuter service is provided by regional or local governmental agencies. In five metropolitan areas (Boston, North Jersey/New York City, Philadelphia, Baltimore, and Washington), commuter agencies operate over CSX lines or Conrail lines that are proposed to be allocated to CSX or included in a Shared Area, as described below. In Boston, North Jersey/New York City, Philadelphia and Miami, CSX and/or Conrail operates over lines owned by various commuter agencies.

CSX and Conrail contracts with the commuter agencies contain various provisions that protect commuter service from interference from freight operations. Expanded CSX will continue to honor all commitments under those contracts. Where it does not interfere with safe and efficient freight operations, CSX will seek to accommodate local operating practices established by

commuter agencies to further ensure that freight operations do not impair timely operation of commuter services.

The transaction would not have a significant impact on these commuter operations. As explained below, freight traffic is expected to remain at present levels or decrease on the lines used for commuter operations in the Boston, North Jersey/New York City, and Philadelphia areas. Moderate increases in freight traffic are expected on lines used by commuter agencies in the Baltimore and Washington, DC areas, but these lines have sufficient capacity to accommodate the freight increases without adverse impact on commuter service.

The following sections describe commuter operations in the metropolitan areas where CSX freight trains share rail lines with commuter trains.

8.2.1 Boston Area

The Boston Line, which Amtrak and Conrail use between the Albany area and Boston is also used by the Massachusetts Bay Transportation Authority ("MBTA") east of Worcester for its commuter trains. Conrail maintains and dispatches the entire line, even though a 12-mile segment of the line east of Framingham (between Riverside and Framingham) is owned by the MBTA. Conrail has a freight easement over this portion of the line. MBTA operates 10 commuter trains per weekday and fewer on weekends between Worcester and Framingham, and 38 trains per weekday and fewer on weekends between Framingham and Boston.

CSX will not increase freight operations in these areas. Certain other Boston Area routes over which Conrail provides local freight service are used for commuter traffic, but CSX does not expect commuter operations on these lines to be affected by freight operations. Because these lines are used for local service, CSX will have the flexibility in scheduling that service without interfering with commuter operations.

8.2.2 North Jersey/New York City Area

In North Jersey between Aldene and Newark (NK Tower), a 5.5-mile segment, Conrail shares its Lehigh Line trackage with NJT's Raritan Valley Line commuter trains. New Jersey Transit Corporation ("NJT") operates 56 commuter trains each weekday, and fewer on weekends over this segment. The segment is double-tracked and a universal crossover located near the midpoint of the segment provides a high level of operational flexibility. Total freight trains (NS and CSX in the shared area) will decrease by 10 trains per day because of the shift of existing Conrail train operations by NS and CSX to other North Jersey lines.

Certain other North Jersey/New York City area routes over which Conrail provides freight service are heavily used for commuter traffic, but CSX does not expect commuter operations on those lines to be affected by freight operations. Because these lines are generally used for local service rather than for through trains, the expanded CSX will have flexibility in scheduling that service without interfering with commuter operations.

8.2.3 Philadelphia Area

At present, two segments of Conrail's Trenton Line are used by Southeastern Pennsylvania Transportation Authority ("SEPTA") as parts of its commuter route between Philadelphia and Trenton. These segments -- between Newtown Junction and Wood (over which SEPTA operates 3.4 miles between Newtown Jct. to Cheltenham) and between Wood and Trenton (6 miles) -- currently handle 48 SEPTA trains each weekday and fewer on weekends. The Trenton Line constitutes part of CSX's Atlantic Coast Service Route on which no increase in freight trains is expected.

Although Conrail handles freight on several other routes radiating from Philadelphia that are owned by SEPTA, NJT, or (as mentioned above) Amtrak, those routes are generally used only for local traffic, and CSX does not expect any changes in freight operations that will negatively impact those entities' passenger service.

8.2.4 Baltimore Area

Between Baltimore and Washington, CSX operates for Maryland Rail Commuter (MARC) 22 commuter trains each weekday over CSX's Capital Subdivision (the Camden Line). This Operating Plan projects an increase of 4 trains between Baltimore and Alexandria Jct. The proposed CSX operation does not expect commuter operations between Baltimore and Washington to be impaired. The line is double-tracked, reverse-signalled and has sufficient capacity to handle the increase.

It should be noted that CSX and MARC are planning to construct a direct rail connection between the Amtrak line and Camden Station in Baltimore. When constructed, this connection would permit increased use of Camden Station for commuter trains and special trains to sports events at the baseball and football stadia at Camden Yards via the Amtrak line without affecting freight service on the Camden Line.

8.2.5 Washington Area

In addition to its operations between Washington and Baltimore, CSX operates for MARC an average of 18 commuter trains per weekday over existing CSX's Metropolitan Subdivision between Union Station in Washington and Brunswick (the Brunswick Line) with extended service of 10 trains per weekday to Martinsburg.

CSX's proposed operations will result in an increase of 7 to 8 trains per day over this route. The proposed CSX operation does not expect commuter operations on the Brunswick line to be impaired. The line is double-tracked and has sufficient capacity to handle the increase.

Virginia Railway Express (VRE) currently operates 26 commuter trains on an average weekday between Washington and Alexandria (8 miles), with 12 trains continuing on to Fredericksburg, VA, over a combination of Amtrak, existing Conrail, and existing CSX RF&P Subdivision lines. In addition, VRE operates 14 trains per average weekday to and from Manassas, VA, over NS tracks between Manassas and Alexandria, that also use portions of existing CSX, Conrail, and Amtrak lines between

Alexandria and Washington. The portion of VRE's route between Virginia Avenue (in Washington) and Fredericksburg will use the same trackage as CSX's Atlantic Coast Service Lane, which is expected to have an increase of about 7 trains per day from Washington to Richmond and an increase of about 11 trains from Virginia Avenue through CSX's Potomac Yard. CSX will have sufficient capacity to handle the expected increase (including three tracks, with reverse signals, through the portion of the route in Alexandria that it will operate in common with Amtrak and with VRE trains to and from both Fredericksburg and Manassas).

8.2.6 Miami Area

The line that Amtrak and CSX use between Miami and Mangonia Park, FL (near Dyer), is owned by Florida Department of Transportation and operated by the Tri-County Commuter Rail Authority ("Tri-Rail"). Over this line, Tri-Rail operates 30 trains each weekday and fewer on weekends. The same line is used for six CSX freight trains daily. There will be no change in the number of freight trains that CSX will operate on Tri-Rail.

9.0 EQUIPMENT REQUIREMENTS AND UTILIZATION

CSX will acquire rights to 42 percent of Conrail's freight cars, locomotives and other equipment. The Conrail freight car equipment fleet will continue to be owned by Conrail. CSX's portion of the Conrail freight car fleet will be consolidated with CSX's freight car fleet and the combined fleet will be maintained by CSX.

Operating a combined freight car fleet over the extended CSX system will improve freight car equipment utilization and improve car service to existing and new customers. A more efficient route structure, coupled with better car management systems will advance the effectiveness of empty car distribution on CSX-operated Conrail Lines with concomitant cost savings and improvement in car supply. These benefits will accrue across all car types, including those which are owned by other railroads, private car owners, and shippers.

CSX equipment distribution practices will also encourage growth in certain car types and regions of the United States and Canada that have historically been dissuaded from using rail through limited car capacity. New single-line service will eliminate the historically economic disincentives of multi-carrier movements, including inefficient car utilization and increased costs.

Finally, CSX will extend its management strategies to the combined fleet to improve freight car condition and suitable car supply in the Conrail marketplace.

For a discussion of the equipment requirements and utilization for the shared areas, see Section 4.5.0.

9.1 Freight Car Distribution Benefits

CSX and Conrail are, respectively, each other's first and second largest interline connection. However, the corporate border between Conrail and CSX hinders optimal distribution of freight cars east of the Mississippi. Today, most CSX or Conrail

cars interchanged to the other are returned empty and routinely pass each other as they are returned to their owner for loading. CSX management of the combined fleet will eliminate this inefficiency.

This Operating Plan will increase freight car velocity through shorter routes, reduced handlings, eliminated gateway bottlenecks, and better service design. CSX anticipates savings of approximately one million car days annually which translates to 2,813 cars. These freight car efficiencies will apply to virtually all cars moving across the new system, including system-owned cars, connecting rail carrier cars, and those provided by private car companies and shippers. This is especially attractive to shippers owning their own equipment, since that equipment will move faster through the rail system, providing additional capacity for growth or reducing their ownership requirements. CSX estimates this increase at 4.9% or the equivalent of 797 additional cars of capacity. In terms of freight car savings for CSX, the increased velocity translates to 1,405 system cars with a replacement value of $79.3 million and to 1,408 connecting carrier cars and 375 auto-rack flat cars valued at $9.9 million annually.

After the Acquisition, CSX will apply its linear program car distribution model over its expanded system. This model reduced empty car days on CSX by 18% when it was adopted in 1988 to replace a system that relied on manual intervention in the distribution process. Since Conrail's current distribution

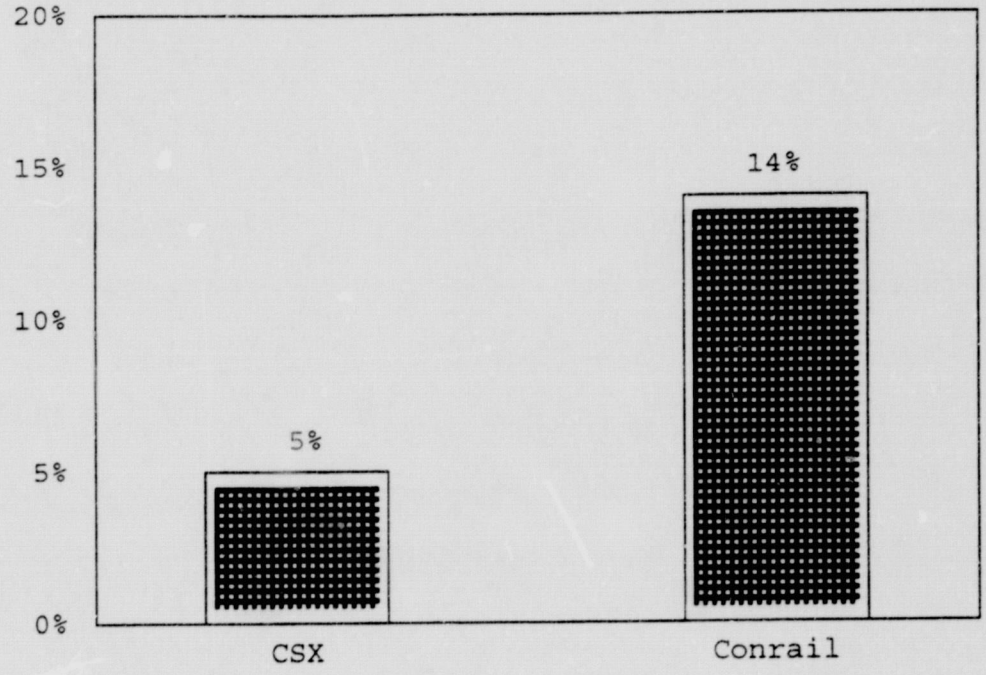
system is very similar to that used by CSX before implementation of the new model, similar savings can be expected on the newly-acquired lines. CSX improved this system further in 1997 to address the dynamic nature of changing equipment demand and supply. The optimization model, which at first was run once per week, is now applied every 30 minutes to capture real time changes and needs. This system is state of the art in the rail industry and is expected to drive another 12-15% improvement in utilization of the cars being acquired from Conrail. CSX anticipates saving 116.1 million car miles reducing operating expenses by $38.9 million annually by using this system to distribute equipment over the acquired Conrail lines. In terms of freight car savings for CSX the linear distribution model is expected to save the equivalent of 841 system cars with a replacement value of $53.7 million and to 1,974 connecting carrier cars and 553 multi-level cars valued at $14.1 million annually.

9.2 Freight Car Quality

By virtually all measures, the condition and quality of the Conrail fleet will improve when maintained as a part of CSX's fleet. See Table 13.9-1. Fleet maintenance, programmed car cleaning and running repairs will be performed on a regular basis as the combined fleet is distributed in an optimized, free-flowing environment. This will translate into higher order fulfillment rates for customers and a reduction in car reject rates. Customer feed-back substantiates this anticipated quality

commitment. Combining the best practices of both companies will allow CSX to manage its portion of the Conrail freight car fleet with a long-term view to maximize fleet quality and reduce fleet related expenses. These better management practices are required in order to support the more sophisticated car distribution processes that will be used. Other practices support longer term financial results by maximizing fleet life.

Table 13.9-1 Percent of CSX and Conrail Fleets Unserviceable



9.3 Freight Car Fleet Focus - Benefits to Enable Strategic Growth

Car management and distribution improvements will foster CSX's ability to support growth in the new operating regions. Certain car types which had been operated between CSX and Conrail in a way that maximized their individual profitability but sub-optimized overall utilization and limited market growth can now be controlled and managed to encourage new business through added capacity. With the combined system there will also be opportunities to improve equipment utilization through reload and pooling strategies.

CSX originates significant northbound boxcar and flatcar traffic which terminates in existing Conrail territory to

be operated by CSX. At the same time the Canadian and New England railroads originate large volumes of southbound boxcar and flatcar traffic. Today, virtually all of these cars are returned empty to the originating railroad after unloading due to the complexity of coordinating reloads through intermediate railroads such as Conrail. After the Acquisition, it will be possible for CSX to pass some of its boxcars and flatcars to Canadian and New England railroads for southbound loading, creating two-way loaded hauls and eliminating the inefficient empty repositioning experienced today. This efficiency will provide the equipment for further growth in these markets.

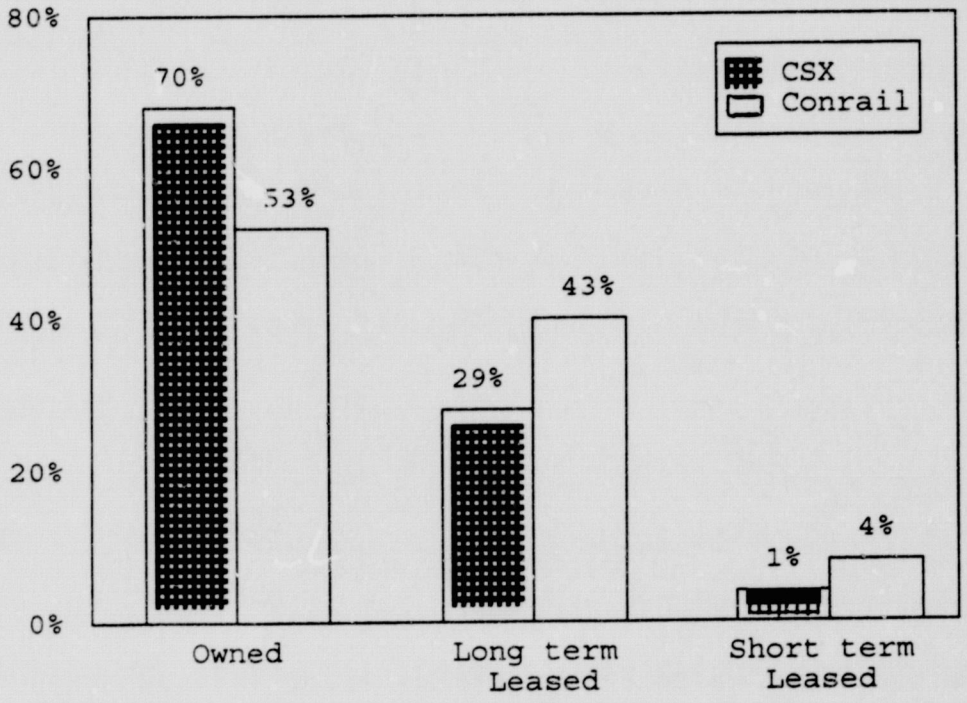
With respect to jumbo covered hoppers, CSX for many years has entered into car-sharing arrangements, using specific customer-owned private cars and CSX cars interchangeably, creating efficiencies for both parties. CSX has gained the opportunity to lessen the otherwise 100% empty return of the private car by providing the owner a closer car from the pool. The private car owner has gained from the additional capacity which results from the overall pooling efficiency. CSX intends to expand this practice to the Conrail lines it will operate, thereby providing existing Conrail customers with the benefits of equipment pooling.

9.4 Freight Car Ownership - Restructuring for Long-Term Value

In a number of car type fleets, Conrail's strategy has been to minimize capital investment and to rely on short-term sources to acquire freight car capacity. Generally speaking, CSX

has taken a longer-term approach to acquiring freight car capacity, which it believes is more economical over time. (The two companies' individual long-term strategies and access to capital markets has presumably also been a factor.) CSX's more capital intensive, but long-term lower-cost approach will allow the expanded CSX system to be more competitive and provide a better match of equipment to the needs of customers currently served by Conrail. Table 13.9-2 compares CSX and Conrail car fleet ownership structures.

Table 13.9-2 Composition of CSX and Conrail Fleets



Rationalizing the financial structure of the required car capacity over time will lower the effective cost per unit by 8%. Applied to 1995 expenditures, this savings is estimated at $2.8 million annually.

9.5 Non-Revenue Fleet

As discussed more fully in Section 12.1, combining Conrail and CSX routes to create a system that has trackage in both the northern and southern portions of the country will extend the seasonal track program to a year-around operation that will enable more efficient use of maintenance gangs. The extended seasonal track program and other efficiencies will require less non-revenue equipment to support material distribution. Additional sources of ballast and ties will allow the reduction of the combined fleet by 250 ballast hoppers, 420 tie gondolas, and 200 maintenance-of-way equipment flat cars. The use of existing rail welding plants and the combined system scheduling of a continuous welded rail ("CWR") train fleet will allow the reduction of four CWR trains, including two pick-up units. This will result in an annual car inspection and repair maintenance savings of $1.2 million and one-time sale proceeds of $5.0 million. In addition, $2.8 million of new equipment purchase costs will be avoided.

Table 13.9-3 CSX Post-Acquisition Non-Revenue Equipment Fleet

Non-Rev. Fleet	CSX Fleet (1)	Conrail Fleet (2)	Conrail at 42% Acq. (3)	CSX Base w/Acq. (4)	Fleet Surplus
Boxcars	272	357	150	422	75
Gondolas	2087	1278	537	2624	420
Open Hoppers	1259	1501	630	1889	250
Flats	1189	331	139	1328	200
Total	4807	3467	1456	6263	945

(1) Year-end 1997 CSX Owned and Leased Cars
(2) Year-end 1997 Conrail Owned and Leased Cars
(3) CSX pro-forma rights to each fleet at 42%
(4) CSX pro-forma base fleet after Conrail rights at 42%

9.6 Freight Car Equipment Requirements

CSX currently maintains a freight car fleet of 92,997 cars, and Conrail has a fleet of 47,803. CSX will acquire the rights to 42 percent of Conrail's car fleet, or 20,077 cars, which will produce a combined fleet of 113,074 cars. Table 13.9-4 below shows CSX's post-Acquisition freight equipment fleet based on CSX's 42% of the Conrail fleet.

Table 13.9-4 CSX Post-Acquisition Freight Equipment Fleet

Car Fleet	CSX Fleet(1)	Conrail Fleet(2)	Conrail at 42% Acq.(3)	CSX Base w/Acq.(4)
Boxcars	15991	8849	3717	19708
Covered Hoppers	16671	3009	1264	17935
Coil Gondolas	2510	4111	1727	4237
Plain Gondolas	8168	9136	3837	12005
Coal Hoppers	38358	16105	6764	45122
Flatcars	1910	556	233	2143
Multi-Levels	9389	6037	2535	11924
Total	92997	47803	20077	113074

(1) Year-end 1997 CSX Owned and Leased Cars
(2) Year-end 1997 Conrail Owned and Leased Cars
(3) CSX pro-forma rights to each fleet at 42%
(4) CSX pro-forma base fleet after Conrail rights at 42%

The car-day savings described in Section 9.1 translate into fewer freight cars needed to meet a given volume of business. Because traffic volumes are expected to grow significantly, savings from reduced equipment needs will be phased in gradually and conservatively. The fleet management changes described in Sections 9.2 and 9.4 translate into freight car ownership changes required to support CSX's assessed market needs. Before adjusting for growth in traffic and ownership strategies, CSX's post-Acquisition fleet will be capable of handling today's customer needs with 2,246 fewer system cars and 3,382 fewer foreign cars. Once fully implemented, these gains will represent an ongoing annual savings of $62.9 million and a one-time capital avoidance of $133 million. CSX believes that

its 42% share of the Conrail equipment fleet, coupled with utilization efficiencies resulting from the combined system, will be sufficient to support the existing traffic base and anticipated growth for the foreseeable future.

Tables 13.9-5 and 13.9-6 below summarize the savings in freight car equipment resulting from the Acquisition.

Table 13.9-5 Savings From Reduction In Car Fleet

	CSX Fleet Annual Cost (millions)	Paid to Other Owners		Total	
		Cars Annual	Cost (millions)	Cars Annual	Cost (millions)
Velocity Improvements	$ 0.0	1,783	$ 9.9	1,408	$ 9.9
Distribution Improvements	$38.9	2,527	$14.1	1,974	$53.0
Financial Structure	$ 2.8				$ 2.8
Non-Revenue Equipment	$ 1.2				$ 1.2
Total	$42.9	4,310	$24.0	3,382	$66.9

TABLE 13.9-6 One-Time Capital Avoidance

	Cars	Total Value (millions)
CSX Freight Cars		
Velocity Improvements	1,405	$ 79.3
Distribution Improvements	841	$ 53.7
Non-Revenue Equipment		
One-time Sale		$ 5.0
Replacement Cost		$ 2.8
TOTAL	2,246	$140.8

9.7 Locomotive Requirements and Utilization

CSX currently maintains a fleet of 2,773 locomotives, consisting of 2,085 higher-horsepower road units (3,000 horsepower or more) used in through-freight movements, 631 lower-horsepower yard units (less than 3,000 horsepower) used in yard and switching operations, and 57 maintenance-of-way-assigned units. The Conrail fleet of 1,955 locomotives is comprised of 1,143 road units, 811 yard units and one maintenance-of-way-assigned unit. Following the Acquisition, CSX will maintain approximately 42 percent of Conrail's locomotive fleet and NS will maintain 58 percent. The allocation will be the same for each individual locomotive classification comprising Conrail's total fleet. For example, Conrail has 205 SD 40-2 units in its fleet and CSX will maintain 42%, or 86 of those units. After the Acquisition, the expanded CSX system's combined fleet of 3,593

locomotives will consist of 2,565 road units, 971 yard units, and 57 maintenance-of-way-assigned units.

Table 13.9-7 CSX Post-Acquisition Locomotive Fleet

Units	CSX Fleet (1)	Conrail Fleet (2)	Conrail at 42% Acq. (3)	CSX Base w/ Acq. (4)
Road	2,085	1,143	480	2,565
Yard	631	811	340	971
Maintenance -of-way	57	1	0	57
Total	2,773	1,955	820	3,593

The use of Conrail routes and equipment will greatly increase the efficient utilization and availability of the combined locomotive fleet. Increased single-line service will eliminate time-consuming locomotive delays at interchange points. Shorter, faster routes and the ability to more efficiently reposition locomotives will greatly improve locomotive availability. The combination will also provide greater opportunities to match locomotive capabilities with particular service requirements. Finally, improved locomotive maintenance and servicing equipment and practices will enable CSX to reduce the out-of-service time on all locomotives. As a result, CSX will provide higher quality service on existing traffic and efficiently handle anticipated new traffic with a net locomotive power reduction of 59 road units. This reduction in road units is attributable to the following operational efficiencies and maintenance synergies:

- 22 units will become surplus as a result of more direct train routings, increased velocity achievable on more efficient routes, and better utilization of locomotives.

- 7 fewer units will be needed as a result of standardizing fuel and servicing procedures to reduce the average dwell time from 12 to two hours at three major Conrail fueling points (Selkirk, Frontier and Avon).

- 30 fewer units will be needed as a result of applying uniform CSX maintenance and engineering standards to the acquired Conrail fleet, and reducing the average number of out-of-service Conrail locomotives over a 3-year period from 8% to 4% to match the present reliability performance of the CSX fleet.

The closing and consolidation of certain yards will enable CSX to operate the remaining yards with 11 fewer yard units.

As demonstrated in Table 13.9-8 below, these efficiencies will result in a one-time capital avoidance of $94.8 million, and annual maintenance and fuel savings of $6.2 million.

Table 13.9-8 Savings From Reduction of Locomotive Fleet

(1) Cause of Reduction	(2) No. of Units	(3) One-time Capital Avoidance* (millions)	(4) Maint Savings** (millions)	(5) Fuel Savings*** (millions)	(6) Total Annual Savings (millions) (4+5)
Surplus Units	22	$ 29.8	$ 1.3	$ .7	$ 2.0
Reduced Out-of-Service Units	30	40.6	1.8	1.0	2.8
Fueling Synergies	7	9.5	.4	.2	.6
Yard Closings	11	14.9	.4	.4	0.8
TOTAL	70	$ 94.8	$ 3.9	$ 2.4	$ 6.2

* Assumes 1.7:1 unit replacement ratio on new AC technology at $2.3 million per unit.

** Assumes locomotive maintenance cost of $60,000/yr. for road locomotives and $35,000/yr. for yard locomotives.

*** Fuel benefit derived on 50,000 gal/yr/locomotive. 50,000 gal. X $.65/gal = $32,500 yr/locomotive savings.

10.0 CENTRALIZED FUNCTIONS

10.1 Customer Service Centers

CSX and Conrail both operate national Customer Service Centers ("CSCs"): CSX in Jacksonville and Conrail in Pittsburgh. These CSCs perform virtually all the functions that are traditionally associated with railroad agencies: taking customer car orders; receiving shipping instructions (customer-prepared bills of lading); tracking and tracing shipments; giving arrival notifications; monitoring customer commitments; and generally

handling the day-to-day routine transactions necessary to handle a customer's business. A modern railroad CSC is highly computerized, and functions today as a key point of contact for resolving all customer service problems. It requires extensive technology, including fault-tolerant communications, data storage, and power supplies.

The Jacksonville CSC facilities are capable of accommodating and serving the expanded CSX system. Following the Acquisition, CSX will transfer Conrail customer service work to the Jacksonville CSC facilities. That work will include (1) customer interface functions such as car orders, service requests (plant switch, demurrage, intra-plant, intra-terminal, and other switching), customer billing, customer requests, and electronic data exchange; (2) all other carrier interface functions such as interline switching and settlement, car hire, and operation of joint facilities. Conrail functions will be transferred to the Jacksonville CSC as soon as practically possible. CSX will ensure that all required technology is properly tested and implemented before the transfer takes place and that all necessary steps are taken to complete the transition with no disruption to customer service.

Operating procedures will be standardized early to facilitate transition to fully consolidated operations. The better computer systems and practices of the two carriers will be adopted to improve productivity and service delivery. Final system consolidation will occur no later than December 31, 1999.

Adequate car supply is as crucial to customers as the timely delivery of freight. To improve the car ordering process, CSX has implemented a sophisticated, state-of-the-art computerized customer car ordering and billing process. This new car ordering initiative improves service reliability, thereby giving shippers a valuable competitive advantage. In addition, it provides a single point of contact for freight billing and shipping instruction and related matters. In contrast, Conrail takes a more traditional approach to car ordering, which does not take into account customer forecast requirements to ensure that cars are supplied when they are needed.

The CSX car ordering process allows shippers to know immediately upon placing an order whether cars are available and in what quantity, thus improving the reliability and consistency in car orders. Shippers can also minimize demurrage bills by ensuring that they receive only the cars needed. In addition they can receive destination information when a car order is placed, thereby eliminating delays that can occur before billing instructions arrive; ensure more accurate and timely freight billing; and increase the ease of doing business with the railroad. These advantages greatly improve a shipper's ability to plan and manage its shipping schedule. Further, they promote dock-to-dock speed and consistency demanded by rail customers. After the Acquisition, CSX will move expeditiously to incorporate Conrail customers into the CSX car ordering process.

10.2 Train Dispatching

Conrail has organized its railroad into five operating divisions based on geographic location. The headquarters of divisions are located in Indianapolis, Dearborn, Pittsburgh, Mt. Laurel and Albany. Each of the divisions is supported by its own train dispatching center.

In contrast, CSX operates a centralized train dispatching center located in Jacksonville. At this time, Conrail does not possess a train control system that will permit system-wide train dispatching.

Highly efficient train dispatching is critical to providing rail service that is responsive to customer needs. CSX has determined that initially maintaining the existing Conrail train dispatching systems at the division level will best promote the goal of ensuring the highest possible level of service quality during the transition period immediately following the Acquisition. Subsequently, train and engineer ("T&E") crews and engineering forces in the field, as well as train dispatchers, will be trained in the mandatory CSX Operating Rules (as published in conformance with FRA regulations) and Conrail dispatching functions will be transitioned gradually into the CSX system.

Today, each of the current Conrail division offices contains territories (i.e., a defined set of lines such as Albany to Buffalo controlled by train dispatchers) some of which will be operated by CSX and some of which by NS. Due to the conflicting

interests of the two acquiring carriers, their respective territories will have to be reassigned among the dispatchers to ensure that individual dispatchers handle only CSX or only NS traffic. To accomplish this, CSX territories will be reassigned to two centers specifically tasked with the engineering, dispatching, train control and communications functions. One center will be in Indianapolis and the other in Albany.[16/]

Dispatching for the Shared Assets Areas (North Jersey, South Jersey/Philadelphia and Detroit) will be managed by Conrail's Shared Assets Operation ("CSAO"). CSAO may relocate its dispatching desks for the three territories to a common location.

Reassignment of dispatching territories will be carefully implemented to assure that there is no detrimental impact on shipper service. CSX does not expect that manpower within each of its train dispatching offices will be impacted; nor will employee relocations occur. To provide a seamless CSX transportation network, CSX will invest $3.0 million for technological upgrades required to interface the current Conrail train dispatching equipment located at the two proposed CSX centers with the Jacksonville mainframe computer.[17/]

16/ CSX understands that the Conrail territories that NS will operate will be reassigned to Dearborn, Pittsburgh, and Mt. Laurel.

17/ The computer application for Conrail dispatching will be retained in the initial phase of the transition to full integration of the CSX and Conrail information systems as discussed in Section 14. Full integration will be implemented carefully with the technology fully tested before phasing out the Conrail application.

CSX intends to rationalize the Conrail functions at the appropriate time by transferring the work to its centralized dispatching center in Jacksonville and significant savings in operational performance will result at that time.

10.3 Crew Management

Both CSX and Conrail have centralized their crew management functions, which include notifying employees of crew assignments and displacements, tracking employee availability status, and maintaining crew assignment data (e.g., required and permissible operations for each work assignment). A single department in Dearborn, administers crew management functions for the entire Conrail system. CSX handles these functions in Jacksonville, and separates them by organizational service lane/business units. Within each organizational unit there are a number of crew dispatcher positions ("desks"), each of which is responsible for the crew management functions within a specific geographic area. Conrail uses a sophisticated system acquired from PS Technology to perform crew management tasks. CSX has acquired a modified and customized version of this same technology, which will significantly ease the transition of crew dispatchers to the CSX system. The use of the same vendor by both CSX and Conrail will also help in making necessary adjustments to the systems.

CSX crew dispatchers are organized by service lanes and work under a general manager who is in charge of each service lane. Crew dispatchers ensure that fully rested and qualified

crews are assigned to trains at the appropriate time. They also administer labor agreements with crew personnel and assist T&E employees in matters such as pay and seniority moves. At present, CSX crew dispatchers are responsible for administering calling-related procedures for approximately 46 T&E property labor agreements, 500 local agreements, and 20 terminal consolidation agreements. In contrast, Conrail has only two T&E property labor agreements and several local agreements.

Following approval of the Acquisition, CSX will transfer a number of Conrail work functions to CSX's crew management center in Jacksonville. That work includes: crew dispatching; T&E job advertisements and awards; T&E extra board and pool regulations; interface with local chairmen; T&E vacation and personal leave scheduling; T&E work force sizing (hiring and training); T&E quality of life (work/rest issues); T&E attendance management; and maintenance of T&E information system (voice response unit). During the transition period, the Conrail crew calling positions transferred to Jacksonville will continue to use the present Conrail calling system on Conrail's mainframe computer system. The calling desks at Dearborn will be reordered so that those transferred to Jacksonville will be responsible for only CSX-related calling.

Work that cannot be absorbed by the present CSX crew management work force will be performed by Conrail employees from Dearborn who are transferred to Jacksonville. Former Conrail clerical employees will be trained to use the CSX calling system.

The transition to the CSX calling system and CSX mainframe will occur no later than December 31, 1999.

Crew management practices reflect the various labor agreements. Presently, there are five primary operational differences between the CSX and Conrail crew management systems. First, CSX operates under a paperless payroll system, which saves administrative costs. Second, there is a difference in the process for handling T&E employee vacancies -- while Conrail uses a manual bid and award approach that advertises vacancies on a weekly basis and awards assignments the following week. CSX generally uses a semi-automated approach that allows T&E employees to take assignments as they become available. Third, Conrail crew managers work with local union representatives in the field to schedule T&E employee vacations -- an approach CSX proposes to emulate. Fourth, Conrail T&E employees can access Conrail's calling system from their homes while CSX limits such home access to local union representatives. Finally, CSX has implemented a real-time computerized seniority system roster compared with Conrail's annual updates. After the Acquisition, CSX intends to implement the best crew management practices of the two companies, subject to various labor agreements.

11.0 COORDINATION OF EQUIPMENT MAINTENANCE

11.1 Common Point Repair Facilities

After the Acquisition, coordination of train operations over the expanded CSX network will enable CSX to consolidate and streamline some light and medium repair and servicing facilities,

especially those located at common points. Yard consolidations at common points -- e.g., Philadelphia, Toledo, East St. Louis, Indianapolis and Danville -- will also allow car inspection activities to be consolidated. These consolidations will improve the competitiveness of the expanded CSX network by eliminating the cost of redundant facilities.

11.2 Locomotive Heavy Repair Facilities

CSX currently operates major locomotive heavy repair shops at Huntington and at Waycross. Both shops are equipped for standard repairs, major overhauls, failure repairs requiring more manpower or equipment than is ordinarily available at a running repair shop, repair of structural damage caused by accidents, heavy modifications involving the application of micro-processor technology, replacement of major systems or components, and complete repainting of locomotives. The Huntington shop also performs component reclamation for some locomotive components and operates a modern locomotive wheel and axle shop, and a traction motor repair line with ample capacity to supply the normalized needs of the expanded system.

These two shops have sufficient capacity to handle all heavy repairs on CSX locomotives as well as similar repairs for the portion of Conrail locomotives that CSX will operate following a transition period. The present capacity at the two facilities is also sufficient to handle the approximately 130 per year additional standard overhauls on the Conrail locomotives that CSX will maintain, with no additional capital investment at

either facility. However, CSX has determined that during the transition period it will be necessary to have overhauls on 65 locomotives per year performed at the Juniata facility allocated to NS.

After the Acquisition, locomotive maintenance operations on the expanded CSX network will be significantly streamlined. Maintenance policies and engineering standards will be standardized for all locomotives on the combined network. All scheduled maintenance practices and procedures at both running and heavy repair shops will also be standardized. The greater volume of maintenance and repair work to maintain the combined fleet will increase shop capacity utilization, and reduce per unit repair costs.

Implementing new CSX methods and technology for predictive maintenance, such as pre-inspection and condition monitoring, will be implemented at the major Conrail facilities at Albany, Buffalo and Indianapolis. The combination of high quality repairs and predictive maintenance strategies will reduce the out-of-service time for Conrail locomotives by more than 50% within the next three years, and significantly improve the reliability of all locomotives in the combined fleet.

11.3 Freight Car Heavy Repair Facilities

As previously explained, the CSX combined car fleet after the Acquisition will be maintained by CSX. CSX will not acquire any Conrail heavy repair facilities or project shops which could perform the repair on CSX's combined car fleet.

CSX operates a major heavy car repair shop at Raceland, KY, which includes a wheel and axle shop, truck shop, fabrication shop, an enclosed fully automated grit blast and paint facility and an air brake shop. This facility is used to rebuild and repaint all types of gondolas and open top hopper cars, reclaim freight car wheels, air brakes and car trucks and fabricate components for car construction. Raceland is also AAR certified for new car construction. Nearly $25 million has been invested in Raceland since 1987 to upgrade the facility into one of the premier car repair shops of North America.

Because the capacity of Raceland is beyond present CSX requirements for heavy car repairs, after a transition period Raceland will be able to perform cost-effective quality heavy repairs for all existing CSX system cars, as well as for the Conrail cars that CSX will maintain. Utilization of available capacity at Raceland will further reduce unit costs. However, during the transition period, CSX will have about 330 cars per year repaired at the Hollidaysburg facility allocated to NS. This will facilitate the depletion of CSX's portion of inventory at this facility and bring these units up to CSX's standards.

CSX maintains project shops at Tampa, Grand Rapids and Erwin, TN to perform customized heavy repairs to cars, such as upgrading boxcars or covered hoppers to meet specific customer needs, replacing or repairing doors, or installing customized interiors. These shops have sufficient capacity to handle all projected needs of the expanded system.

12.0 COORDINATION OF MAINTENANCE OF WAY

The addition of Conrail routes and facilities to the CSX network will significantly extend the CSX system into new geographical areas, and especially into New York and New England. This expansion offers opportunities for more efficient maintenance of the combined network's physical plant.

12.1 Fixed Plant Improvements

As discussed more fully in Sections 4 and 7, after the Acquisition, CSX contemplates additional interchange connections, yard modifications, double track construction along certain routes, and line segment and connection upgrades.

12.2 Program Maintenance

Program Track Maintenance. The combined operation and control of CSX and Conrail line segments will provide opportunities for productivity gains in programmed rail and tie renewal and surfacing operations. After the Acquisition, the expanded CSX system will have trackage in both southern and northern areas of the country, which will allow more efficient use of combined system work gangs. Because weather conditions in the northern part of the country, where Conrail operations are located, make programmed work in the winter season impractical, Conrail track gangs are typically laid off in the winter. The expanded CSX system, however, will be able to schedule maintenance-of-way programs throughout the entire year to take advantage of balanced seasonal work opportunities. This will enable the expanded CSX to extend the opportunity of year round

work to former Conrail track gang employees who will become CSX employees.

Scheduling programmed track maintenance-of-way projects over a 12-month period will also enable CSX to minimize interruption to train service and to achieve greater on-track utilization time, resulting in increased productivity. Annual cost savings are estimated to be $21 million.

Additionally, CSX has developed a sophisticated computerized Track Management Program ("TMP") which synthesizes the mass of data collected from track geometry, railwear, and rail flaw measurement vehicles. TMP automatically establishes location-specific priorities for capital rail replacement, tie renewal and surfacing programs, based on objective criteria which identify the highest and greatest need for investments in track rehabilitation projects. CSX intends to incorporate the acquired Conrail line segments into this state-of-the-art program in year one to take full advantage of the benefits to optimize track asset life with track structure investments.

Non-Track Program Maintenance. Currently both CSX and Conrail use outside vendors for certain fixed plant maintenance activities, such as vegetation control, yard cleaning, rail grinding, rail testing and ballast cleaning. After the Acquisition, CSX will be able to schedule this work over a full year, rather than seasonally as Conrail does now. As with the track maintenance programs, full-year scheduling of these activities will further reduce the impact of service route

maintenance on train performance. Annual cost savings are estimated to be $1 million.

12.3 Outside Services

CSX and Conrail currently use outside vendors for the performance of rail welding and equipment shop services and for purchases of prefabricated track and switch panels. After the Acquisition, CSX will be able to take advantage of the greater volume of work to obtain lower costs for these services. Further efficiencies will be achieved through rationalization of facilities and standardization of maintenance practices and materials procurement, as described below.

Rail Welding. Currently, CSX uses rail welding facilities located at Russell and Nashville. Conrail maintains a facility at Harrisburg, PA. After the Acquisition, the Harrisburg facility will be allocated to NS. CSX's two rail welding facilities each currently operates on a single shift, 5-day per week schedule. Forecast demand for continuous welded rail for the expanded CSX system after the Acquisition can be fully accommodated by these two rail welding plants operating on a multi-shift basis. The more efficient use of these facilities will reduce per-unit costs.

Work Equipment Shops. CSX and Conrail currently maintain work equipment shops at Richmond and Canton respectively. After the Acquisition, CSX and NS will both have rights to use the System Maintenance of Way Center at Canton. However, the Canton facility does not have the rebuild

capabilities necessary to accommodate the differing types of equipment used by CSX, NS and Conrail. Therefore, CSX sees no practical way of its using the facility as currently designed. By consolidating the work and realizing the full capacity of the Richmond facility, CSX will be able to accommodate all work equipment repairs on the expanded system at Richmond.

The expanded CSX operation will create economies of scale that will reduce the units of work equipment required to maintain the CSX system. This will result in reduced operating costs. The reduction of work equipment will save $5.2 million annually with a one-time cost avoidance of $4.0 million.

Panel Track and Switch Operations. CSX purchases prefabricated track panels and switch panels. Today, CSX procures only the smaller-sized panels that can be delivered either by rail in CSX equipment or by truck. CSX does not own the special equipment needed to transport by rail the more economical larger track and switch panels. After the Acquisition, CSX will have use of Conrail's rail equipment which is capable of transporting the more efficient larger panels. Standardizing use and procurement of the larger panels will reduce unit costs, improve distribution, and improve productivity of panel track and switch construction.

12.4 Maintenance-Of-Way Expense

Common standards, practices and maintenance policies will be established to improve the quality of the newly-acquired lines and to efficiently maintain all lines on the expanded

system to the same high quality standards. Consolidation of maintenance operations and work forces at roadway shops, bridge fabrication shops and other such facilities, will improve both the quality and productivity of those activities. These performance improvements and efficiencies are expected to yield $5 million annually.

Currently, large production forces on Conrail are housed in camp car facilities -- i.e., rail equipment of various types and styles that has been converted to temporarily house maintenance-of-way employees. CSX has for several years used a managed lodging concept whereby it negotiates corporate rates for employee motel and hotel accommodations. CSX believes that this arrangement is more economical and improves the morale and productivity of floating labor forces. After the Acquisition, CSX will make its present lodging policy standard for the entire system. The elimination of camp cars and related costs will generate annual savings of $2.5 million.

12.5 Materials Procurement and Distribution

After the Acquisition, the Conrail facilities operated by CSX will provide access to a greater number of on-line suppliers of maintenance materials. Because of the increased number of on-line ballast quarries and tie treatment facilities, reductions in unit costs for ballast and ties will be achievable by procuring these materials from better located sources that can provide lower delivered costs.

Standardizing the use of materials and consolidating the procurement of those materials from suppliers will result in lower unit costs and improved distribution capability. CSX will likewise standardize the procurement, use and distribution of tools, maintenance equipment, and maintenance vehicles, which will further increase the productivity of maintenance activities and reduce maintenance operating costs.

12.6 Signals

The reliable operation of signal systems is essential to accommodate traffic growth, to promote operational efficiency and to ensure safety and service quality. After the Acquisition, CSX will ensure safe and efficient signal construction and maintenance by standardizing project management, engineering design, construction supervision and accounting policies for all signal systems on the expanded CSX network. Currently, CSX signal maintenance and construction functions are centrally controlled and standardized across the entire CSX network. The system is organized into six signal districts, each reporting directly to the control center. This enables CSX to focus on signal reliability and to better utilize its resources across the entire system.

In contrast, Conrail conducts its rail operations, including signal maintenance and construction, through five autonomous divisions. After the Acquisition, all of the signal maintenance and construction on Conrail properties operated by CSX will become part of CSX's centralized system. The Conrail

properties and associated work forces will be consolidated and assigned either to an existing CSX signal district or to a seventh CSX signal district established to handle Conrail properties located outside of existing CSX territories. All management functions relating to signal engineering will be consolidated at CSX headquarters in Jacksonville. A system-wide management organization will foster uniformity in practices, improved quality in signal repairs, and improved productivity in CSX's signal repair shop.

Currently, Conrail and CSX operate signal repair shops in Columbus and Savannah respectively. After the Acquisition, CSX and NS will both have rights to use the Columbus facility. However, all of the forecasted signal needs of the expanded CSX system can be accommodated at CSX's Savannah shop, by operating two shifts per day at that facility. Accordingly, CSX will coordinate its Conrail work at its Savannah signal facility and does not see a need for the Columbus signal facility.

13.0 OPERATING ORGANIZATION

13.1 General

The CSX transportation organization consists of four "business units," seven "service lanes" and one "division." The business units are headquartered in Cumberland (the Cumberland Business Unit); Huntington (the C&O Business Unit); Tampa (the Florida Business Unit) and Detroit (the Automotive Business Unit). The service lanes are headquartered in Atlanta (Atlanta Service Lane); Florence, SC (Florence Service Lane);

Jacksonville, (Jacksonville Service Lane); Lexington, KY (Appalachian Service Lane); Louisville (Louisville Service Lane); Nashville (Chicago Service Lane); and Baltimore (Baltimore Service Lane). The sole division is located in Detroit.

Each CSX operating management unit is responsible for overseeing CSX railroad operations in a designated geographic territory. The service lanes are operating management units that combine field functions, including supervision of transportation operations (such as yard switching, customer switching, and over-the-road operations) and centralized functions (such as crew calling and service design). In addition to performing the operational functions carried out by the service lanes, CSX business units perform marketing functions (including rate-making) for the single chief commodity in their territories. Those commodities are coal for the Cumberland and C&O Business Units, phosphates (fertilizer) for the Florida Business Unit and finished vehicles and auto parts for the Automotive Business Unit. CSX's division in Detroit has a traditional railroad field operating management structure. Centralized functions for that division are performed in Jacksonville.

The transportation, mechanical, and engineering forces responsible for day-to-day operations and maintenance of facilities and equipment report to the Executive Vice President and Chief Operating Officer in the case of CSX's division, service lanes, and business units.

Following the Acquisition, CSX expects to maintain a territorial operating management structure similar to the current structure. CSX plans to establish four new service lane organizations, headquartered in Indianapolis, Albany, Willard and Newark or Philadelphia. In addition, CSX anticipates that it will adjust the territorial alignments of the eleven existing business units and service lanes to integrate certain of the Conrail lines into those business units and service lanes. In this process, CSX's Detroit Division will become a service lane with headquarters in Detroit. Finally, a Chicago management organization will be established to facilitate overall operations in that crucial hub by coordinating CSX operations with those of CSX-affiliated companies and other carriers in Chicago.

13.2 Crew District Changes

Changes in operating crew districts will be required to integrate operations and realize service and other intended benefits from this Operating Plan. A summary of the new districts assumed by the Operating Plan is attached as Appendix A and reviewed in the Joint Verified Statement of Kenneth R. Peifer and Robert S. Spenski.

14.0 MANAGEMENT INFORMATION SYSTEMS/COMMUNICATIONS

14.1 Management Information Systems

Management information systems are essential to successful railroad operations. Conrail has an information systems department responsible for its computer operations and the development and maintenance of its computer systems. Conrail

also relies heavily on outside contractors for information technology. Conrail's computer facilities and software development staff are presently located in Philadelphia.

CSX obtains its information systems services from an affiliate, CSX Technology, a wholly-owned subsidiary of CSXC. It provides software development, computer systems, communications, and data processing services for a number of CSXC subsidiaries, including CSX. In addition, CSX Technology provides consulting, systems development, software licensing, communications, and data processing services for other companies, on a commercial, for-profit basis. CSX Technology is headquartered in Jacksonville and has a subsidiary located in Baltimore.

Using its present state-of-the-art systems, CSX Technology will provide information systems support for CSX after the Acquisition. Prior to receiving STB Board approval, in order to be ready to integrate the information systems operations presently performed by Conrail, CSX Technology will establish the necessary infrastructure to support an integrated computer operations environment at Jacksonville. After approval, the Conrail information technologies that currently support the portion of Conrail that CSX operates will be retired in a phased approach, thus expediting realization of economies of scale and operating efficiencies. The elements of this plan include:

After the Acquisition, some of Conrail's present applications will still be needed for some time. During this

transition period Conrail's applications will be retired in two phases.

In phase one, the Conrail applications that support the general office administrative functions, revenue management, customer service and locomotive fleet management will immediately be consolidated into CSX's system. Also during phase one, selected Conrail applications will be used to extract Conrail data and to update files.

During phase two, CSX will expand the transition to encompass the CSX-designated Conrail field locations that use information systems, such as yards and terminals. CSX operating systems will be installed in these field locations and employees will be trained in their use. At the end of phase two CSX will no longer require the use of Conrail applications. At that point all of the remaining Conrail operating and historical information systems will be retired. Phase two will be completed before the year 2000 as Conrail's present applications are not millennium-compliant.

As a result of the conversion to CSX's state-of-the-art systems, significant efficiencies will be gained. Phase one of the Information Technology ("IT") plan establishes operational control of the Conrail property, captures Conrail revenues and initiates the flow of both IT and Operating Department savings. Phase two of the IT plan supports standardization of operating practices and systems across the post-acquisition company, delivering the full potential of profitable business growth,

minimizing operating expenses and capital expenses, and improving service reliability. Additionally, in the IT area, data processing costs will be reduced, duplicate maintenance personnel will be eliminated, and the maintenance and development costs that Conrail would have had to incur to upgrade generally and to become millennium-compliant will be avoided. Finally, the information technology infrastructure required to support the consolidated operations will be optimized.

14.2 Communications

Both Conrail and CSX include voice and data communications in their respective information systems organizations. Both companies also have communications field services organizations which perform communications installation and maintenance services over their respective railroad networks. These two communications networks will be consolidated into the CSX network to improve operational efficiencies, consolidate communications staffing, and give CSX superior volume purchasing leverage with communications carriers and providers. The network administration and control processes for the consolidated network will be managed through CSX's network control center in Jacksonville.

Conrail's field communications operation is part of the Communications and Signal organization in the Conrail Engineering Department. CSX's field communications operation workforce is within CSX Technology Communications Group. Conrail's communications engineering, administration, and field services

will be consolidated into the existing CSX communications operations to improve operational efficiencies and to consolidate communications staffing and common shop functions, such as radio repair. The "best practices" of CSX and Conrail for ensuring employee and railroad operating safety, streamlining operation procedures, and providing reliable management for the post-Acquisition communications networks will be identified and deployed across the new communications organization.

Both Conrail and CSX have extensive hybrid voice, data, and radio communications networks which are comprised of both private and public network service components. In addition, each company has various right-of-way usage agreements in place with local exchange and long distance communications carriers which allow these carriers usage of railroad right-of-way on a fee basis or in exchange for communication services. Both Conrail and CSX take advantage of volume purchase agreements to achieve price discounts for public services provided by telecommunications carriers. CSX will consolidate these existing networks using the best mix of private versus public services with appropriate leveraging of the combined right-of-way and volume purchase agreements to optimize its return on operating and capital expenditures. In addition, the existing Conrail communications infrastructure will be upgraded to the latest technologies required for the deployment of CSX applications systems across the Conrail properties. This will improve railroad operating efficiencies and cost competitiveness in

support of the business growth opportunities afforded to CSX by the Acquisition.

14.3 Cost/Benefits

The Conrail and CSX information organizations perform duplicate functions and have similar portfolios of application system, computer hardware, and telecommunications assets. By retiring Conrail's data center, hardware, and applications, and consolidating the CSX and Conrail communications networks, CSX will achieve significant operating efficiencies while maintaining the same or improved functionality and performance levels. This consolidation will require a one-time expenditure of $108 million, and is expected to yield annual savings of $11 million in personnel-related expenses and another $10 million reduction in overheads resulting from managing the consolidated network in Jacksonville.

Additionally, the existing Conrail transportation systems were expected to be replaced by a third party with an estimated cost to Conrail of $253 million. The deployment of CSX's information systems across the acquired properties will avoid $106 million (42% of $253 million) of this future expenditure.

15.0 Purchasing

The Acquisition will provide benefits to CSX in the form of significant cost savings to the purchasing department. Substantial savings will result from applying the best business practices of CSX and Conrail to the expanded CSX system. For

example, standardization of the better of the two purchasing practices of each railroad for each service and commodity group will generate significant savings. Further savings will be derived from comparison of all existing contracts to permit purchases from the lower cost supplier. In addition to using price comparisons and business practice modifications to reduce costs, the larger volume of purchases CSX expects to make as a result of the Acquisition will further lower costs in many instances. Finally, personnel reductions both in the field and general office will produce ongoing cost savings.

Both CSX and Conrail have instituted "best practices" programs for purchasing goods and services. Consolidation of these programs will provide CSX employees with written "road maps" of steps to be taken in procurement of each commodity and service group that reflect the procedures and practices of the carrier with the most cost-effective program for procurement of each commodity and service.

CSX will be able to identify the lowest prices available from a list of suppliers used by both CSX and Conrail for each commodity purchased and buy from that supplier. Further price reductions from the best prices currently available to each company will be negotiated with suppliers based on increased volume commitments. Compared to the 1995 purchasing base year, total projected non-personnel savings from the combination of best practices procedures, use of the lowest price supplier, and purchase in larger volumes are estimated to be $30.7 million over

the three-year period. Shop consolidations and consolidation of inventory requirements will produce an additional one time inventory reduction of about $1.4 million within three years.

Savings of $660,000 in year one will also be secured from reductions in contract purchasing personnel. In addition, rationalization of shops will reduce requirements of personnel managing inventories and materials and produce an additional $275,000 of manpower savings.

Applying the best practices of each railroad will lead to considerable reductions in cost for CSX in the area of purchased services. Similarly, the adoption of best practices in the purchase of fuel will result in further savings. The expanded CSX system will consolidate a number of fueling locations, resulting in both lower fuel taxes and lower transfer costs. Judicious selection of purchases from the different sources available to the two railroads, shift of fuel points, and reduction in mileage that fuel must be transported to fueling locations will all reduce the cost of fueling.

In summary, through the implementation of the aforementioned steps, CSX anticipates annual non-personnel savings of $30.7 million in the purchasing department of: $6.9 million in the first year, $16.0 million in the second year, and $30.7 million in the third and subsequent years.

FIGURES

CSX System Regions


CSX
TRANSPORTATION
CSXT - CR TRACKAGE
CHICAGO, IL VICINITY
CADD FILE: CHICVIC.DGN
DRAWING NO. 1 OF 6
LEGEND
CONRAIL LINES
CSXT LINES
AMTRAK LINES
OTHER RAILROADS
(SOO)
Proviso Yard (UP)
Ashland Ave. Yd. (CR)
51st Street Yard (CR)
55th Street Yard (CR)
63rd Street Yard (CR)
Cal with (BNSF)
Yard
Clearing District (BRC)
Bedford Pk. (CSXT)
ILLINOIS
INDIANA
Colehour Yd. (CR)
Whiting Yard (CSXT)
Michigan Ave. Yd. (INB-CR)
Barr (CSX)
Blue Island Yd. (INB-CR)
Yard Center (UP)
Gibson Yd. (CR-INB)
Curtis Yd. (CSXT)
Kirk Yard (CR)
North Jersey
Burns Harbor Yard (CR)
Horsiddle (CR-E.J.E.)
LAKE MICHIGAN
N
ILLINOIS
INDIANA

FIGURE 13.4-2

WILLARD YARD
WILLARD, OH
NO SCALE
NORTH
To Cleveland
To Chicago
J TOWER BILL

FIGURE 13.4-3

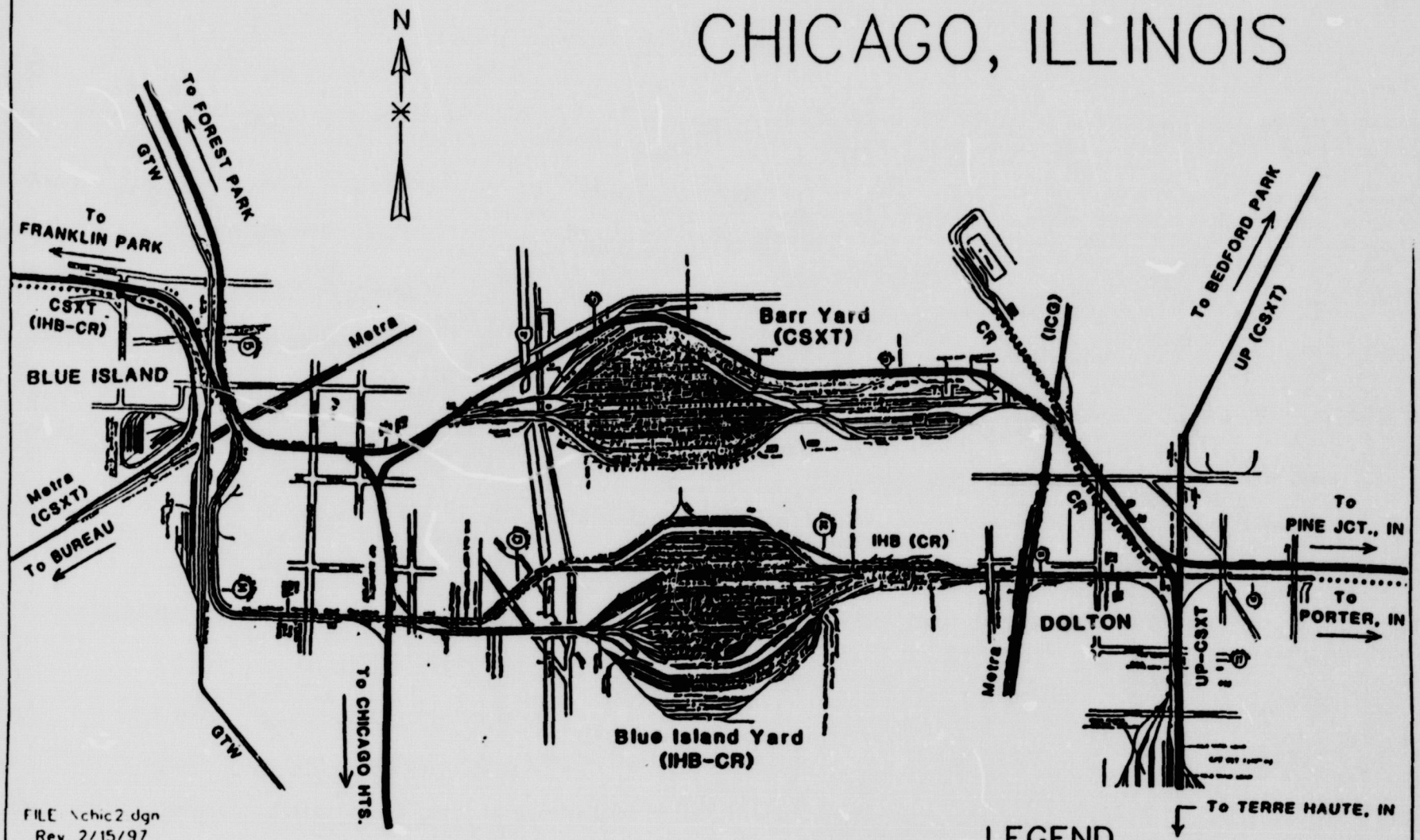


FIGURE 13.4-4

CSXT - CONRAIL TRACKAGE
VICINITY OF BLUE ISLAND, IL

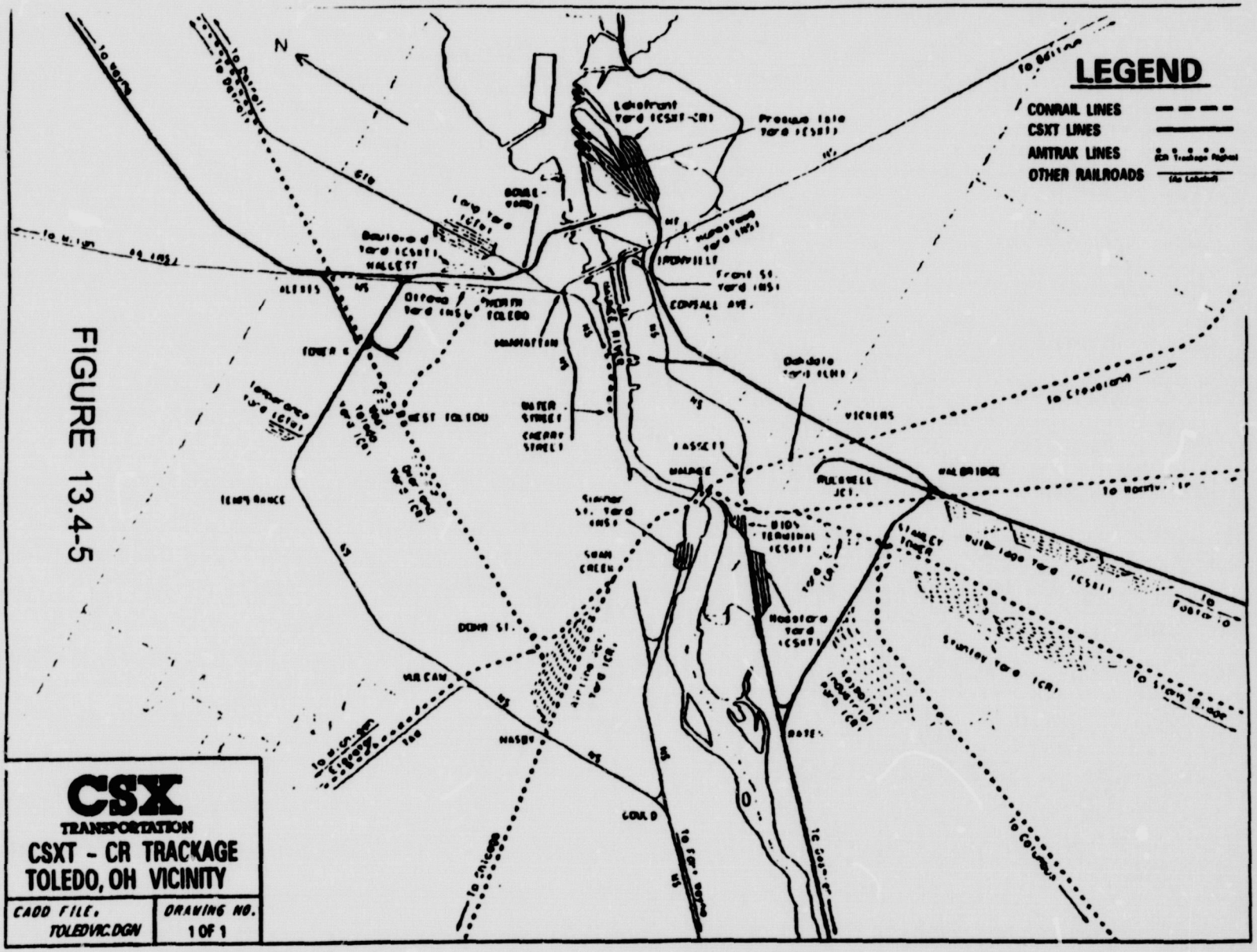
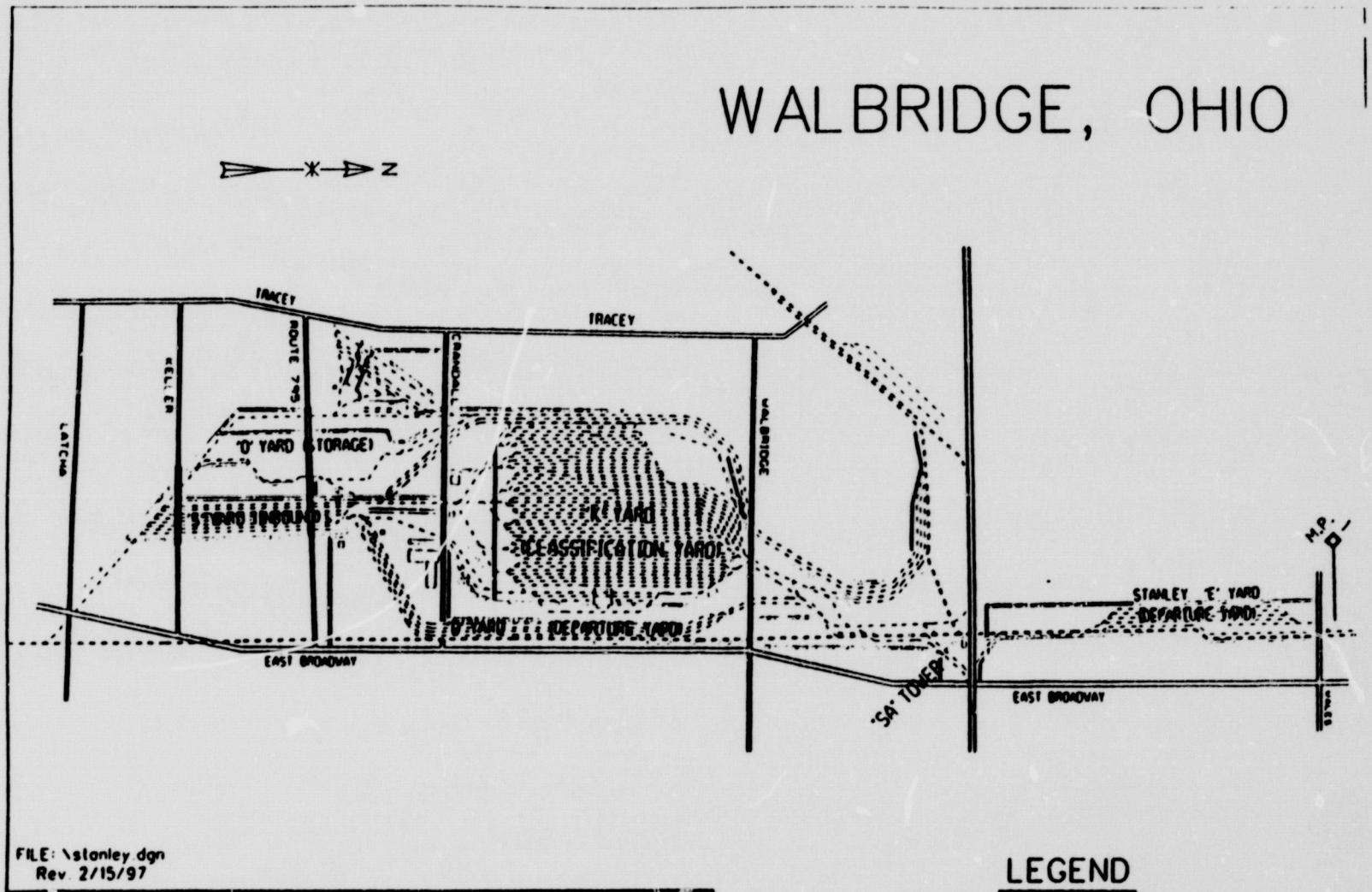

LEGEND
CONRAIL LINES
CSXT LINES
AMTRAK LINES
OTHER RAILROADS
N
CSX
TRANSPORTATION
CSXT - CR TRACKAGE
TOLEDO, OH VICINITY
CADD FILE:
TOLEDVIC.DGN
DRAWING NO.
1 OF 1

FIGURE 13.4-5



FILE: \stanley.dgn
Rev. 2/15/97

LEGEND

- CONRAIL MAIN LINES
- CONRAIL YARD TRACKS
- CSXT MAIN LINES

FIGURE 13.4-6

CSXT - CR TRACKAGE
AT STANLEY YARD - WALBRIDGE, OH

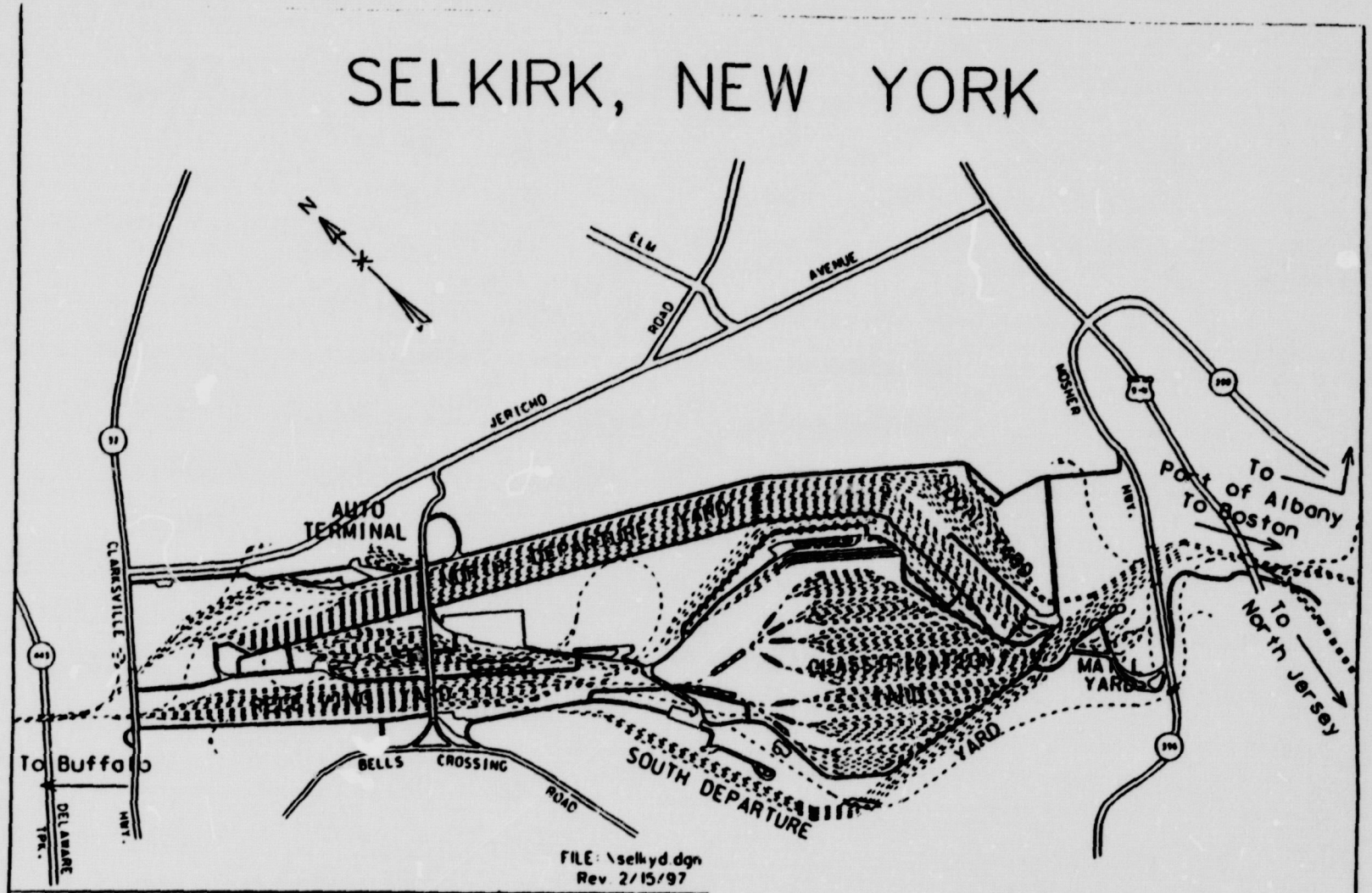


FIGURE 13.4-7
CONRAIL TRACKAGE
AT SELKIRK YARD - SELKIRK, NY

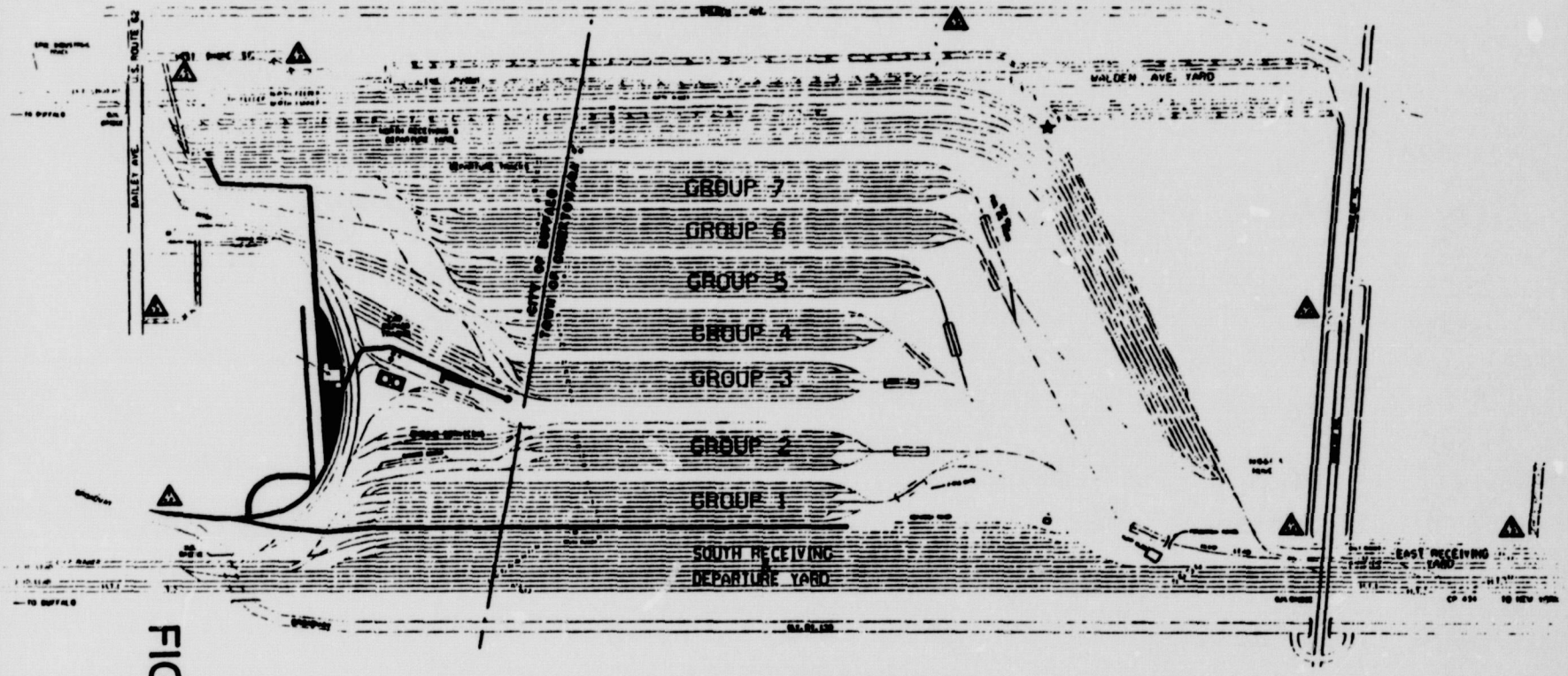


FIGURE 13.4-8

FRONTIER YARD
BUFFALO, NY


CP 171
Collinwood
"CP-176"
"QUAKER"
SHORT
"CP-181"
"DRAWBRIDGE"
WHISKEY ISLAND YARD
NORTH & SOUTH LD. TKS.
CLEVELAND
LINE
"CP-5"
CLARK
"C. ERIE CROSSING"
RANDALL SEC.
ROCKPORT YARD
"CP-HARVARD"
MARCY YARD
SHORT LINE
"CP-196"
FORD YARD
"CP-BELT"
CHICAGO
LINE
"CP-SHORT"
CHEVY YARD
STATE ROAD LD.
"CP-WHITE"
FORD YARD
MOTOR YARD
BEDFORD YARD
"CP-MAPLE"
WILLOW
"BEREA"
SHORT LINE
CLEVELAND
LAKE ERIE
CSXT OWNERSHIP
CSXT TRACKAGE RIGHTS
CSXT EXISTING
CSX
TRANSPORTATION
CSXT - CR TRACKAGE
CLEVELAND, OH VICINITY
CADD FILE.
CLEVVIC.MAP
DRAWING NO.
1 OF 1

FIGURE 13.4-9

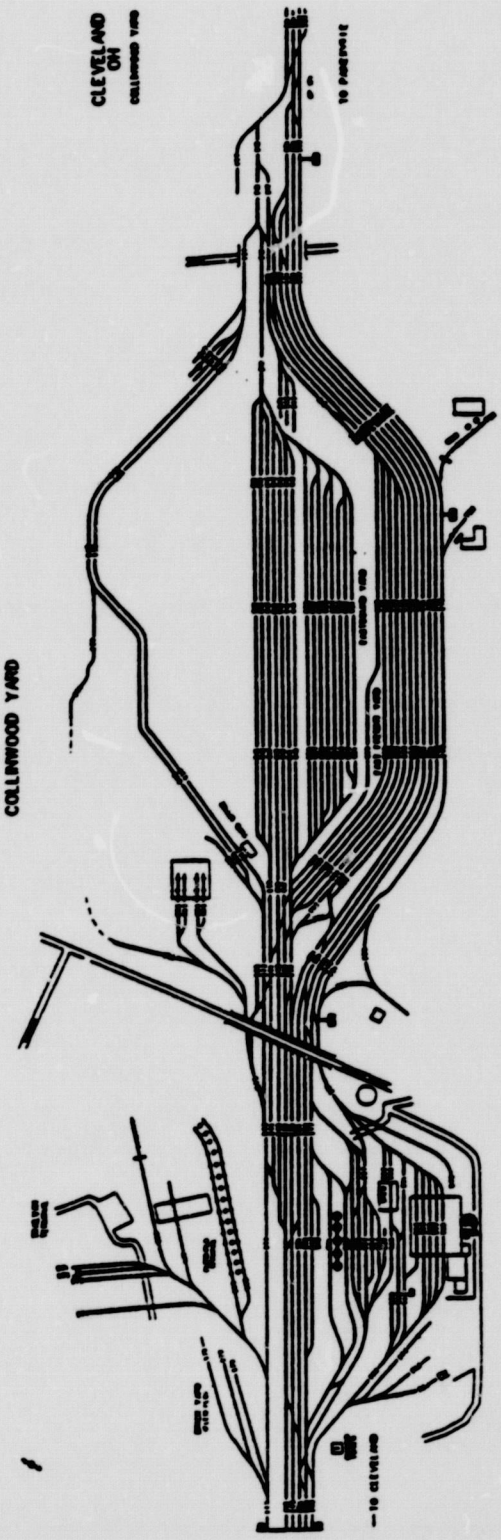


FIGURE 13.4-10

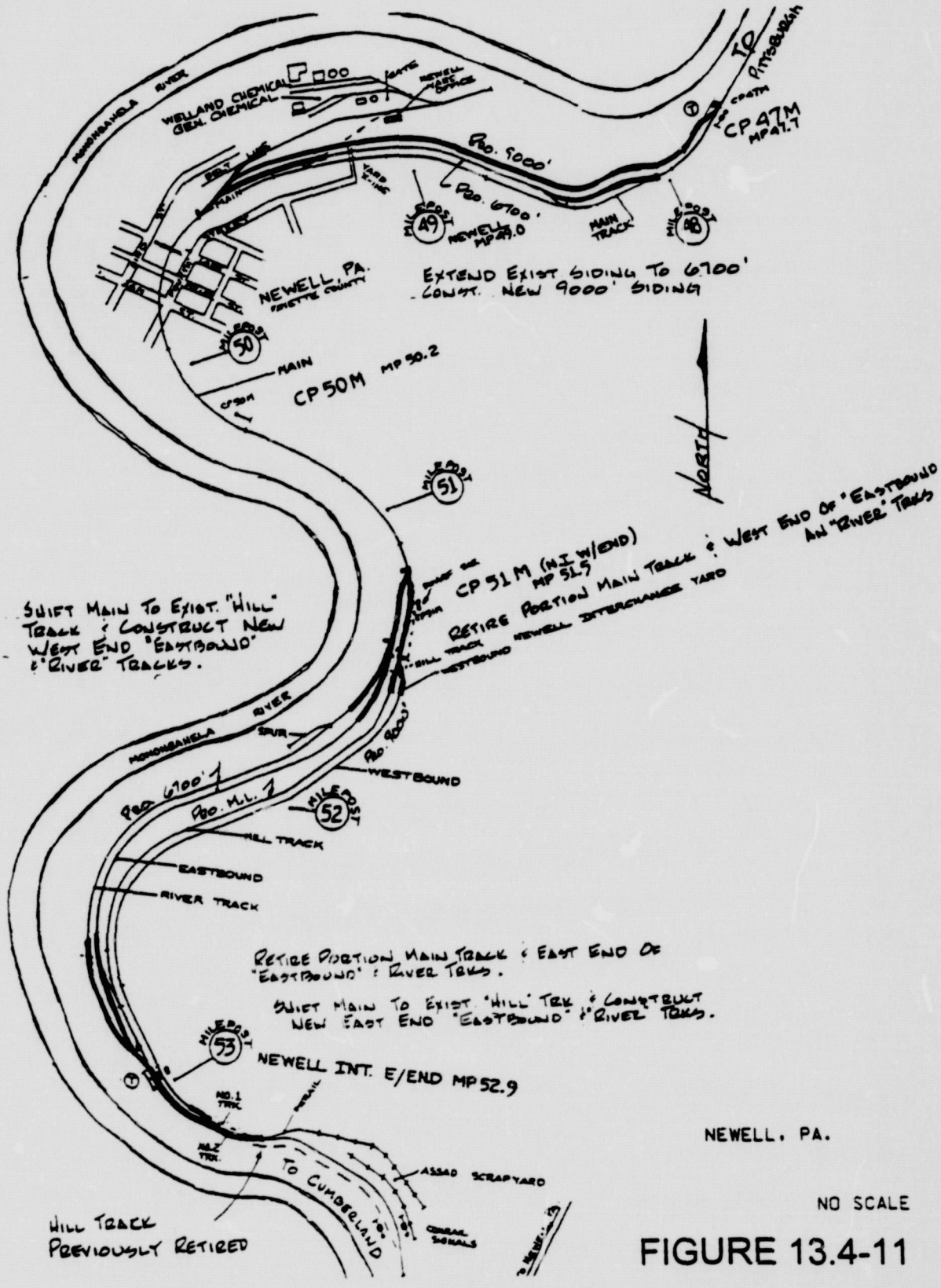


FIGURE 13.4-11

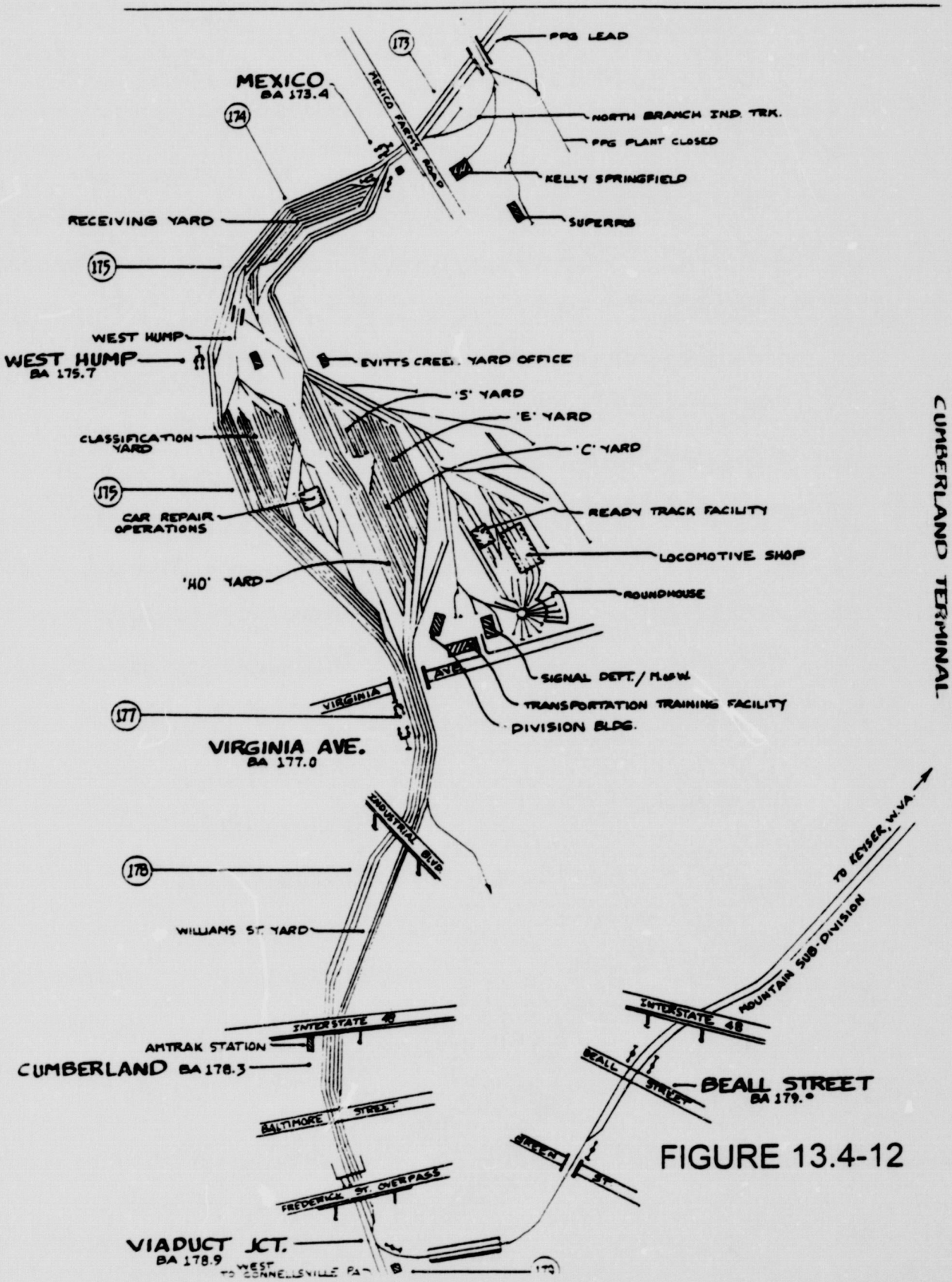
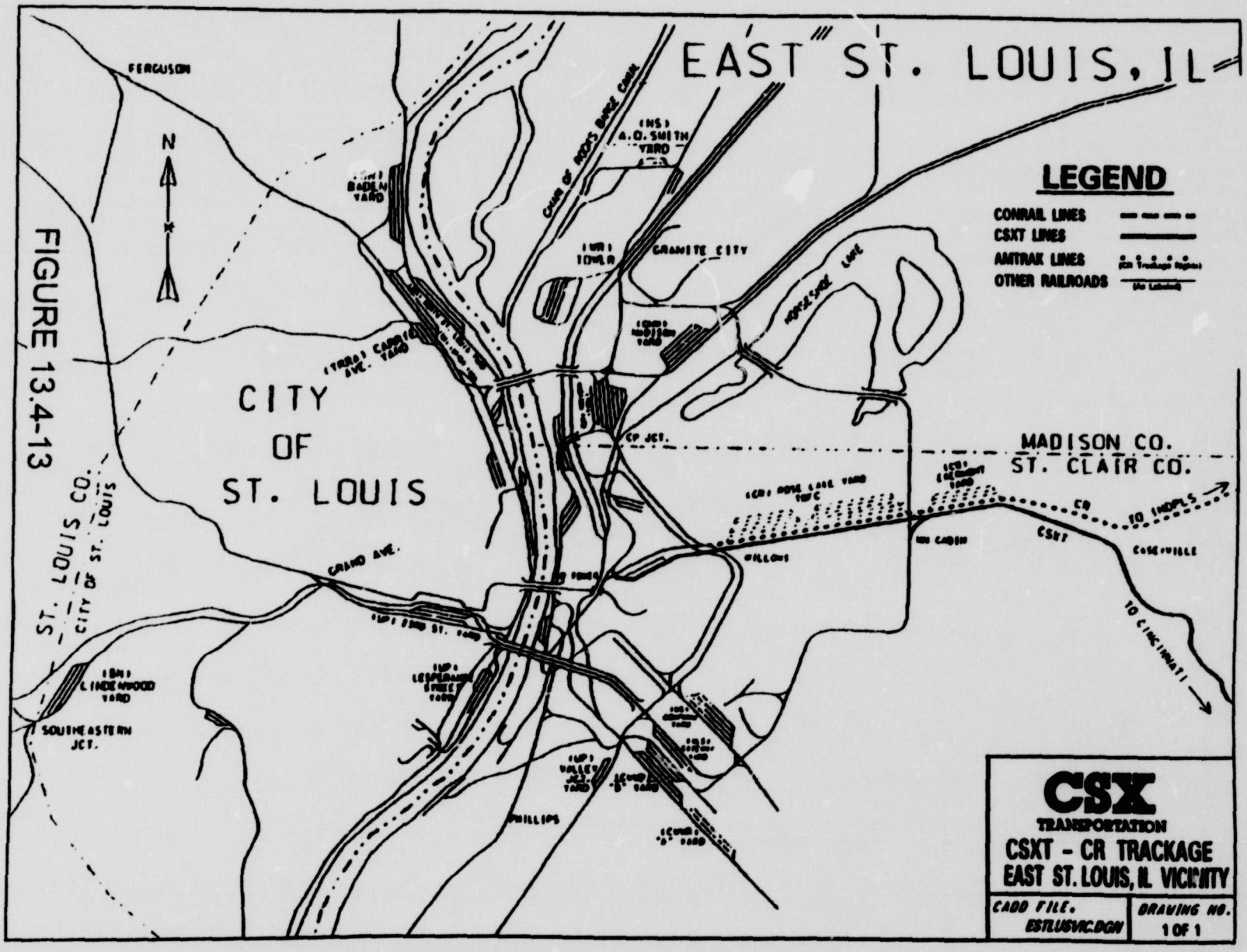


FIGURE 13.4-12


EAST ST. LOUIS, IL
FERGUSON
N
CHAIN OF ROCKS BRIDGE CANAL
(NS) A.O. SMITH YARD
(BN) BADEN YARD
(UP) ICHER
GRANITE CITY
HORSESHOE LAKE
(TRRA) CARROLL AVE. YARD
CITY OF ST. LOUIS
CITY OF ST. LOUIS
CO.
MADISON CO.
ST. CLAIR CO.
CP JCT.
(CR) ROSE LAKE YARD
(CR) LEMAY YARD
CO
TO INDPLS
CSXT
COFFEYVILLE
CASS AVE.
(UP) EAD ST. YARD
(BN) LINDENWOOD YARD
SOUTHEASTERN JCT.
(UP) VALLEY JCT. YARD
(CR) DEPOT YARD
PHILLIPS
TO CINCINNATI
FIGURE 13.4-13
LEGEND
CONRAIL LINES
CSXT LINES
AMTRAK LINES
OTHER RAILROADS
CSX
TRANSPORTATION
CSXT - CR TRACKAGE
EAST ST. LOUIS, IL VICINITY
CADD FILE.
ESTLUSVIC.DGN
DRAWING NO.
1 OF 1

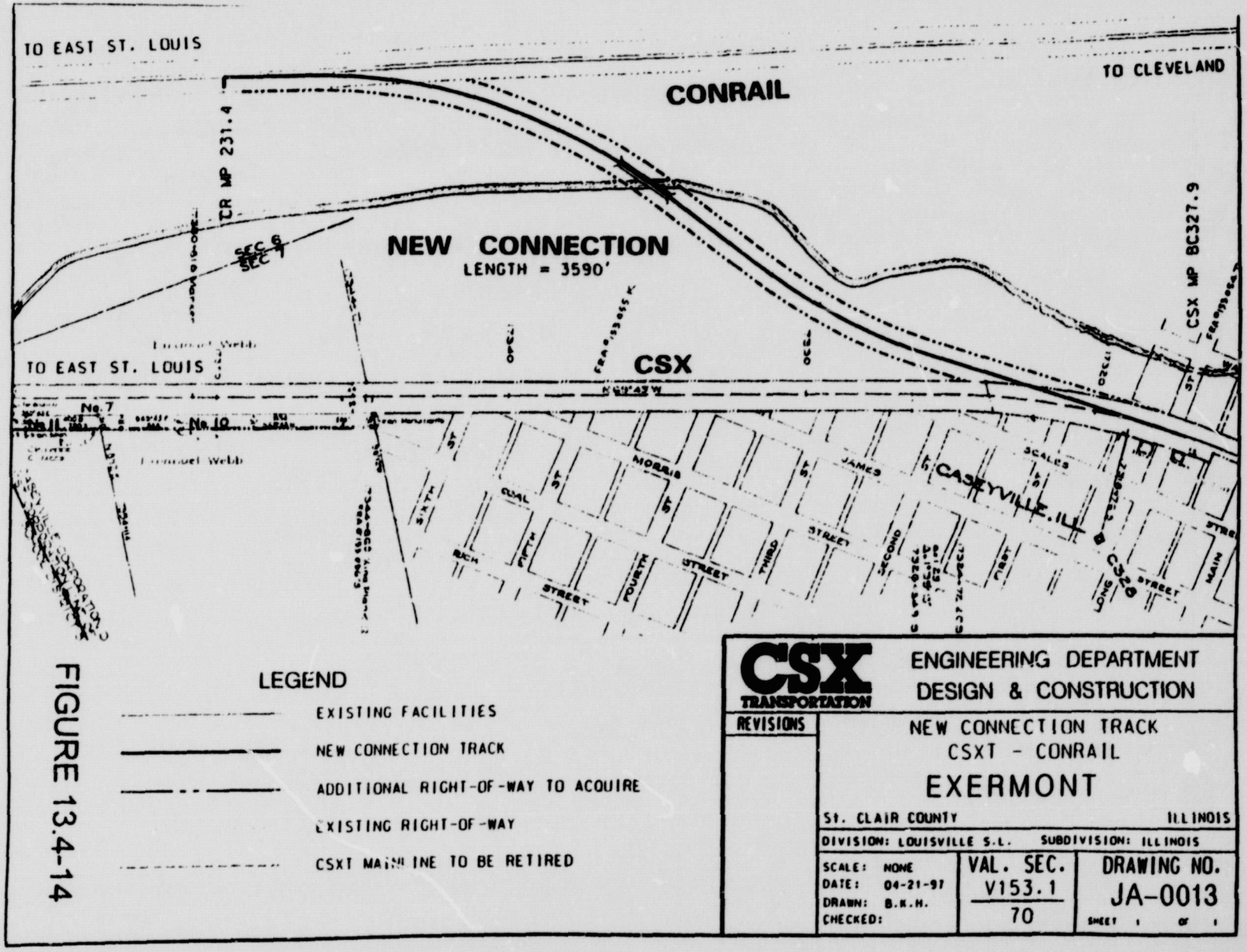


FIGURE 13.4-14

CSX TRANSPORTATION

ENGINEERING DEPARTMENT
DESIGN & CONSTRUCTION

REVISIONS

NEW CONNECTION TRACK
CSXT - CONRAIL

EXERMONT

ST. CLAIR COUNTY ILLINOIS

DIVISION: LOUISVILLE S.L. SUBDIVISION: ILLINOIS

SCALE: NONE
DATE: 04-21-97
DRAWN: B.K.H.
CHECKED:

VAL. SEC. V153.1 / 70

DRAWING NO. JA-0013

SHEET 1 OF 1

FIGURE 13.4-15

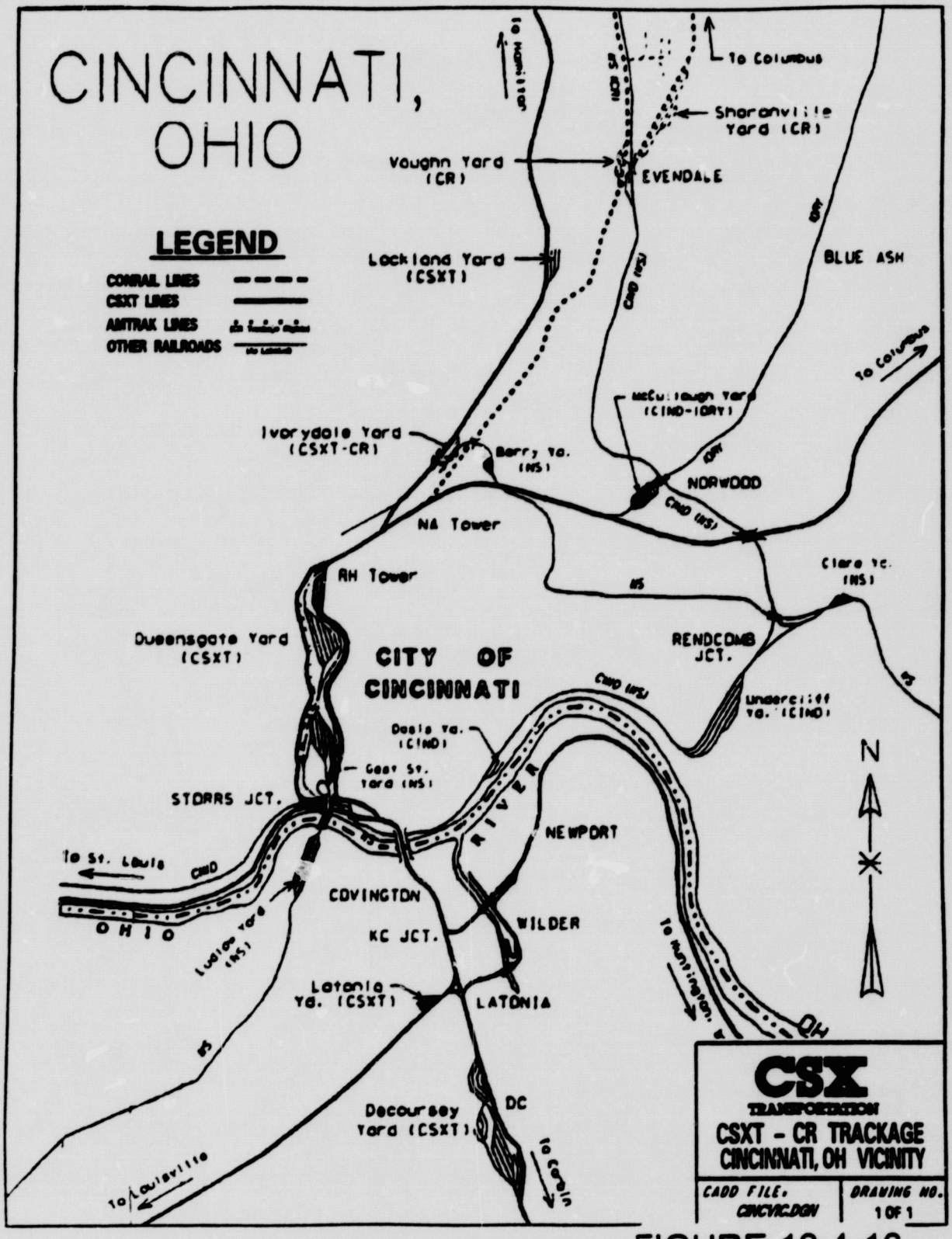


FIGURE 13.4-16

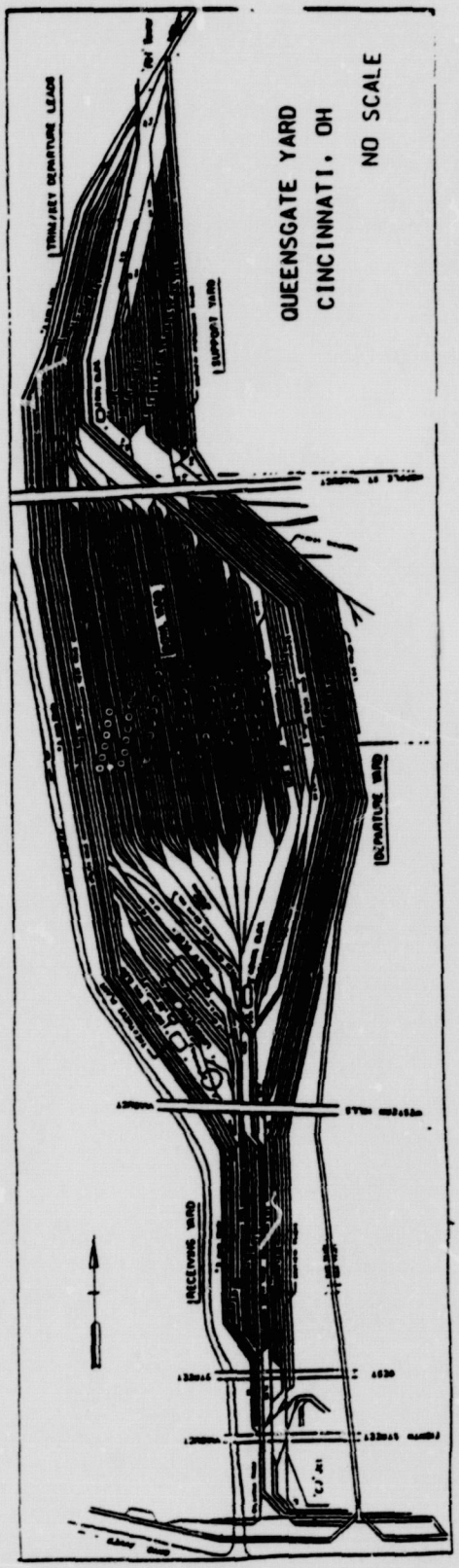


FIGURE 13.4-17

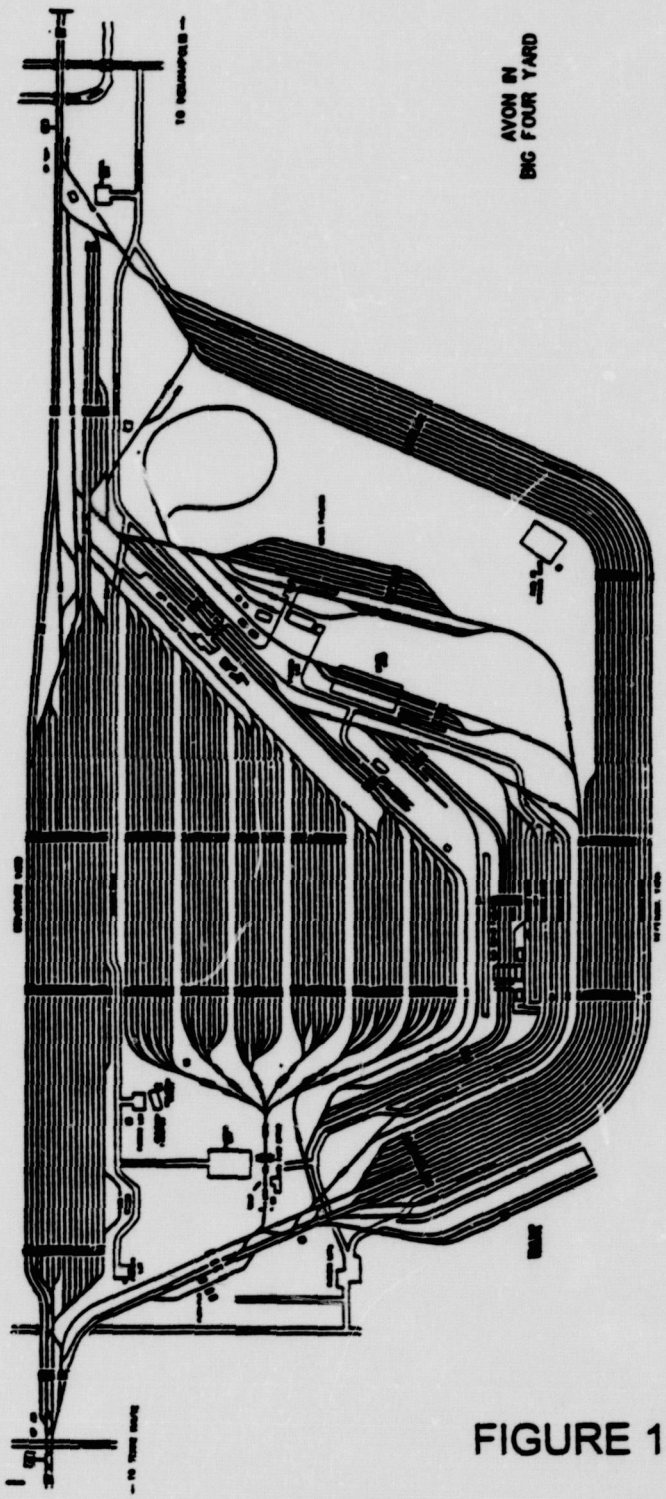


FIGURE 13.4-18

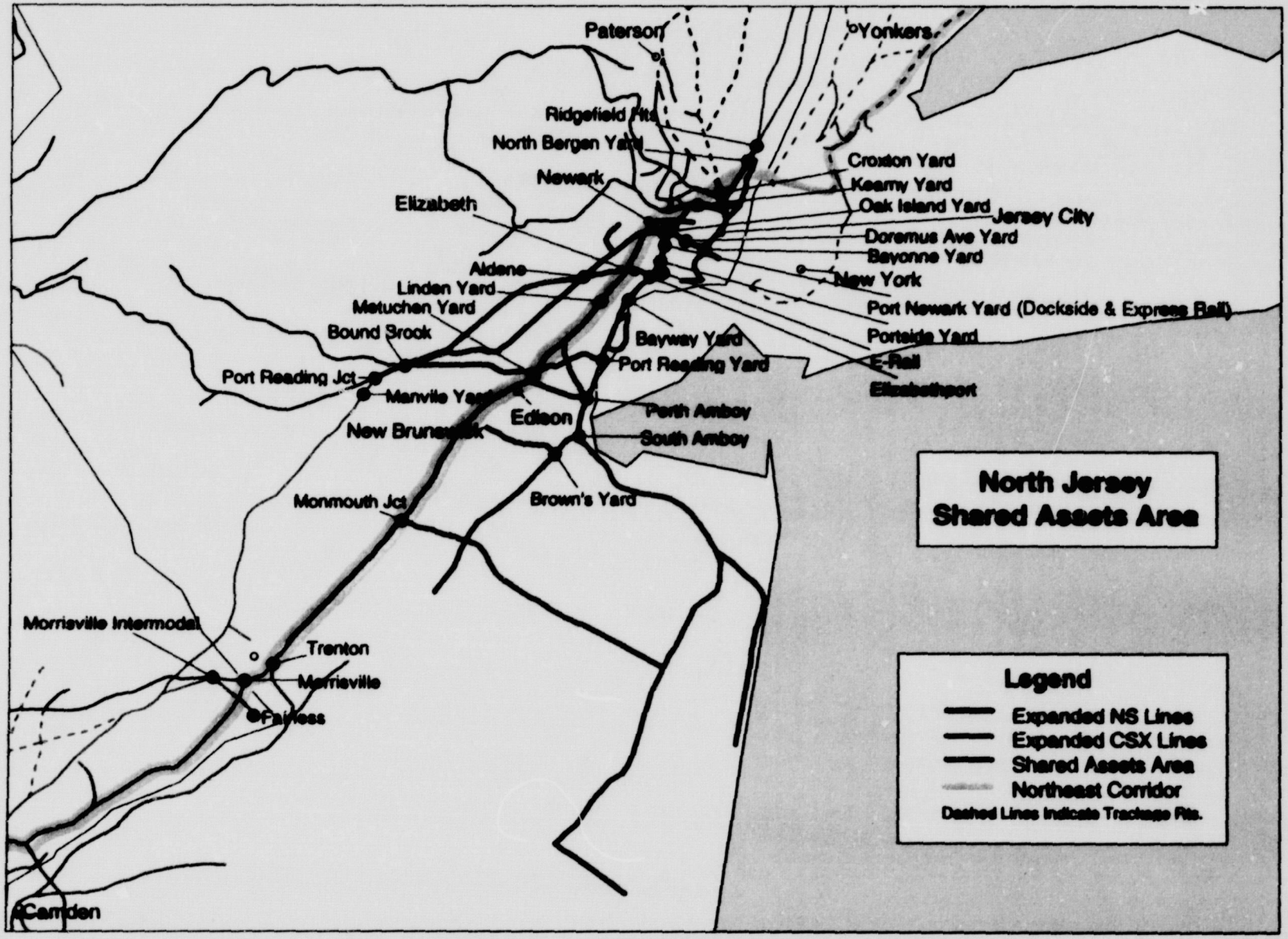


Figure 13.4 - 19

NEW JERSEY TRAIN ACTIVITY

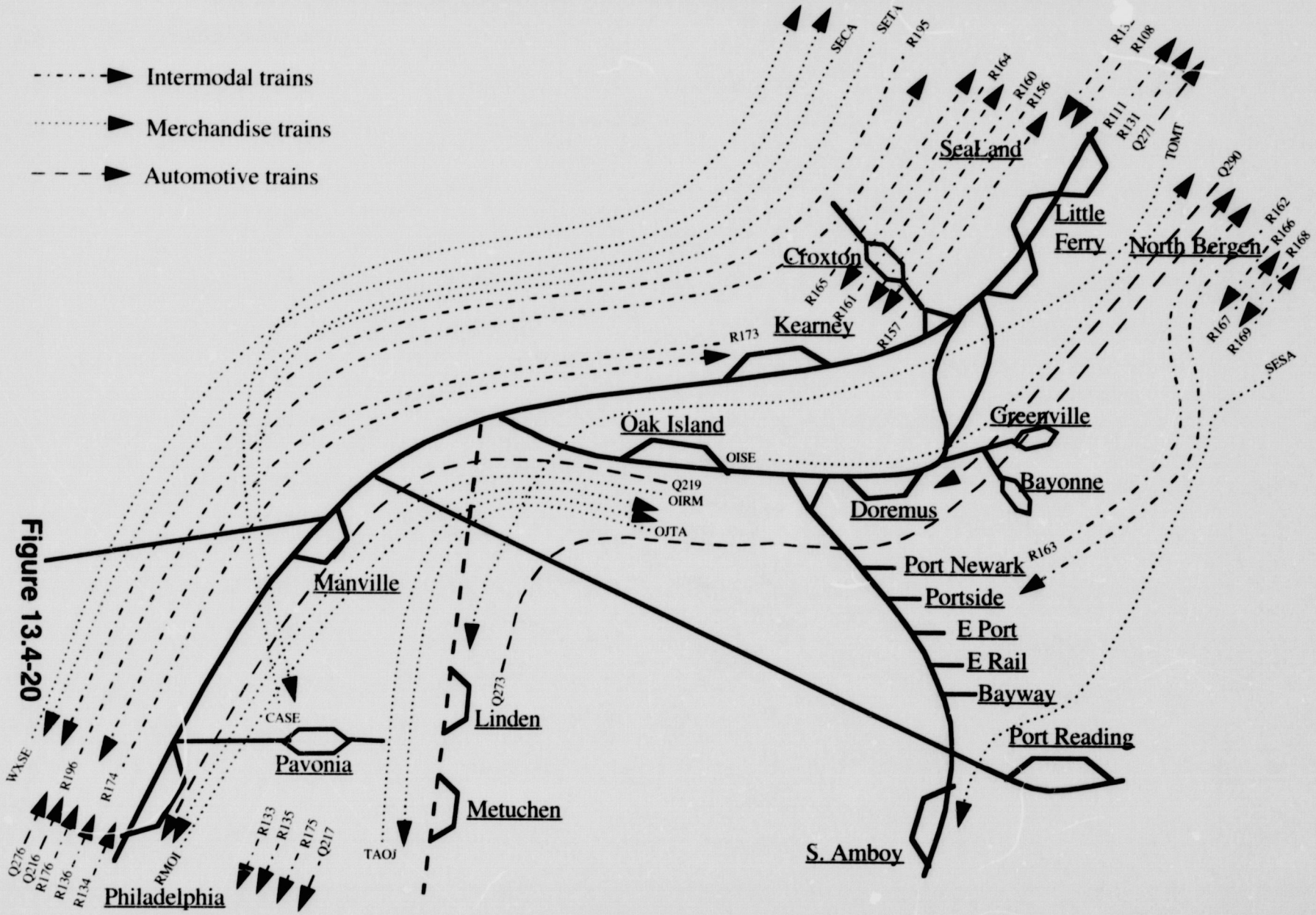


Figure 13.4-20

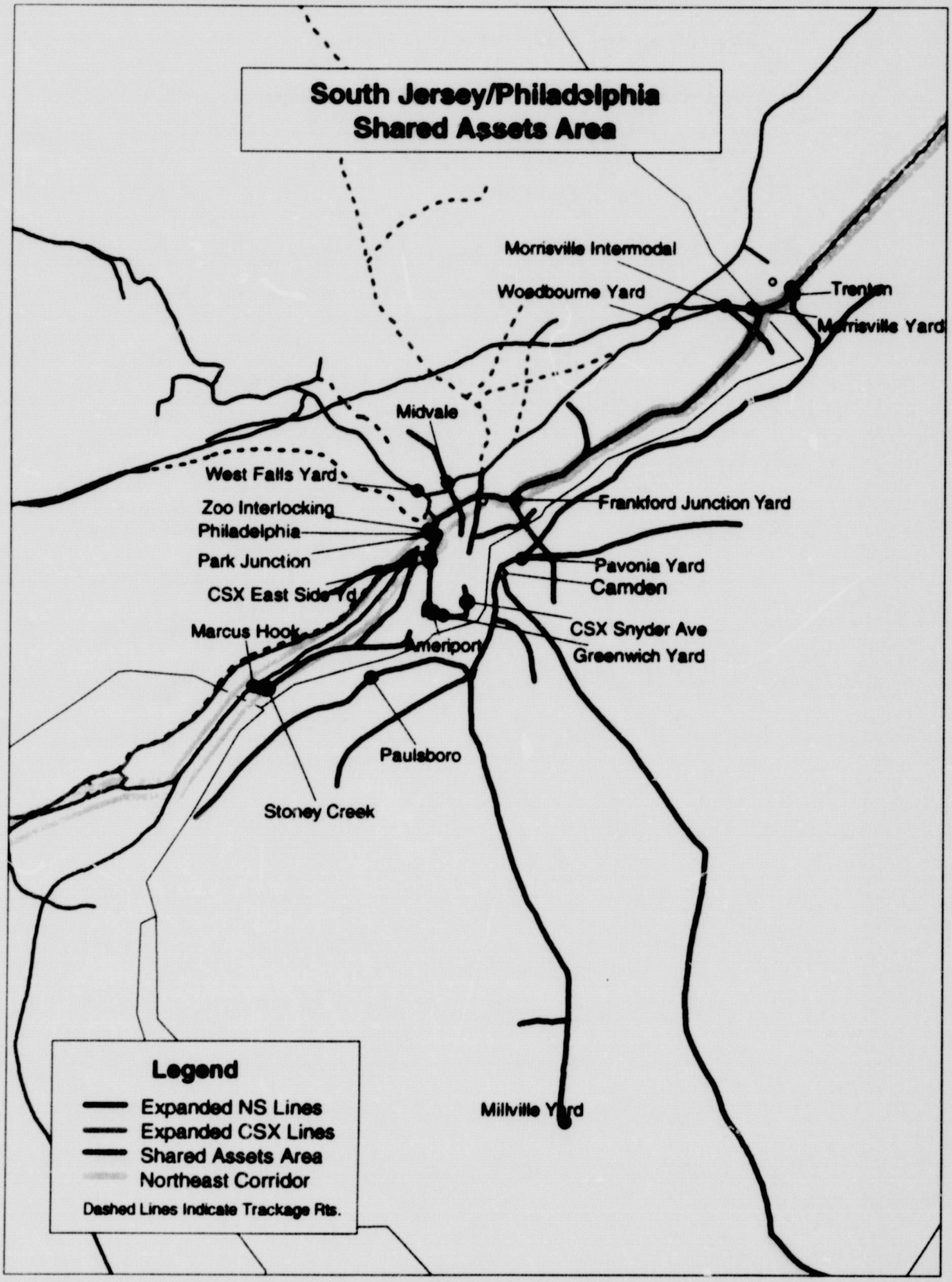


Figure 13.4 - 21

PHILADELPHIA TRAIN ACTIVITY

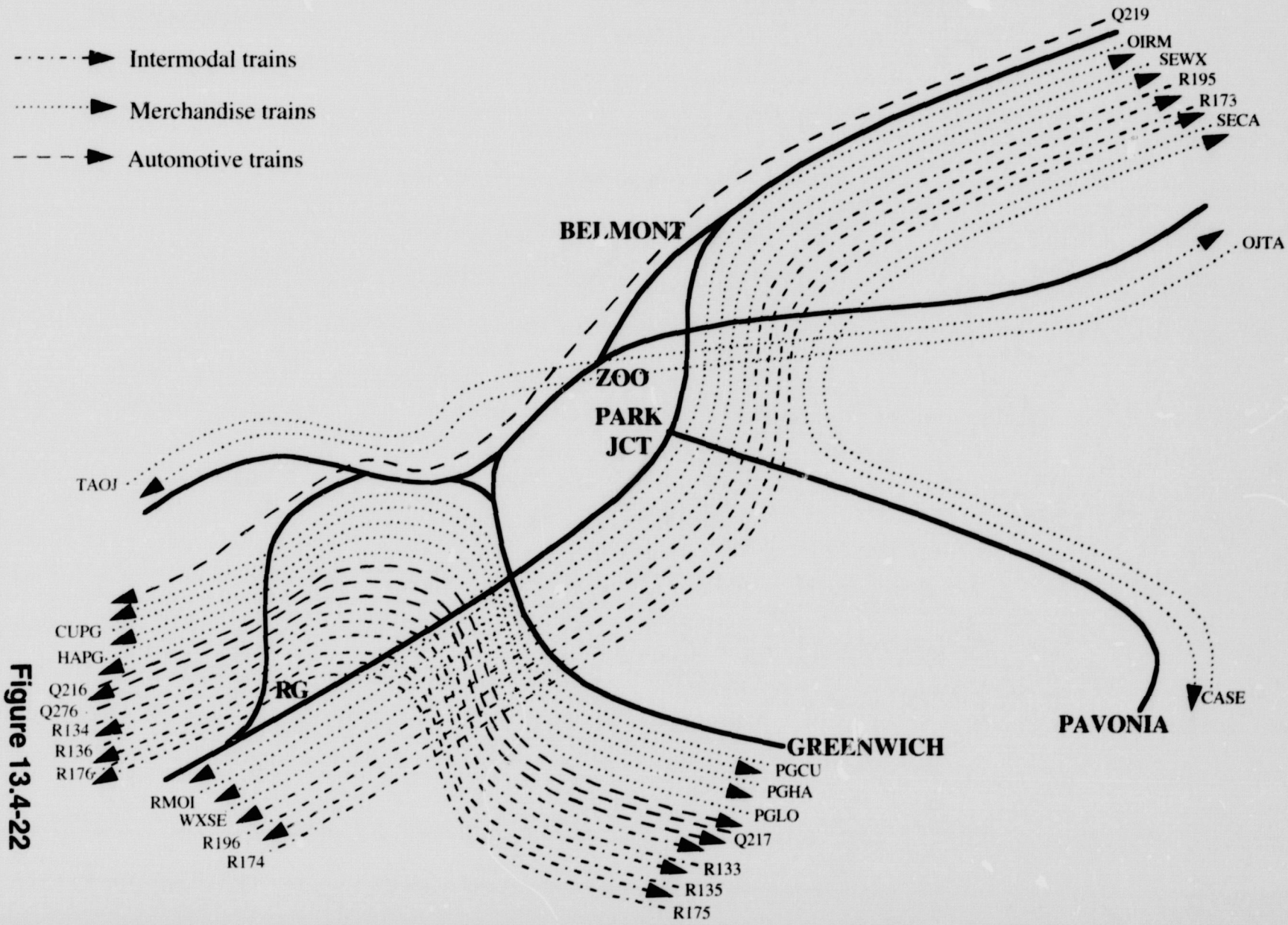


Figure 13.4-22

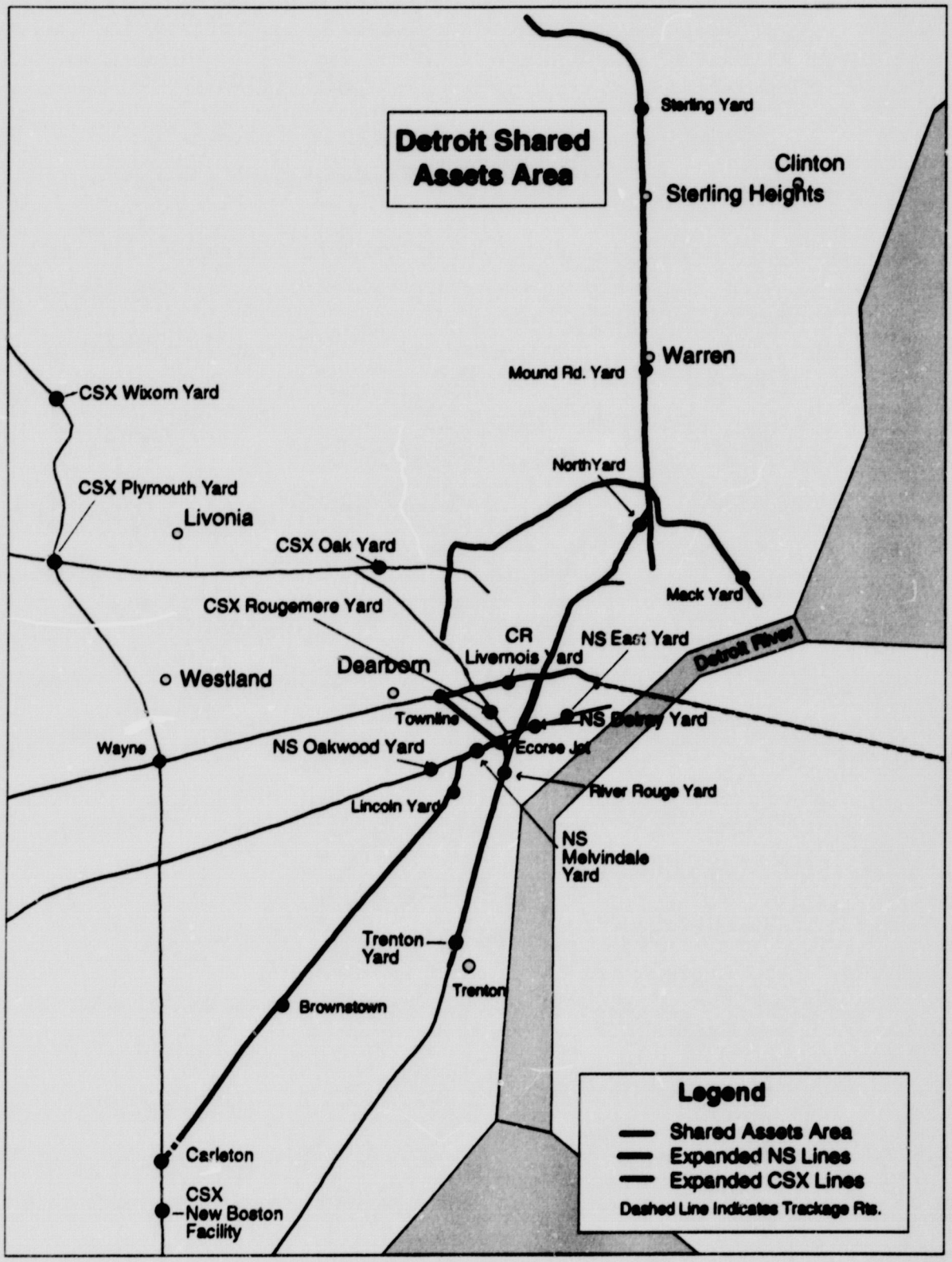


Figure 13.4 - 23

DETROIT TRAIN ACTIVITY

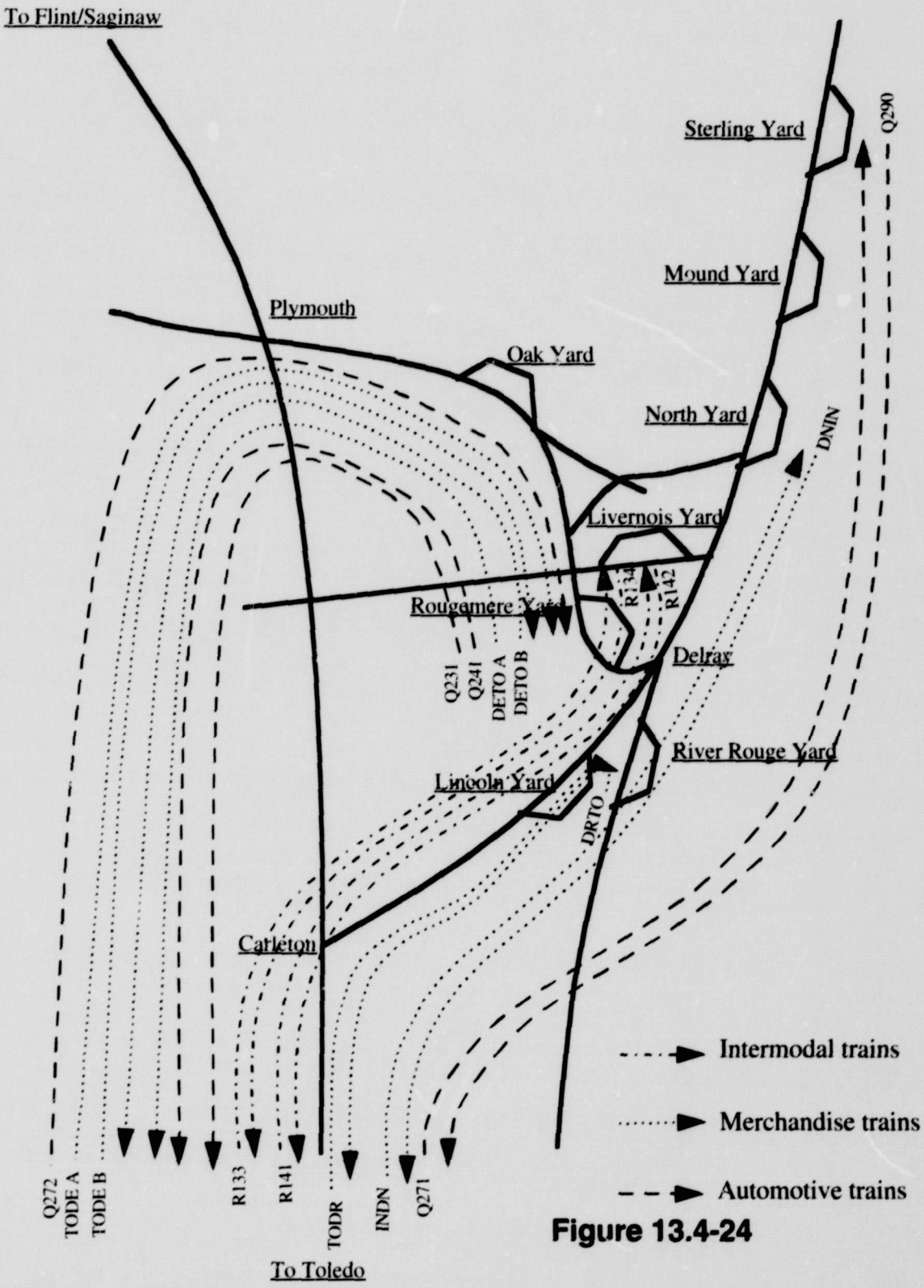


Figure 13.4-24

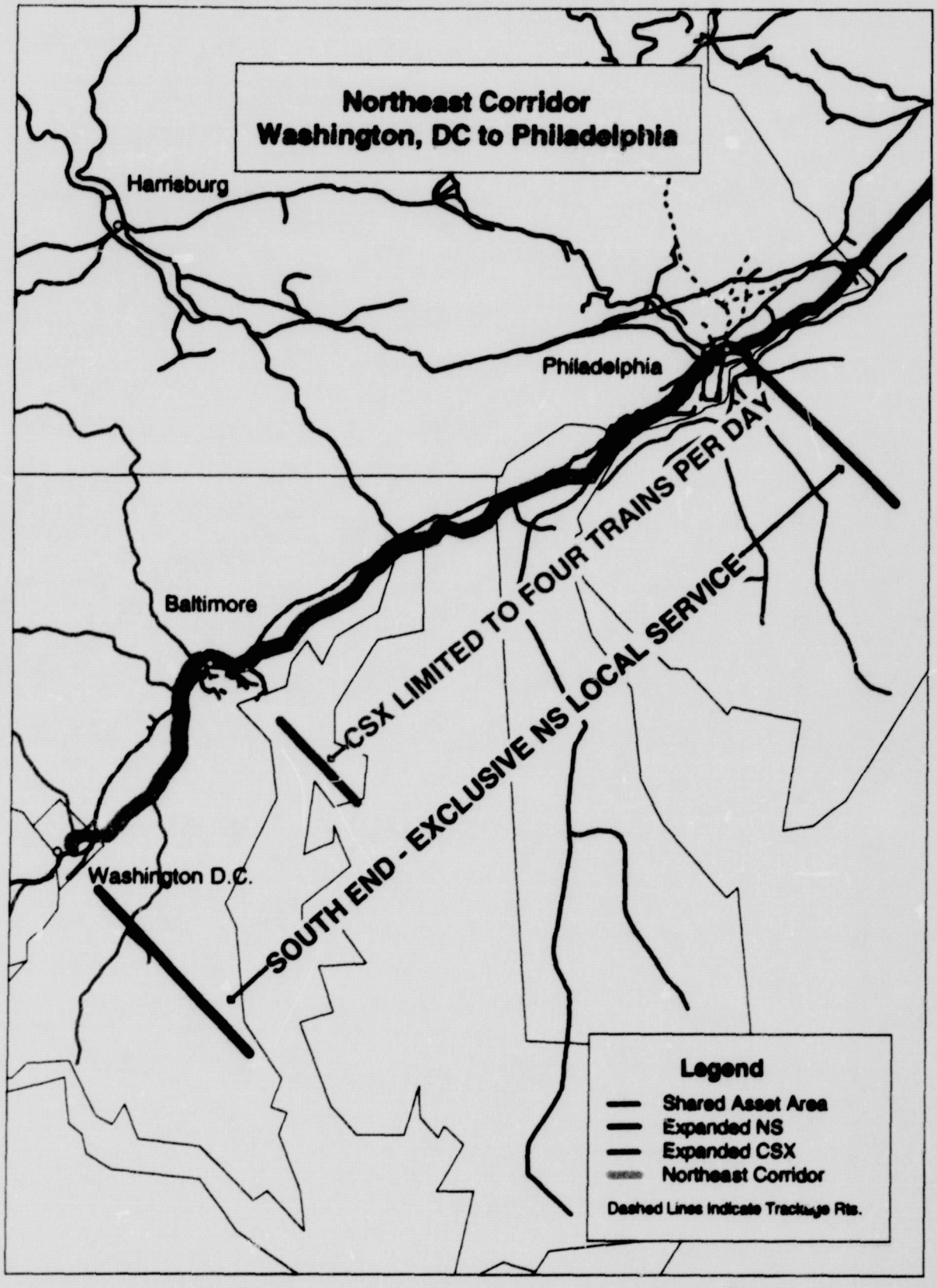


Figure 13.4 - 25

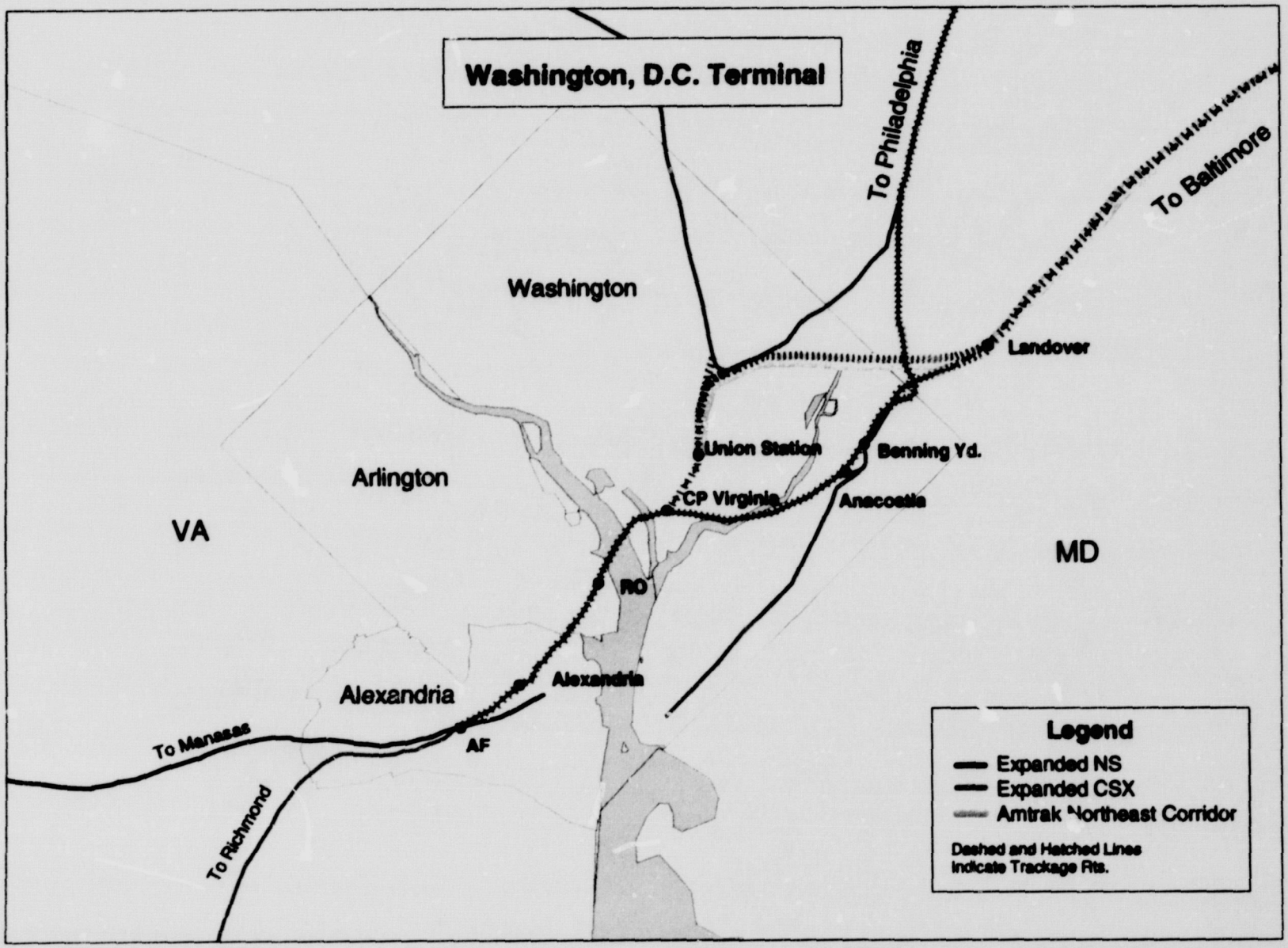


Figure 13.4 - 26

Figure 13.4 - 27

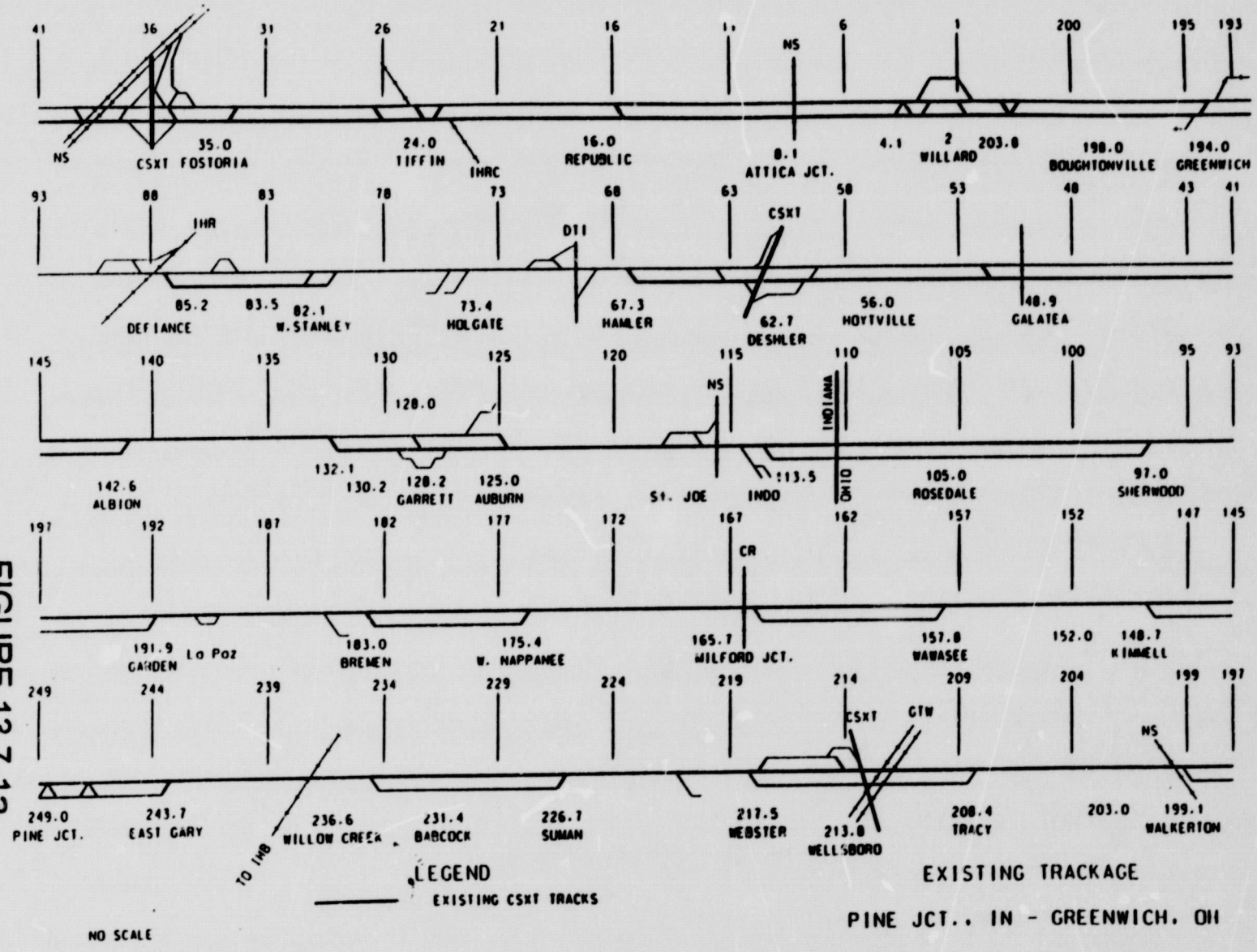


FIGURE 13.7-1a

EXISTING TRACKAGE

PINE JCT., IN - GREENWICH, OH

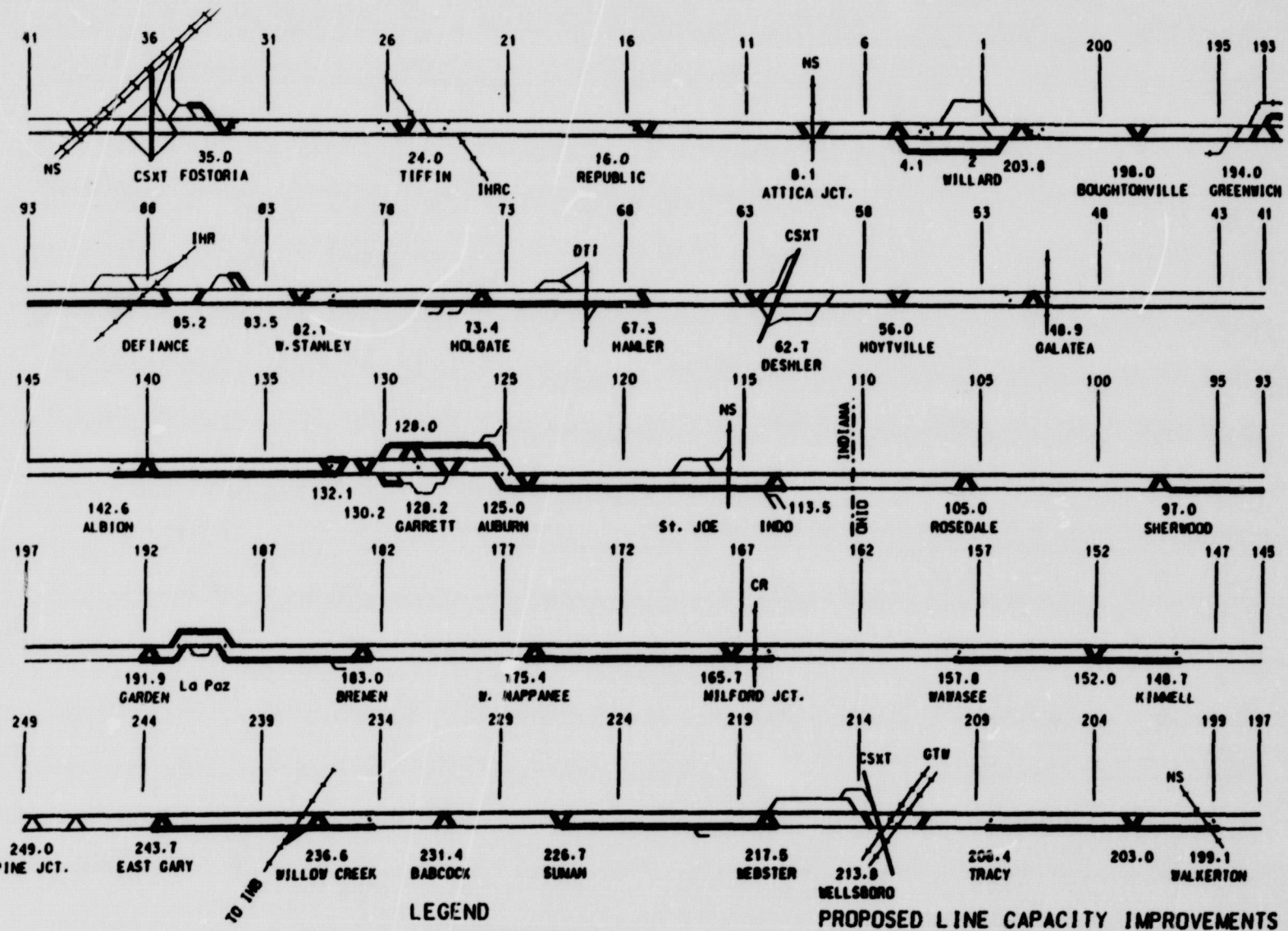


FIGURE 13.7-1b

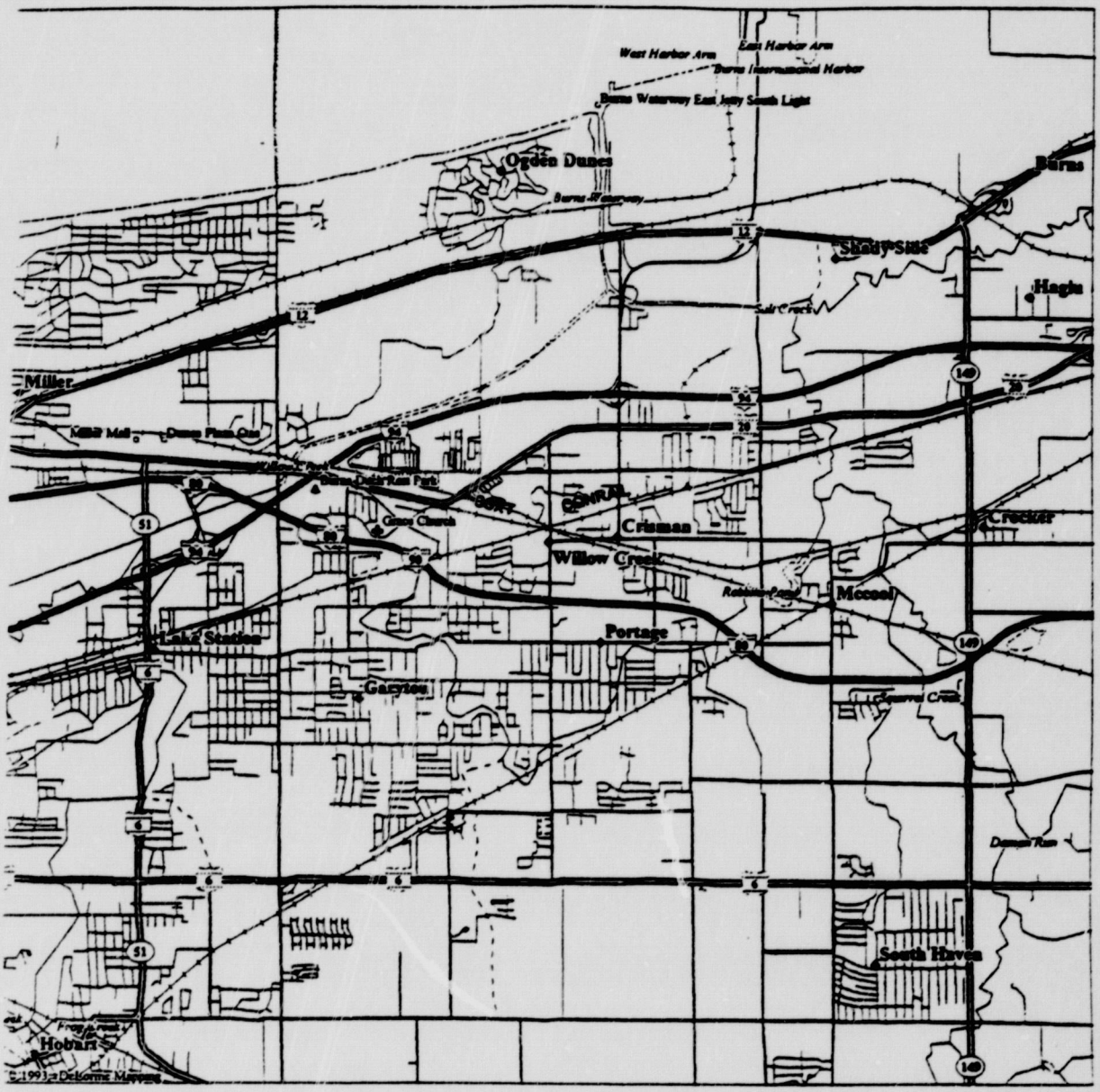


FIGURE 13.7-2a

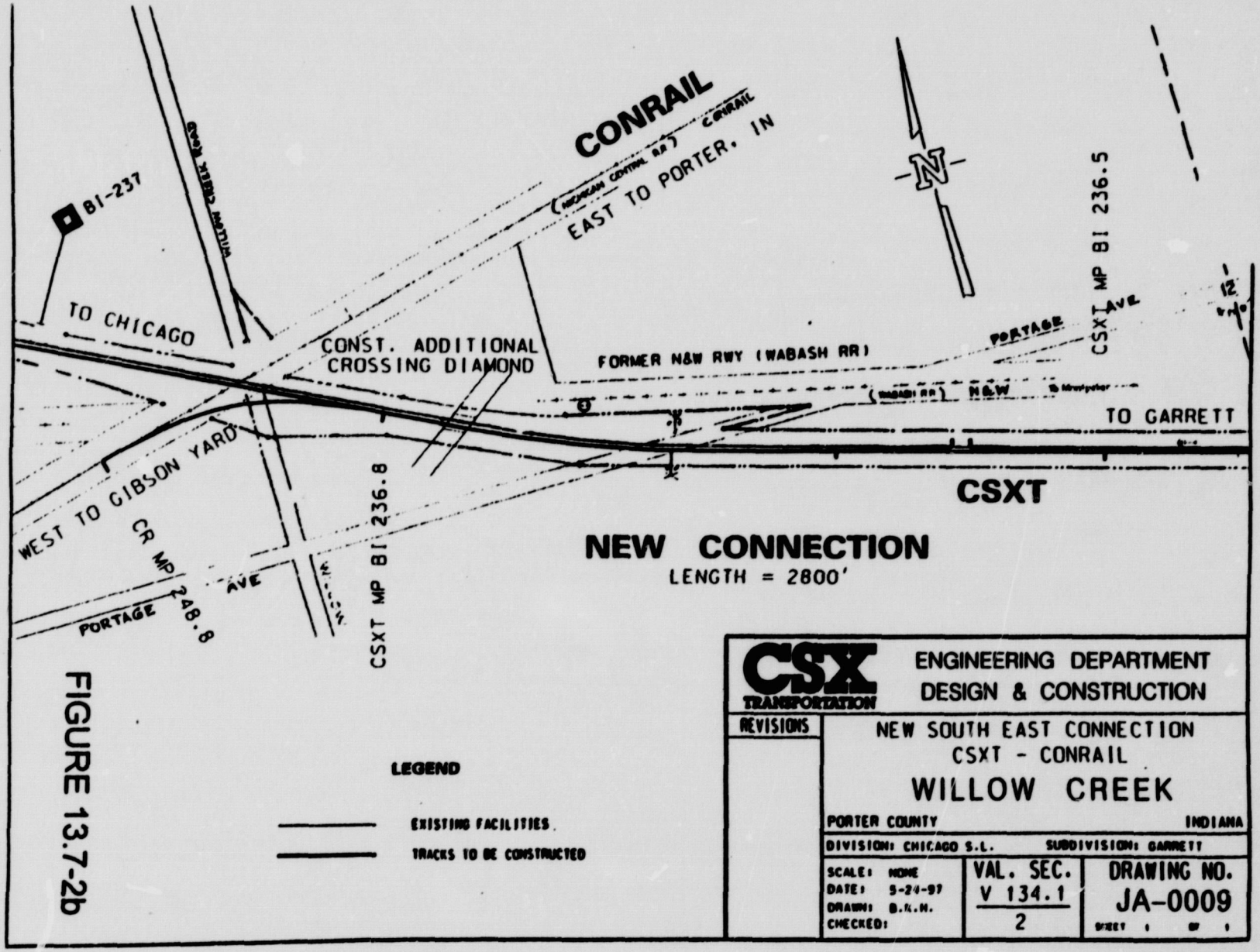


FIGURE 13.7-2b

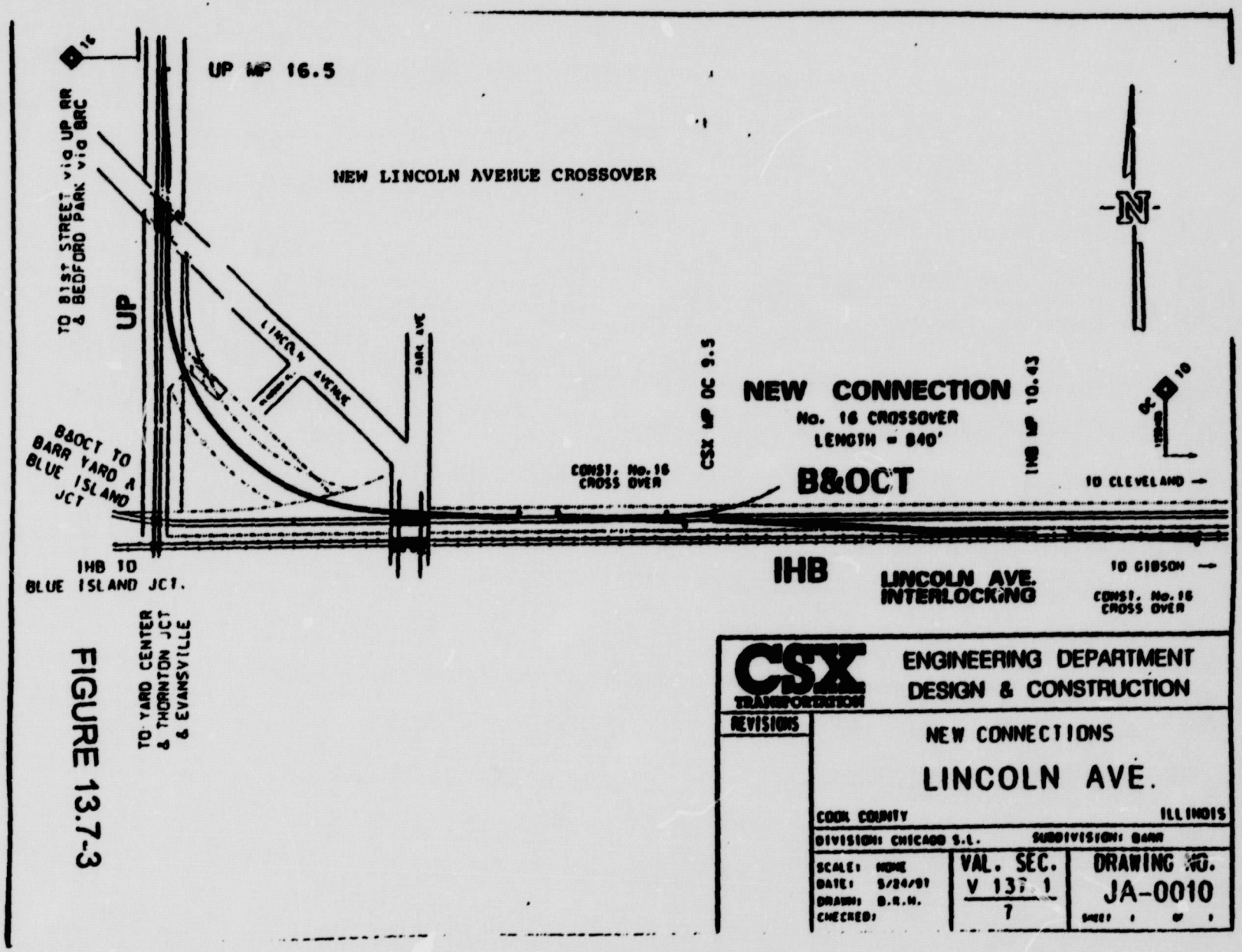

UP MP 16.5
NEW LINCOLN AVENUE CROSSOVER
TO 81ST STREET via UP RR
& BEDFORD PARK via BRC
UP
LINCOLN AVENUE
PARK AVE
CSX MP OC 9.5
NEW CONNECTION
No. 16 CROSSOVER
LENGTH = 840'
IHB MP 10.43
B&OCT TO
BARR YARD &
BLUE ISLAND
JCT
CONST. No.16
CROSS OVER
B&OCT
TO CLEVELAND
IHB TO
BLUE ISLAND JCT.
IHB
LINCOLN AVE.
INTERLOCKING
TO GIBSON
CONST. No.16
CROSS OVER
TO YARD CENTER
& THORNTON JCT
& EVANSVILLE
N
CSX TRANSPORTATION
ENGINEERING DEPARTMENT
DESIGN & CONSTRUCTION
REVISIONS
NEW CONNECTIONS
LINCOLN AVE.
COOK COUNTY
ILLINOIS
DIVISION: CHICAGO S.L.
SUBDIVISION: BARR
SCALE: NONE
DATE: 5/24/91
DRAWN: B.R.H.
CHECKED:
VAL. SEC.
V 137 1
7
DRAWING NO.
JA-0010

FIGURE 13.7-3

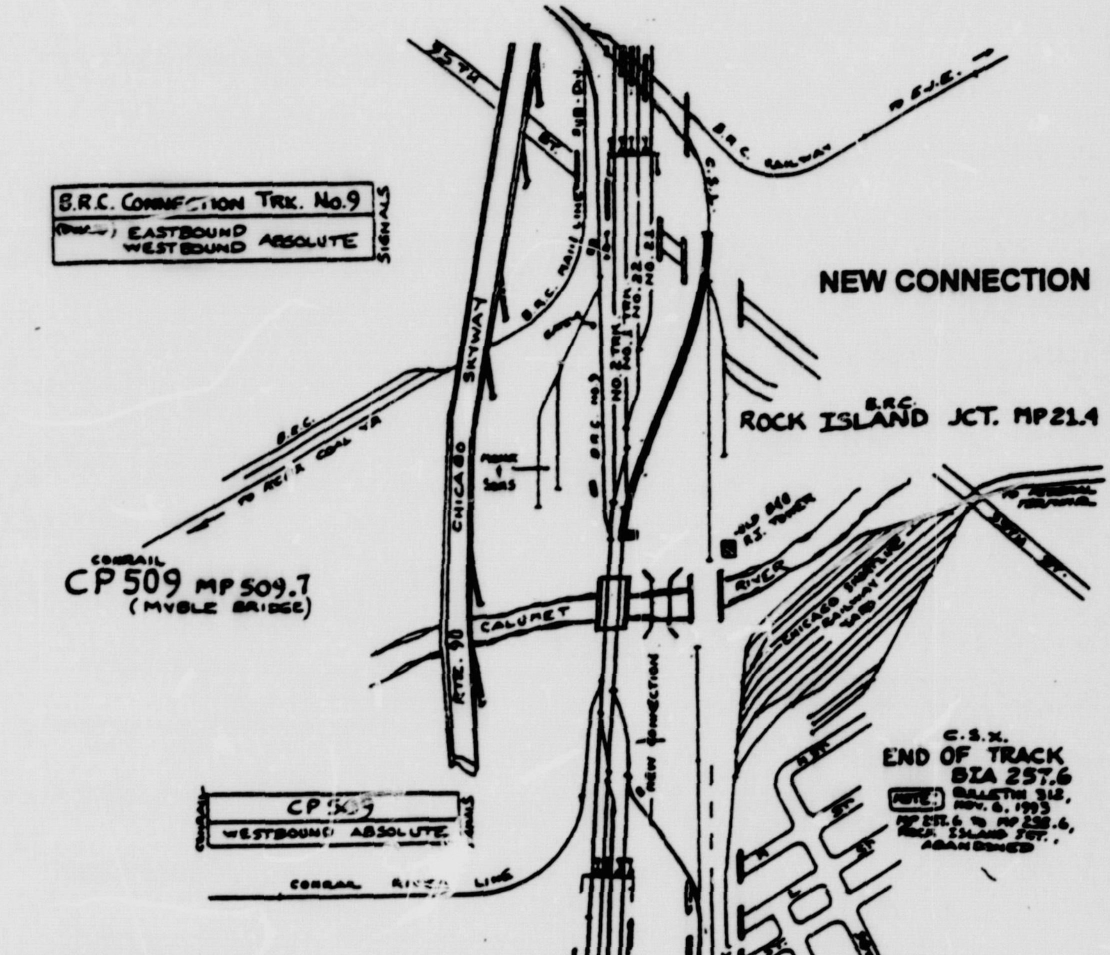

NEW CONNECTION
B.R.C. CONNECTION TRK. No.9
EASTBOUND WESTBOUND ABSOLUTE
SIGNALS
ROCK ISLAND JCT. MP 21.4
CONRAIL
CP 509 MP 509.7
(MVBLE BRIDGE)
CALUMET
RIVER
CHICAGO SKYWAY
RTE. 90
CP 509
WESTBOUND ABSOLUTE
CONRAIL RIVER LINE
NEW CONNECTION
C.S.X.
END OF TRACK
BIA 257.6
ROCK ISLAND JCT.
CHICAGO IL
EWING
RUNNING TRK.
100TH ST. BIA 257.3
MILEPOST
509
NO. 3 TRK.
NO. 4 TRK.
NO. 2 TRK.
NO. 1 TRK.
CSX LAKE SUB. DIVISION
CSX WOLF LAKE YARD
ELGIN, JOLIET AND EASTERN RAILWAY
COLEHOUR JCT.
EASTBOUND NO. 3 TRK. ABSOLUTE
SIGNAL
INDIANAPOLIS BLVD
RTE. 90 CHICAGO SKYWAY
MILEPOST
257
CSX
CONRAIL
COLEHOUR JCT. MP 508.7

FIGURE 13.7-4

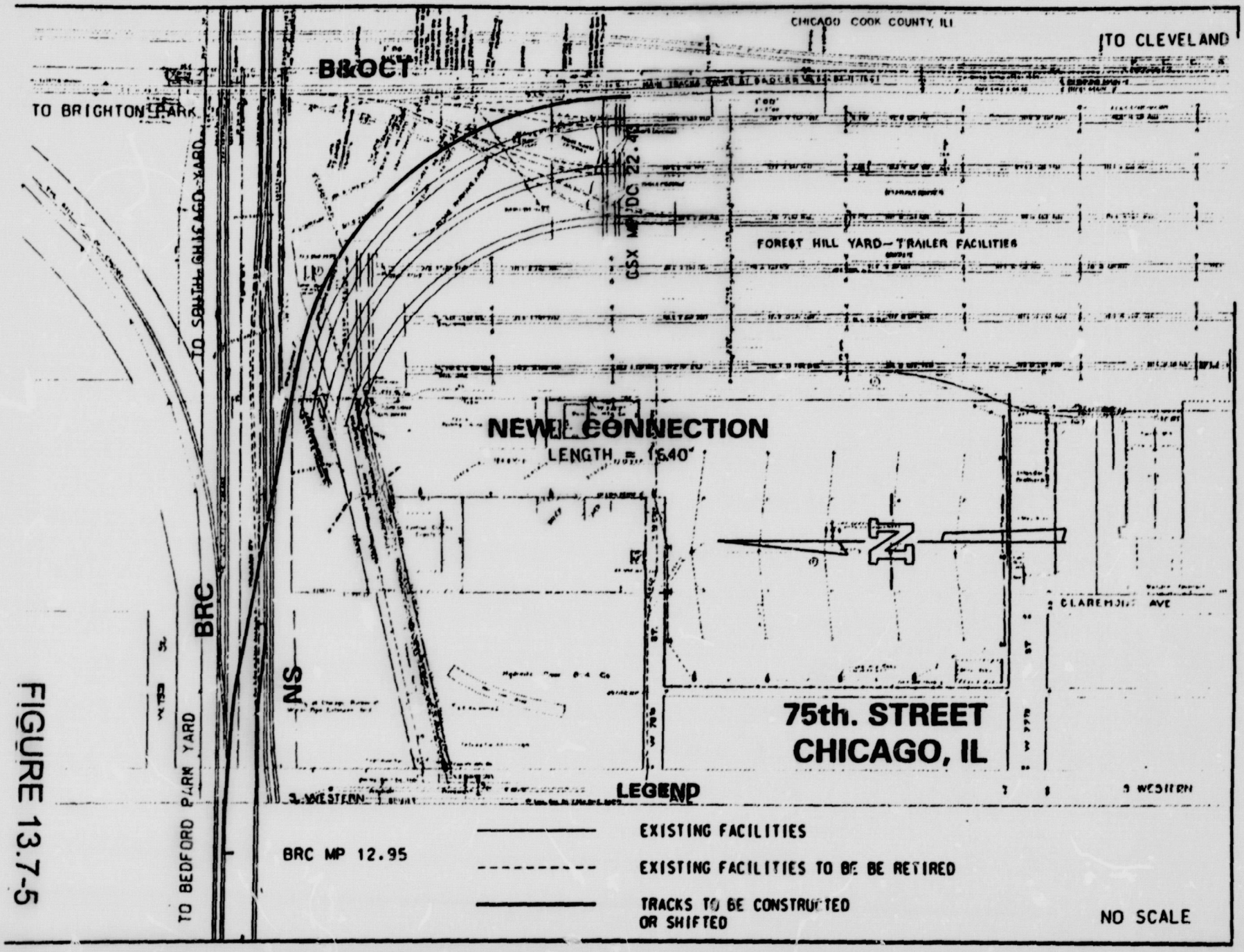

CHICAGO COOK COUNTY, ILL
TO CLEVELAND
B&OCT
TO BRIGHTON PARK
TO SOUTH CHICAGO YARD
GSX MP DC 22.4
FOREST HILL YARD—TRAILER FACILITIES
NEW CONNECTION
LENGTH = 1640'
CLAREMONT AVE
BRC
NS
75th. STREET
CHICAGO, IL
TO BEDFORD PARK YARD
LEGEND
EXISTING FACILITIES
EXISTING FACILITIES TO BE BE RETIRED
TRACKS TO BE CONSTRUCTED OR SHIFTED
BRC MP 12.95
NO SCALE

FIGURE 13.7-5

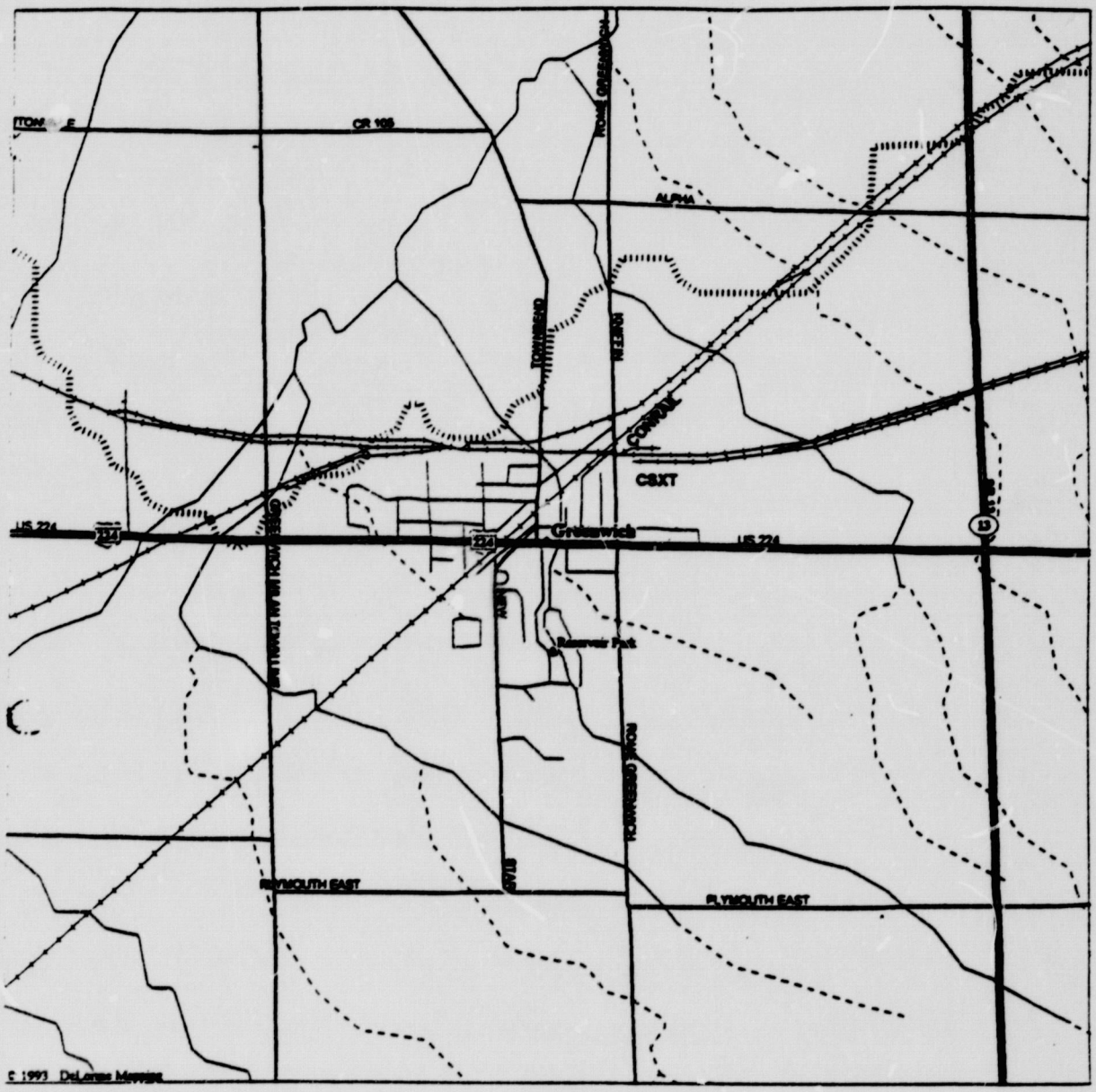


FIGURE 13.7-6a

FIGURE 13.7-6b

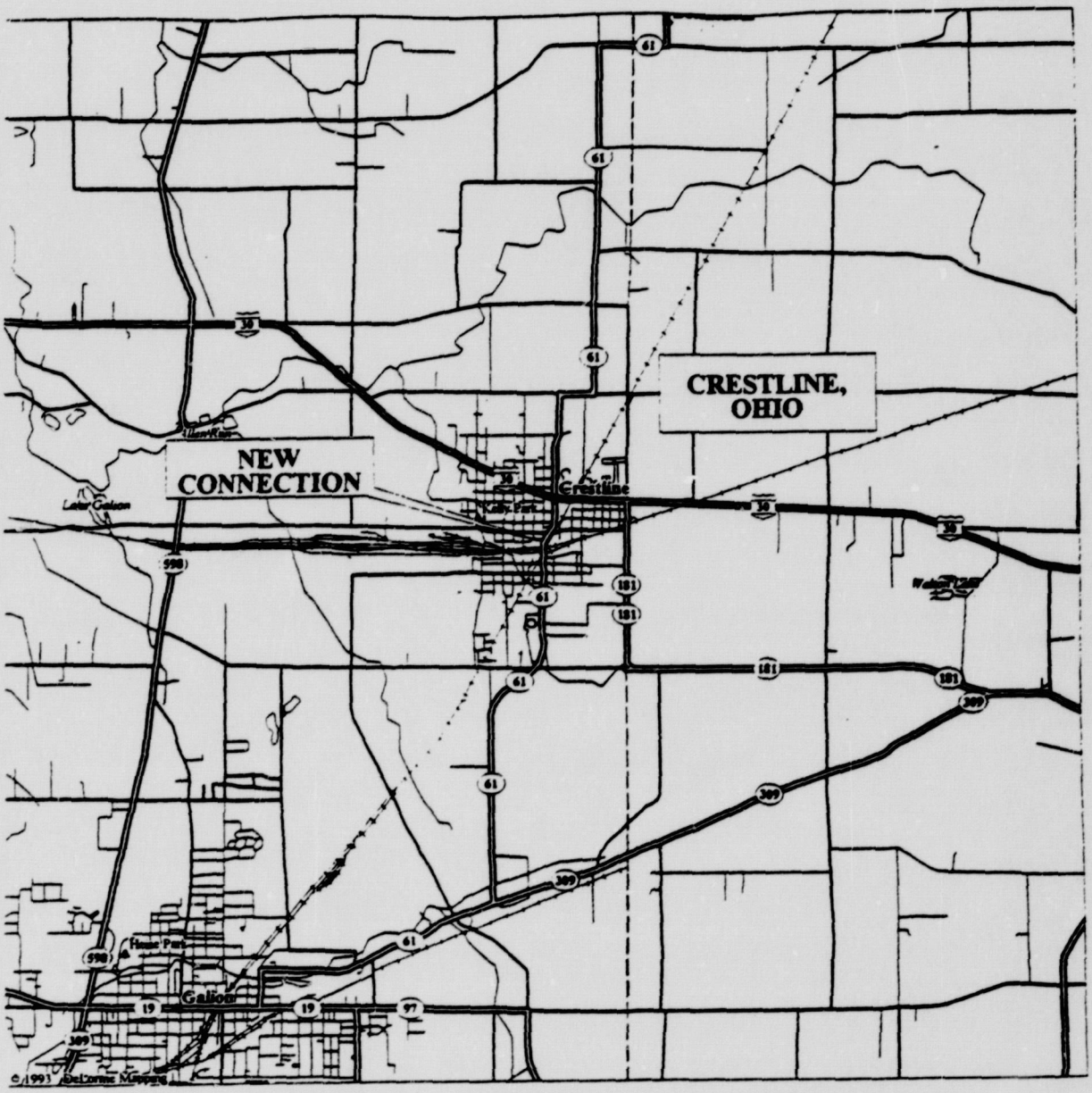


FIGURE 13.7-7a

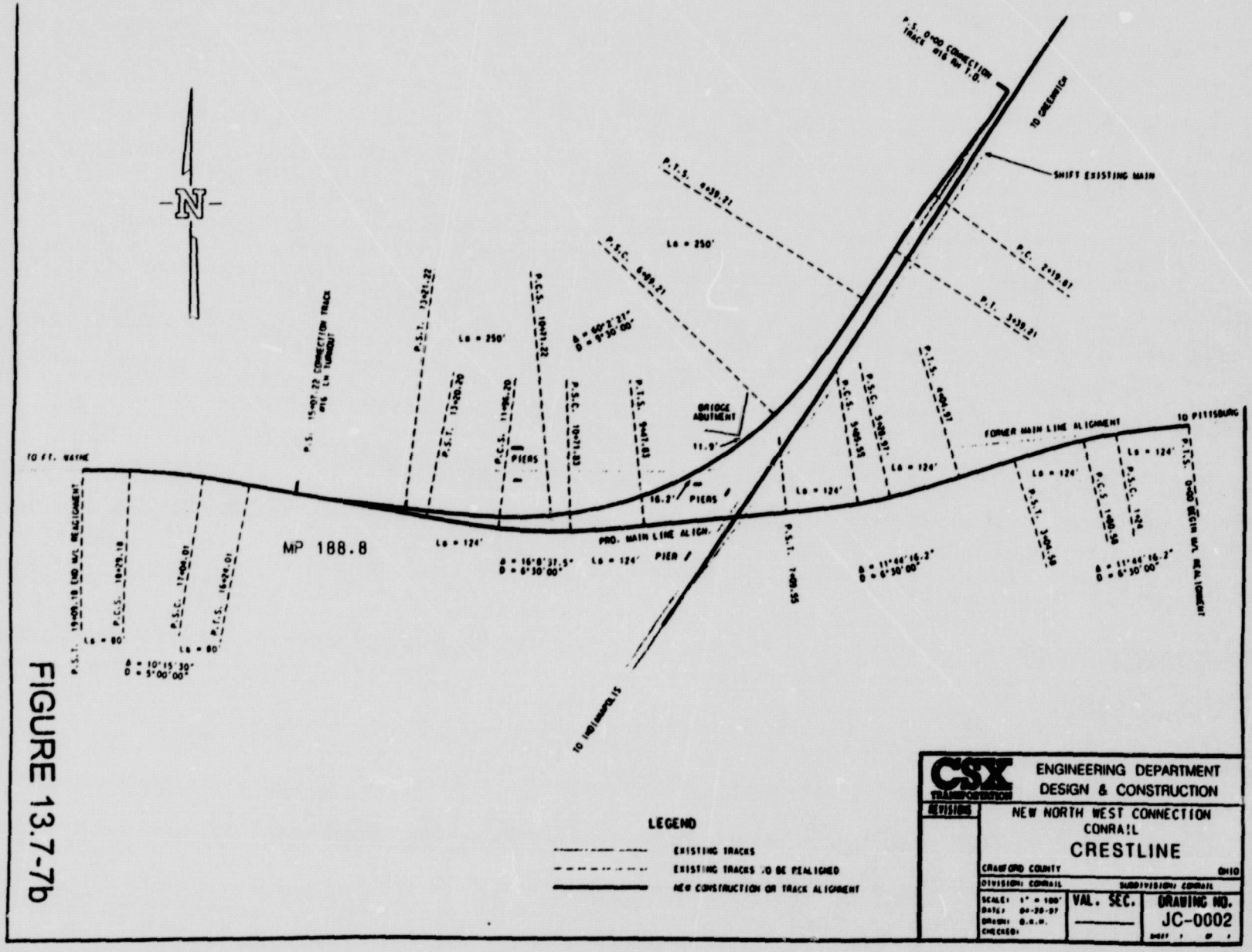


FIGURE 13.7-7b

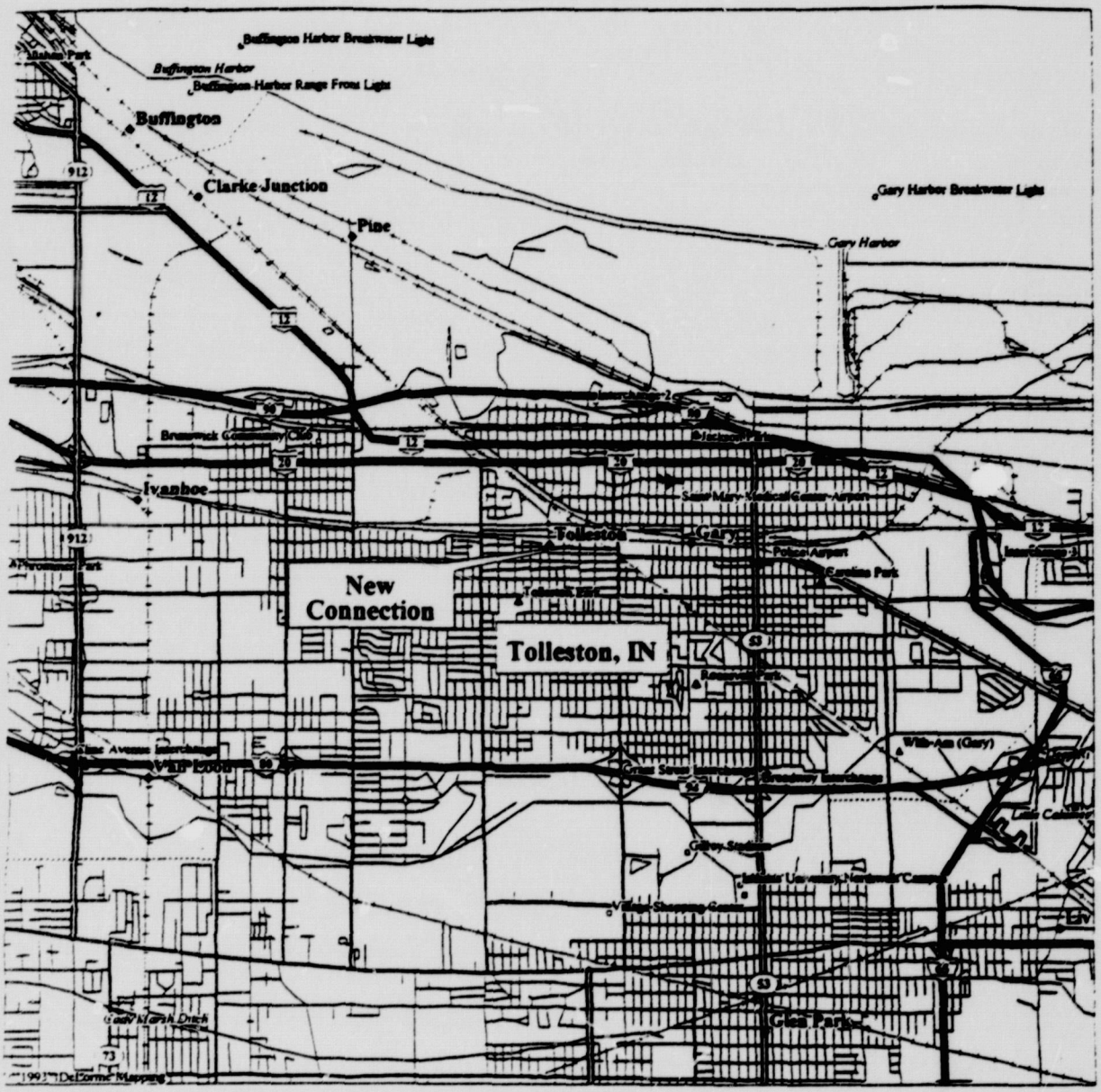


FIGURE 13.7-8a

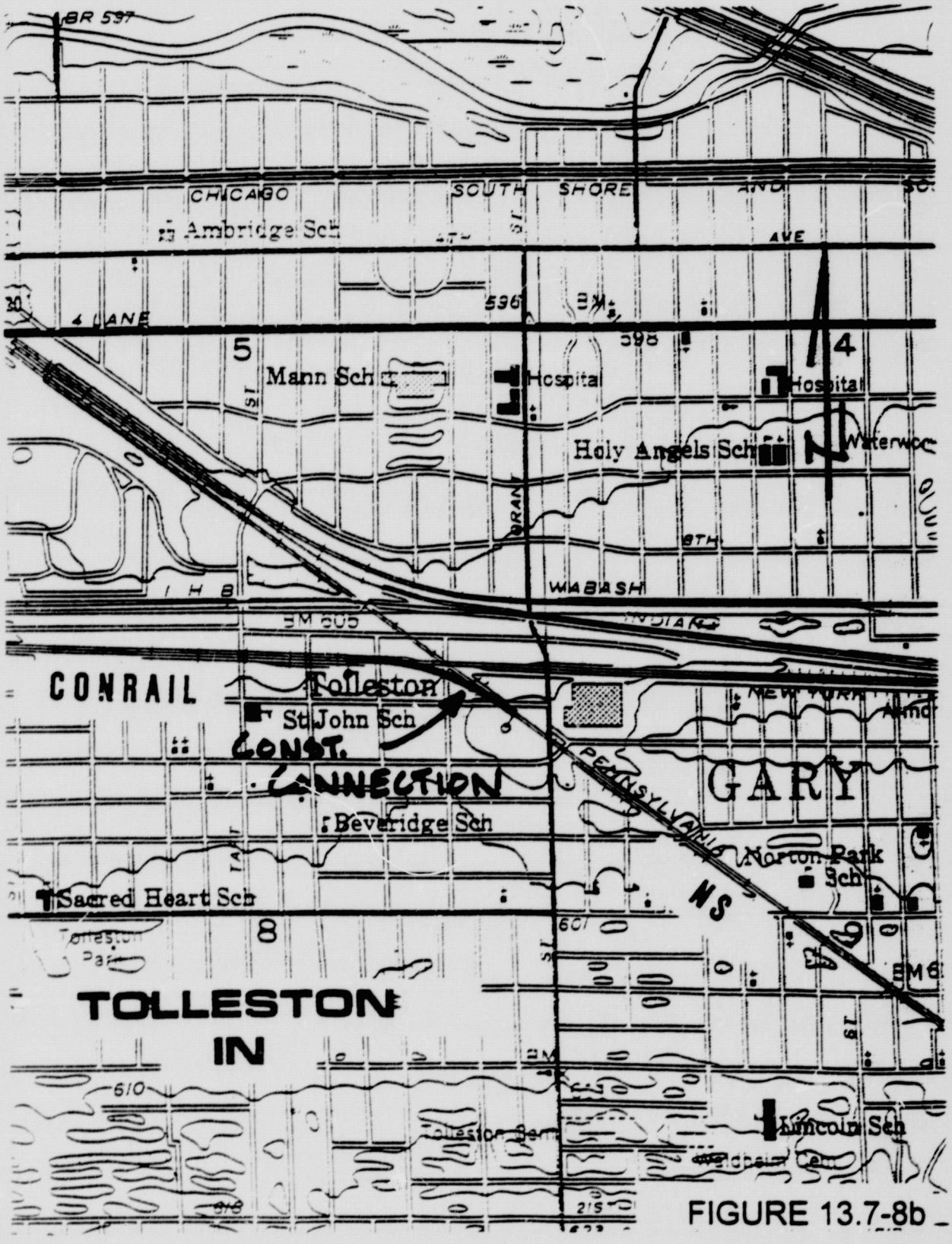


FIGURE 13.7-8b

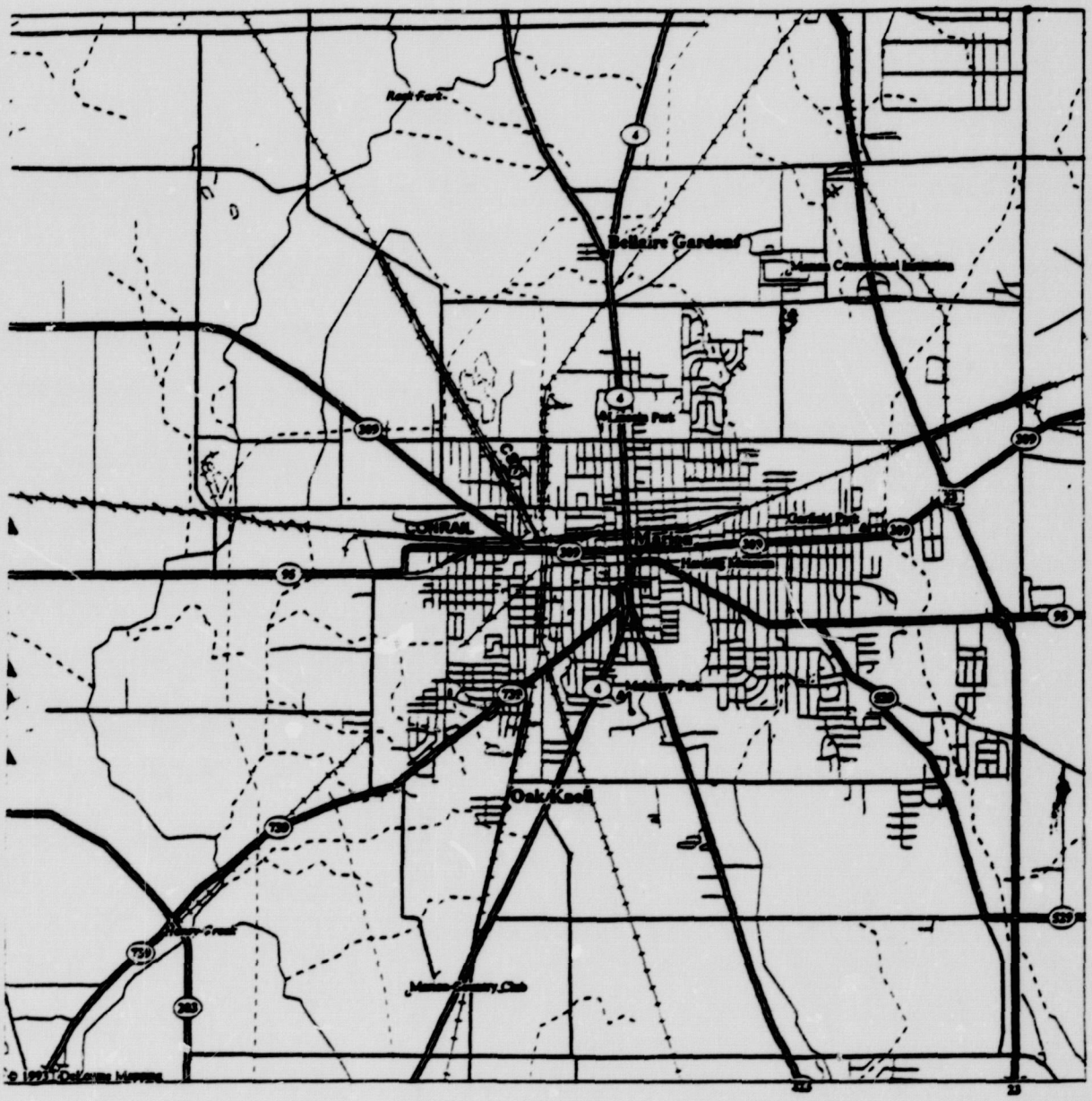


FIGURE 13.7-9a

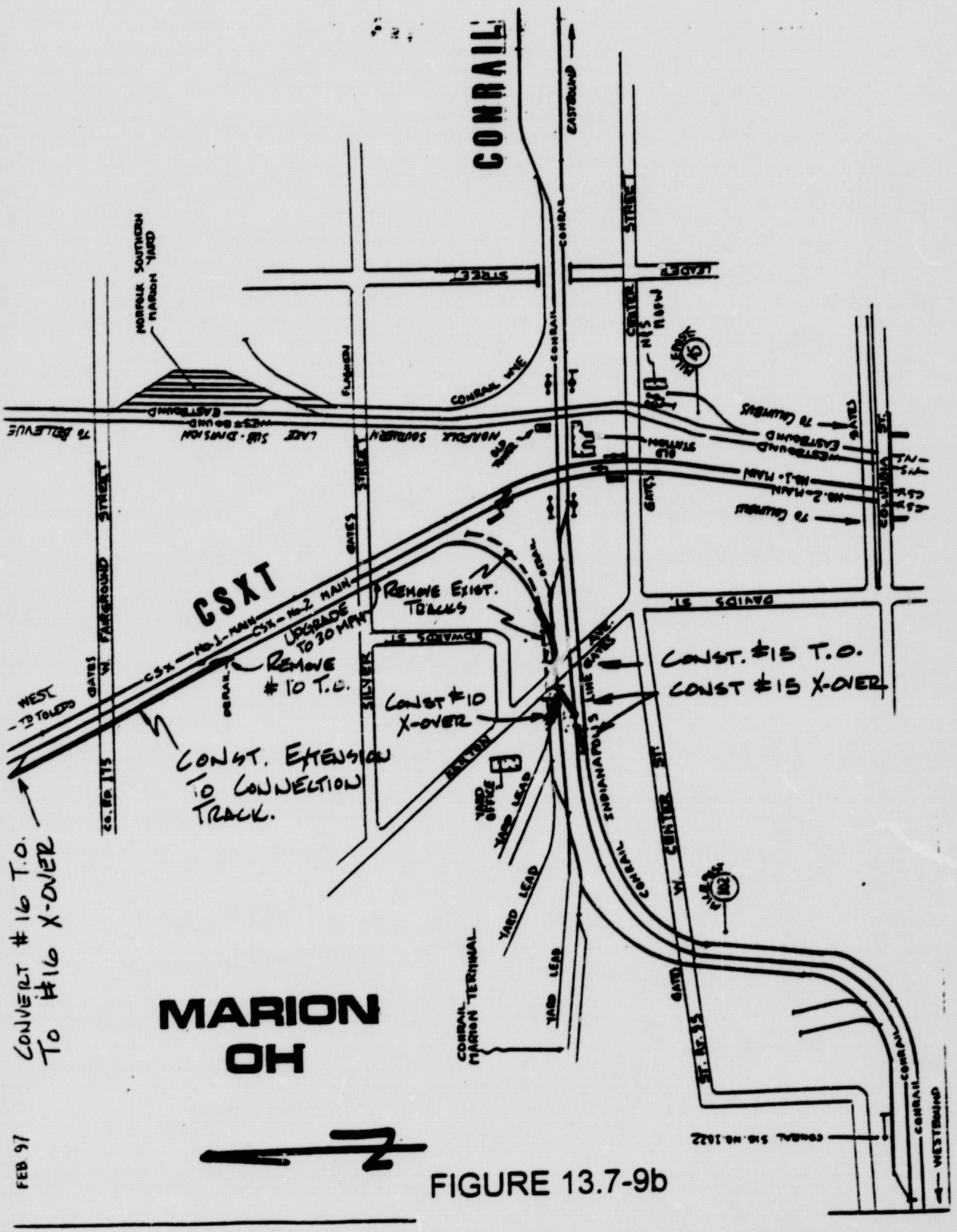


FIGURE 13.7-9b

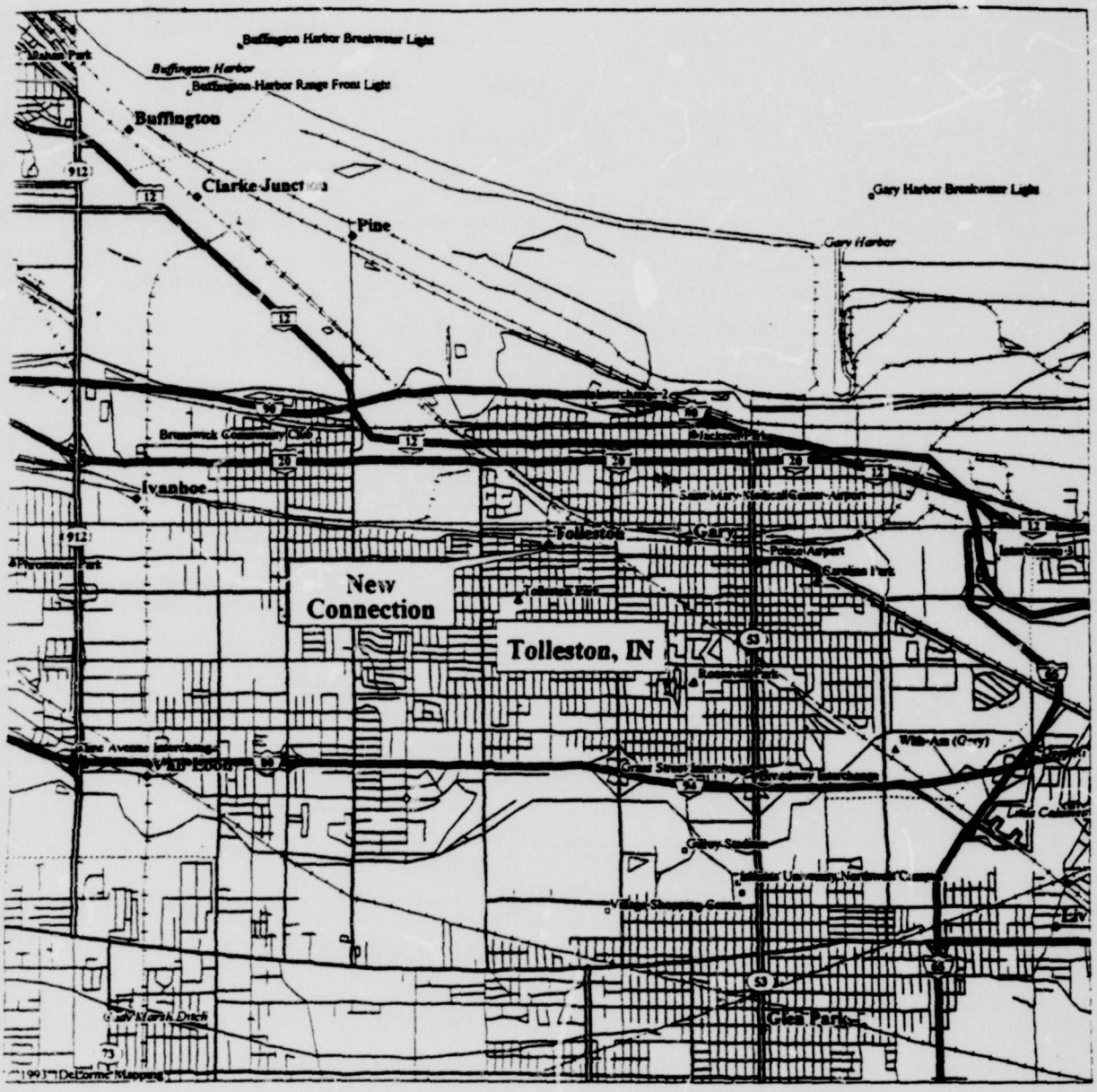


FIGURE 13.7-8a

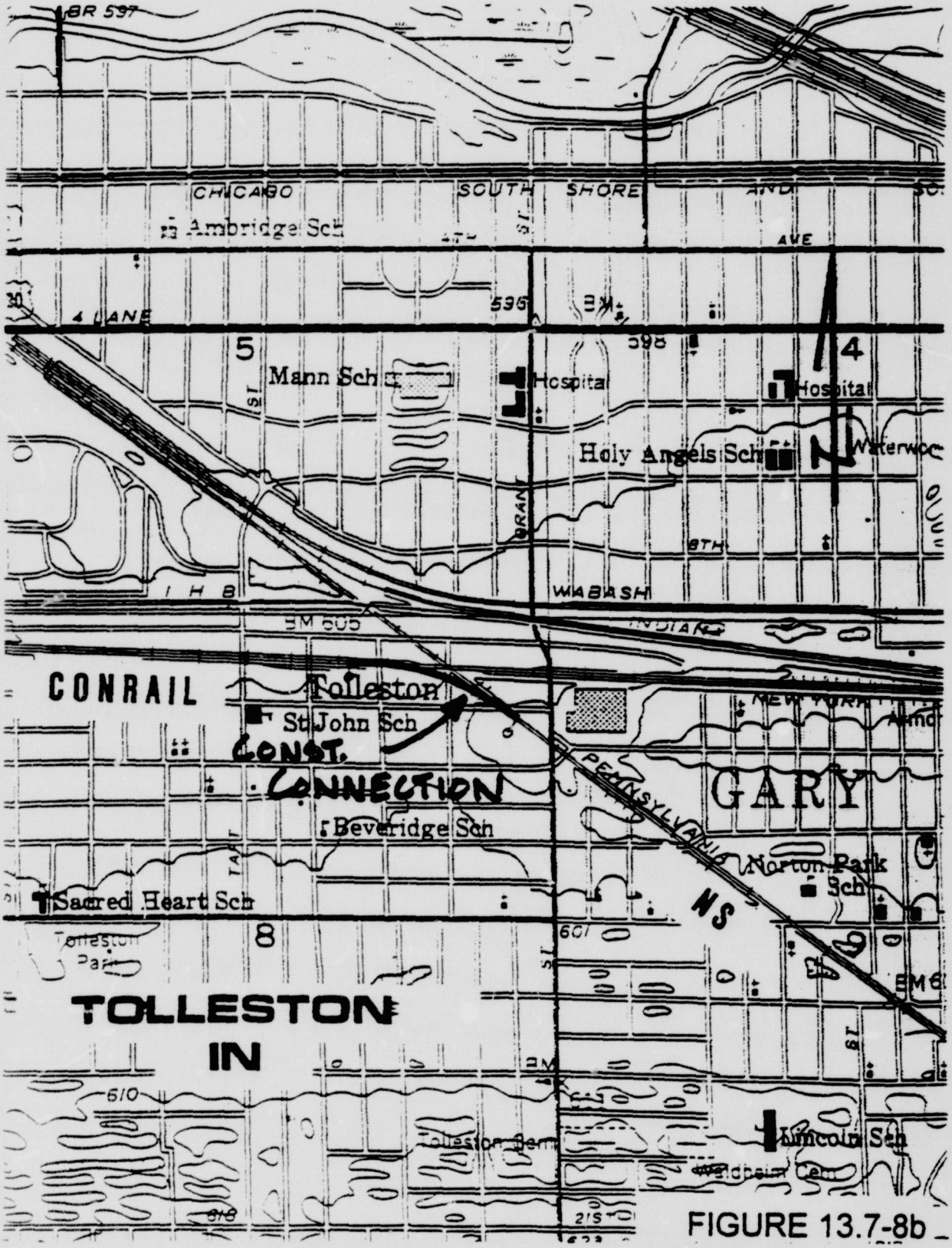


FIGURE 13.7-8b

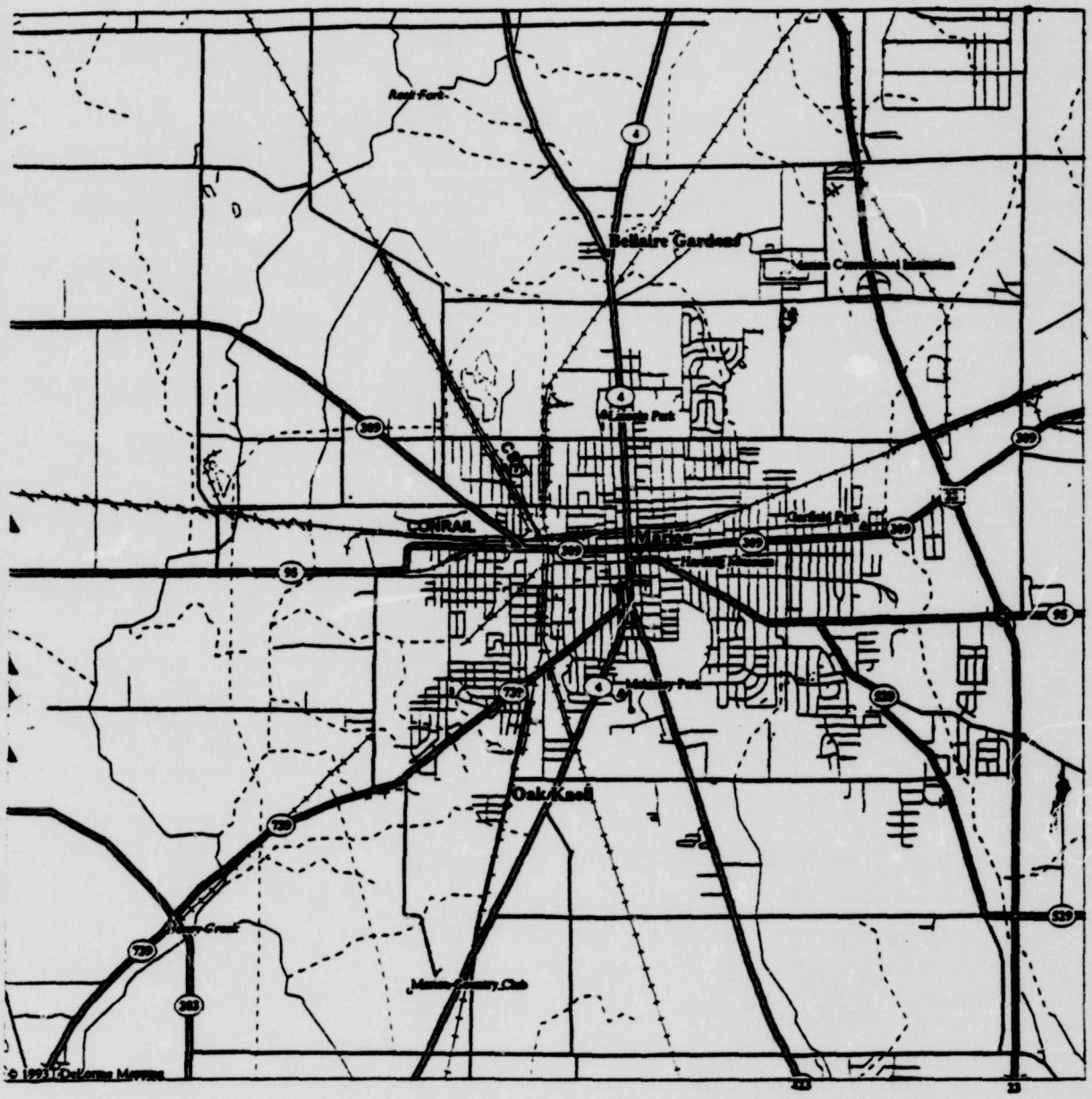


FIGURE 13.7-9a

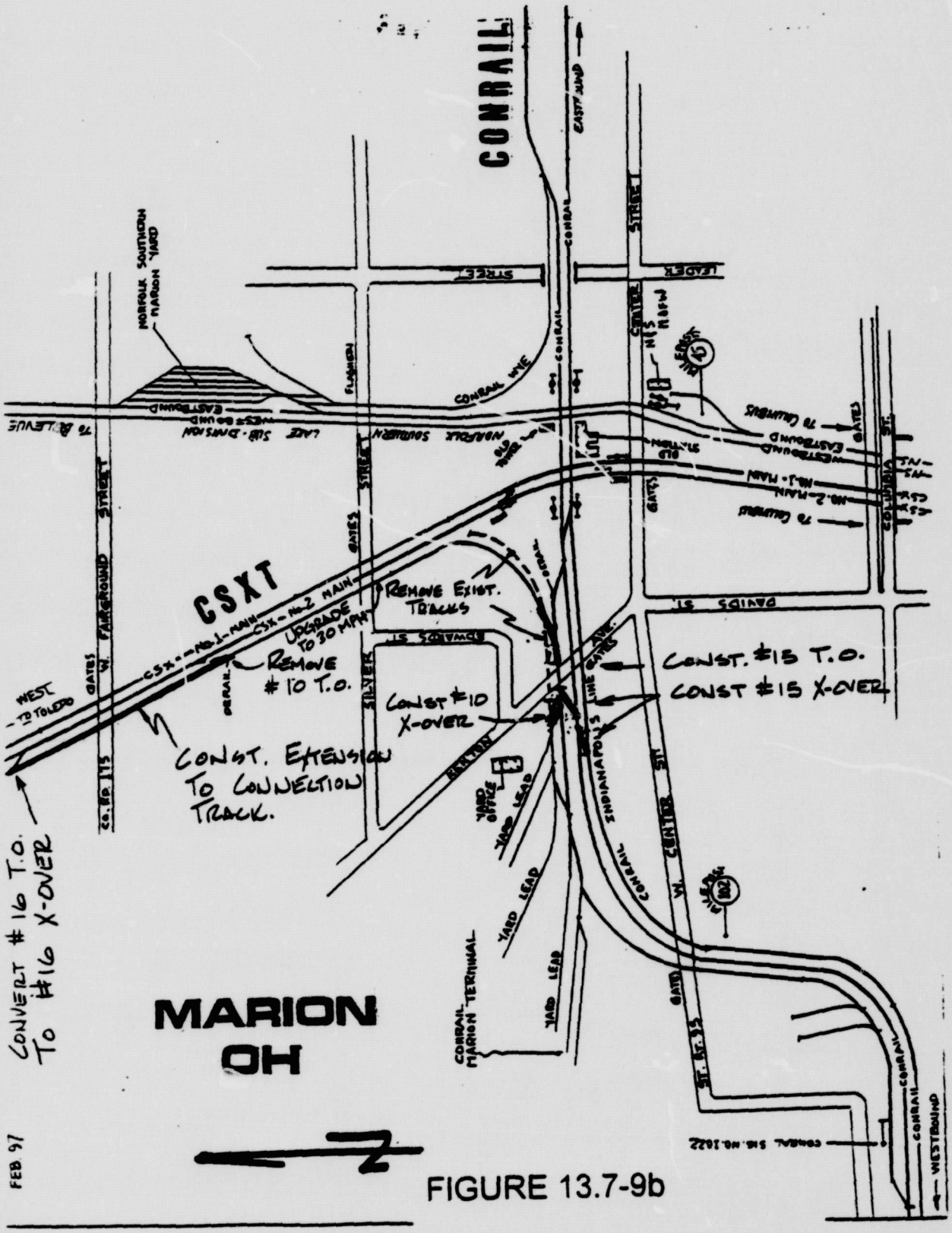


FIGURE 13.7-9b

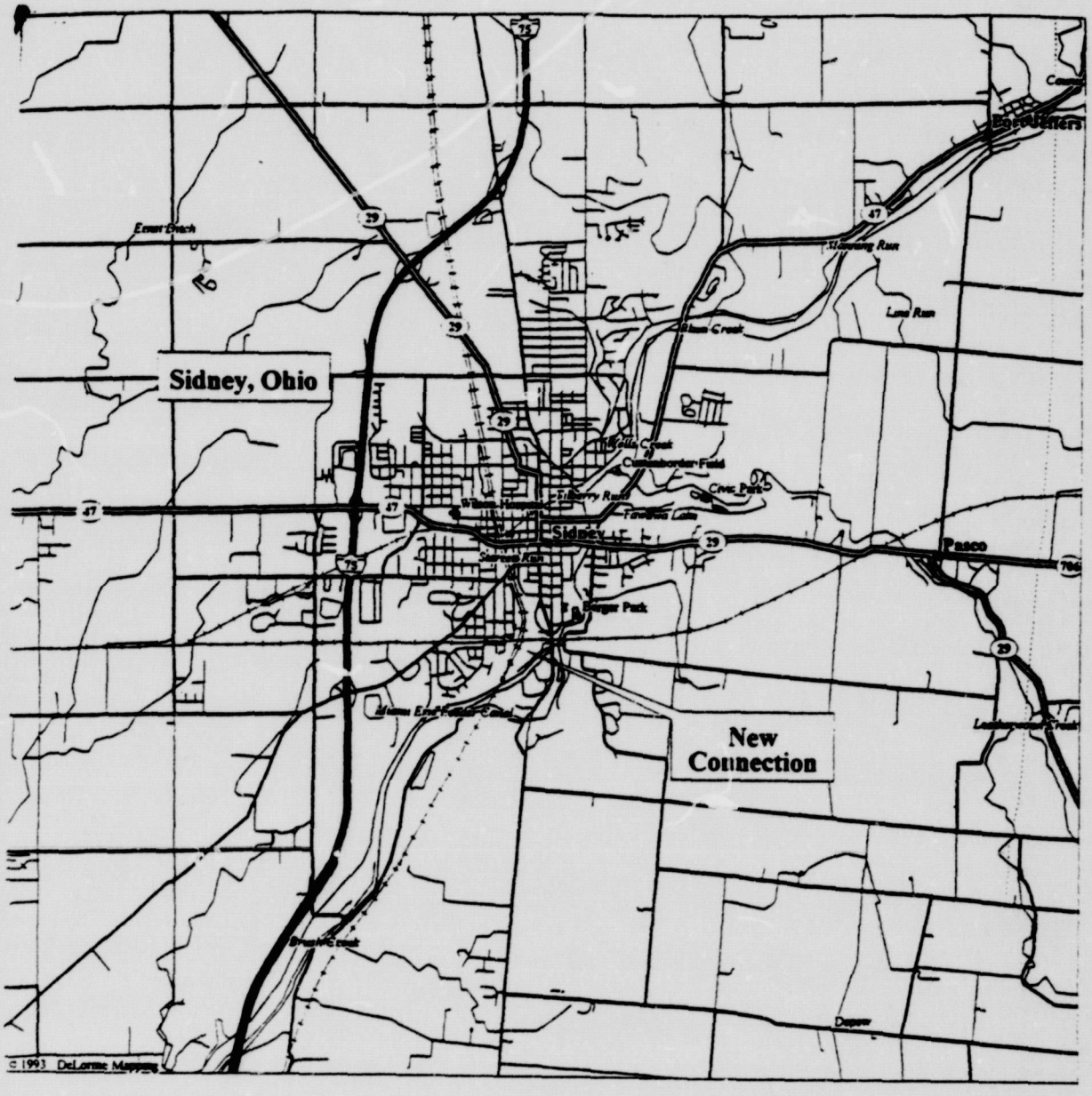


FIGURE 13.7-10a

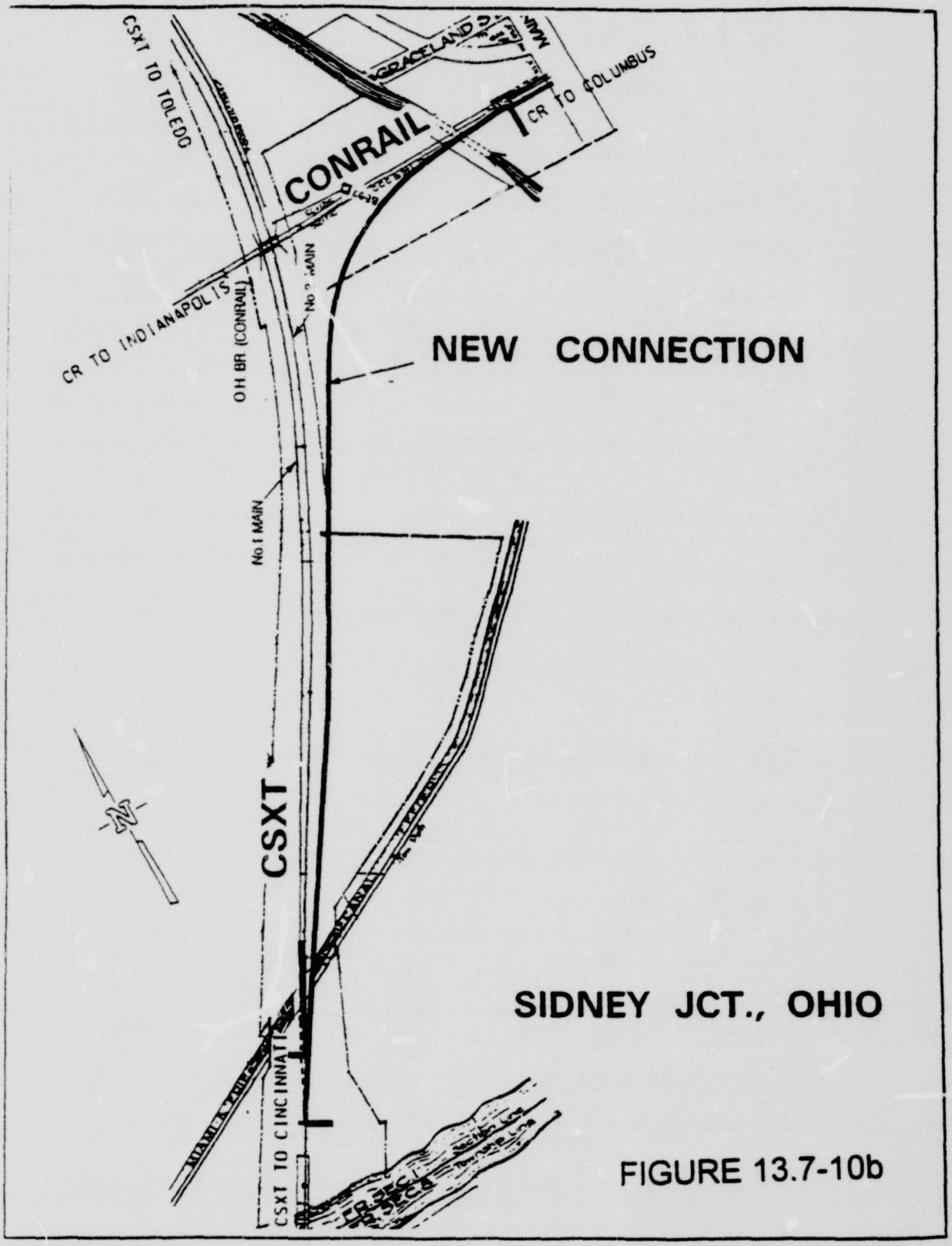
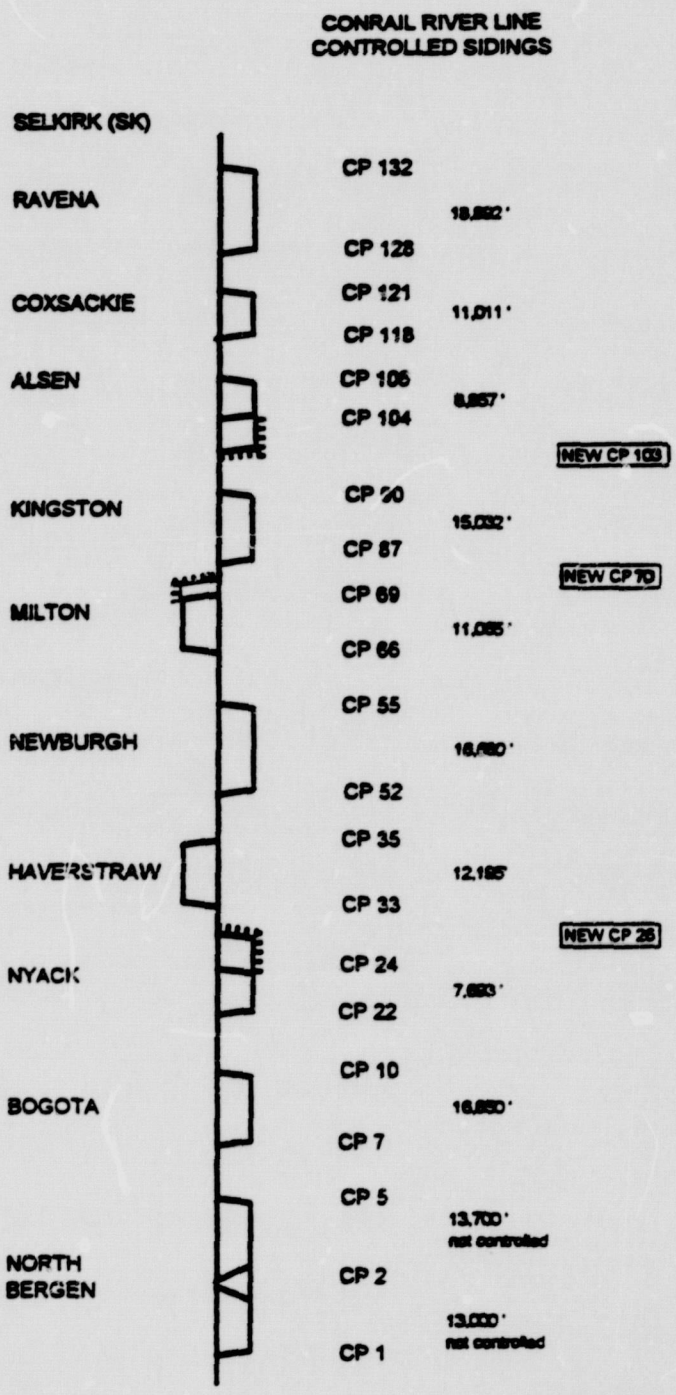


FIGURE 13.7-10b

FIGURE 13.7-11



* Alsen, Kingston, Milton, Nyack not signalled

FIGURE 13.7-12

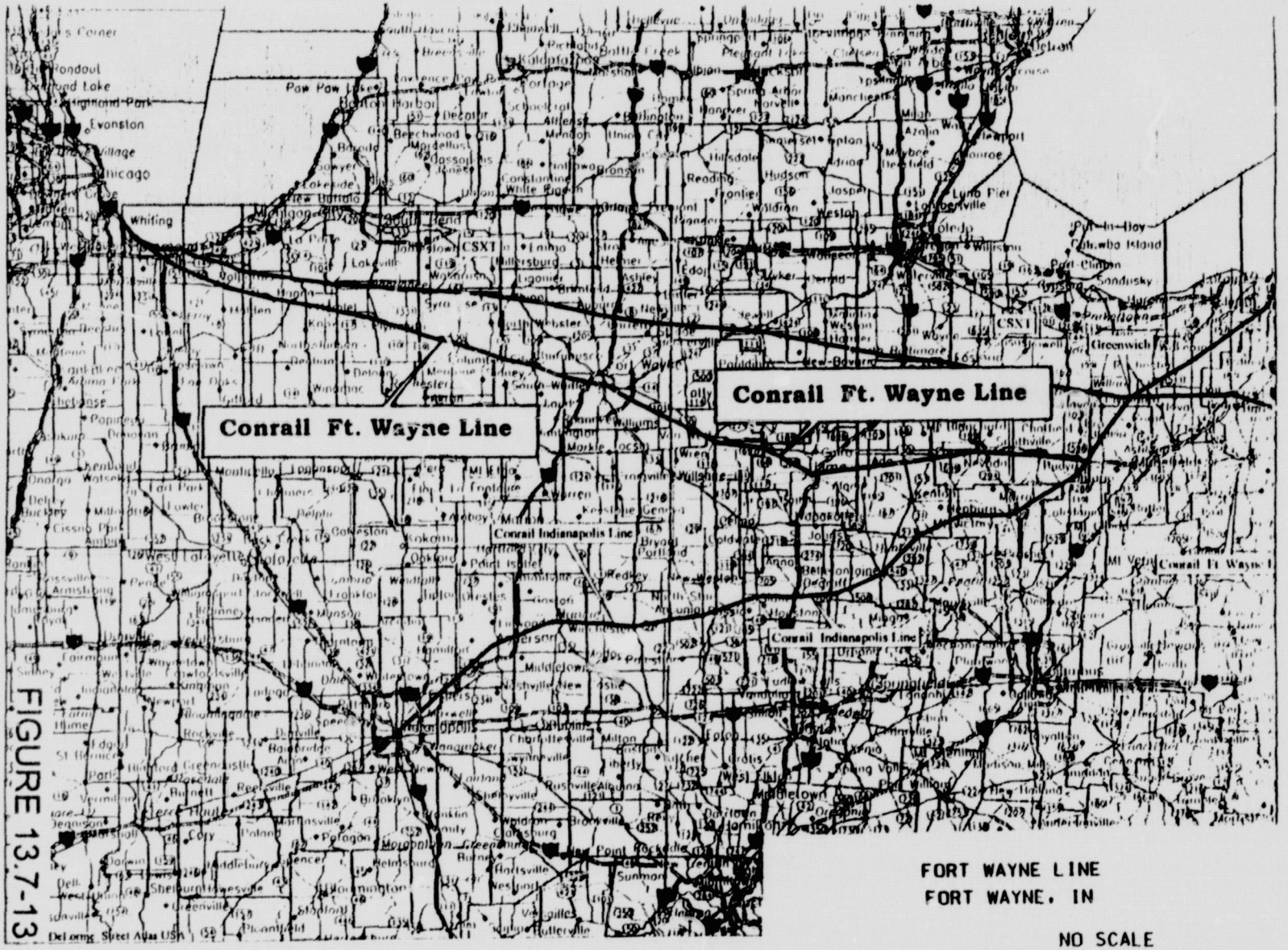


FIGURE 13.7-13

FORT WAYNE LINE
FORT WAYNE, IN

NO SCALE

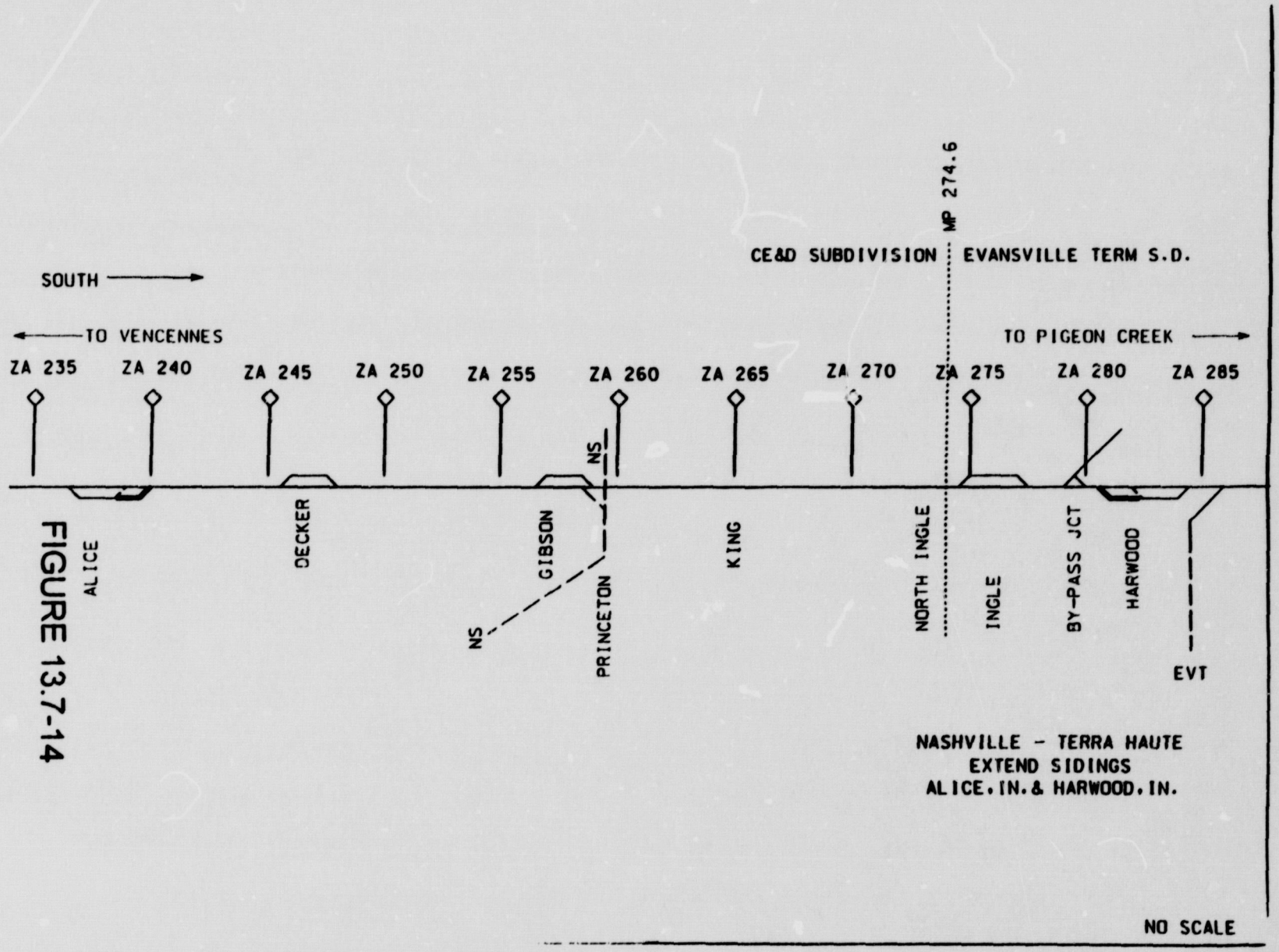


FIGURE 13.7-14

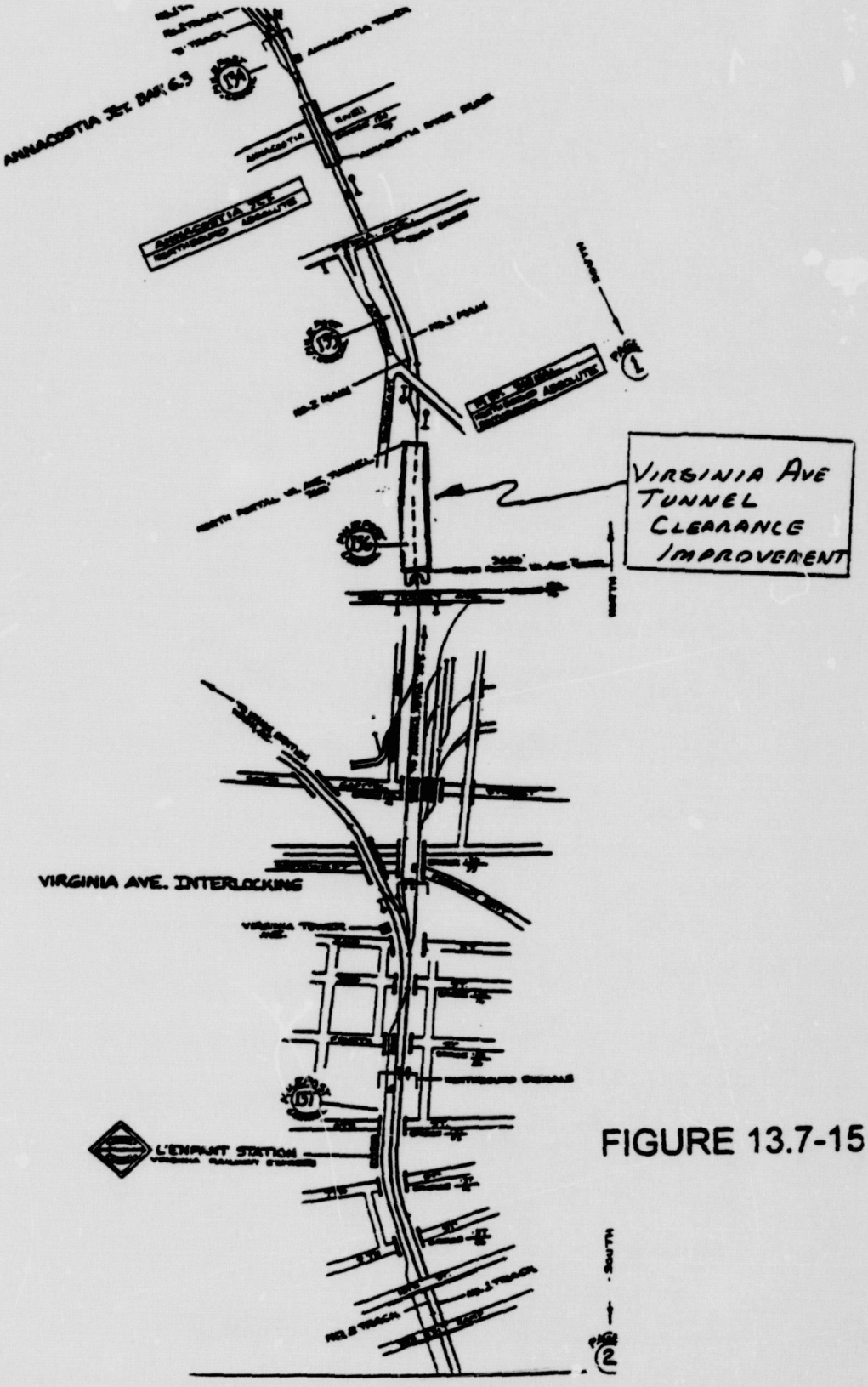


FIGURE 13.7-15

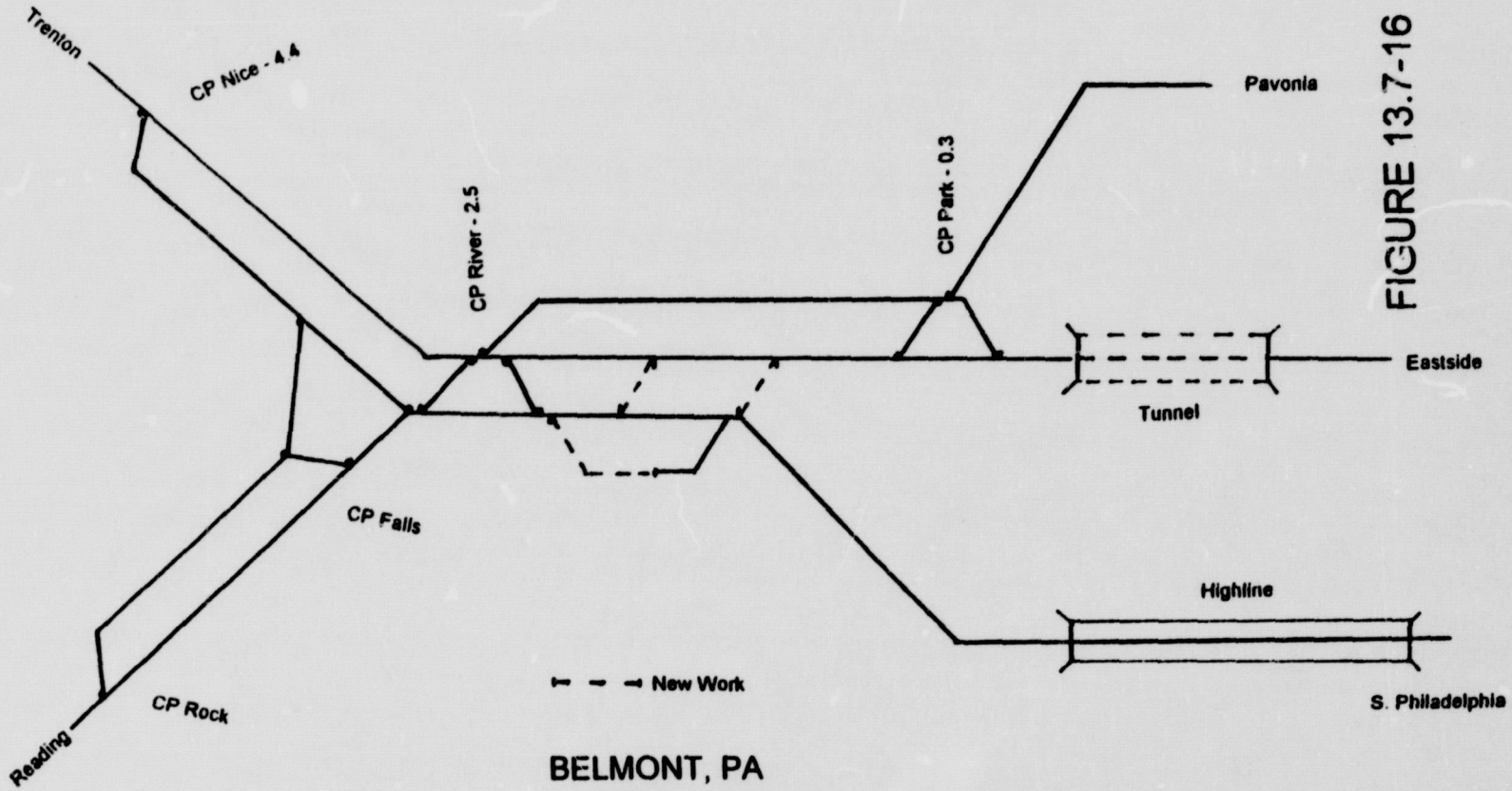
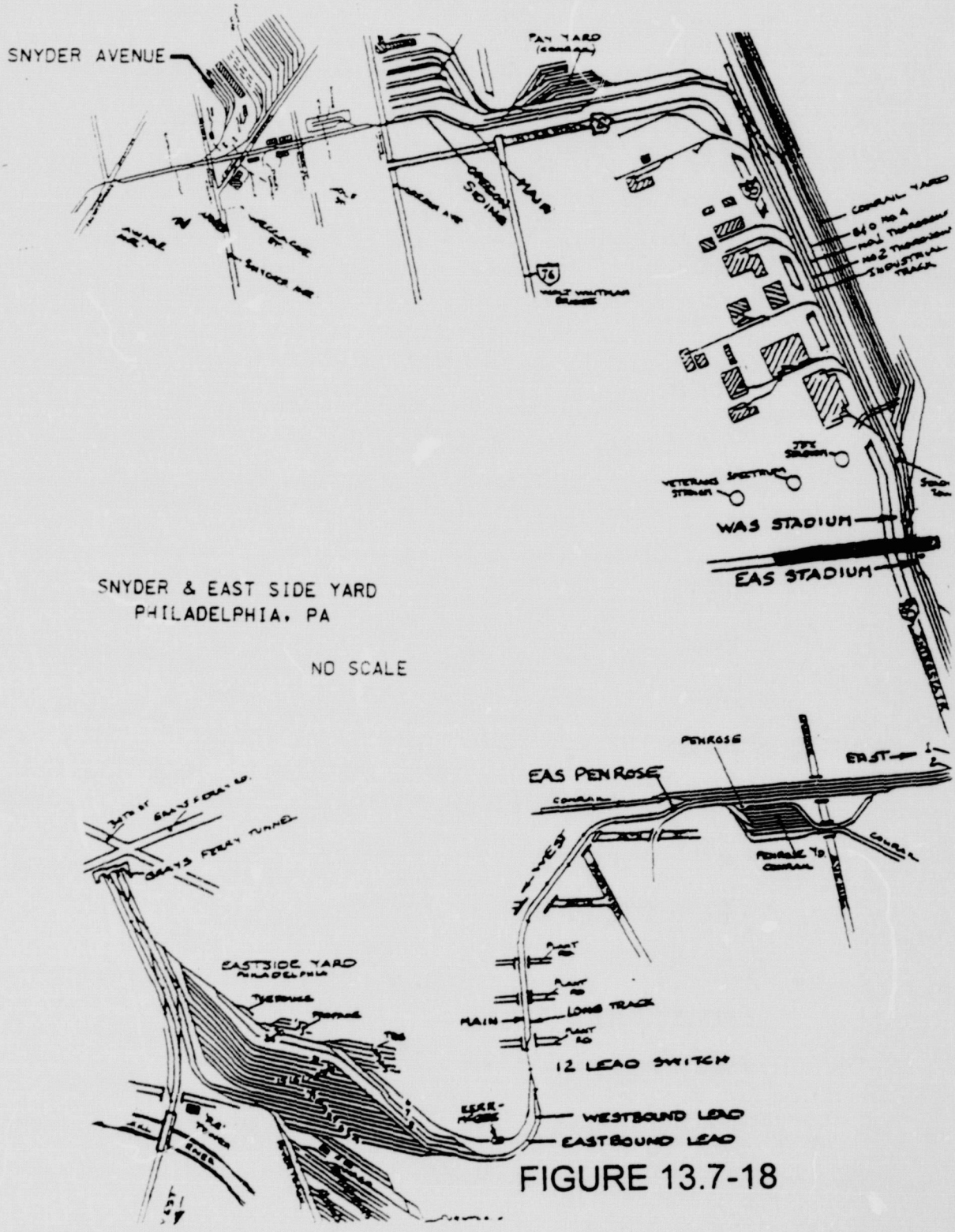


FIGURE 13.7-16

BELMONT, PA
SIDING

GREENWICH YARD
(SOUTH PHILADELPHIA)

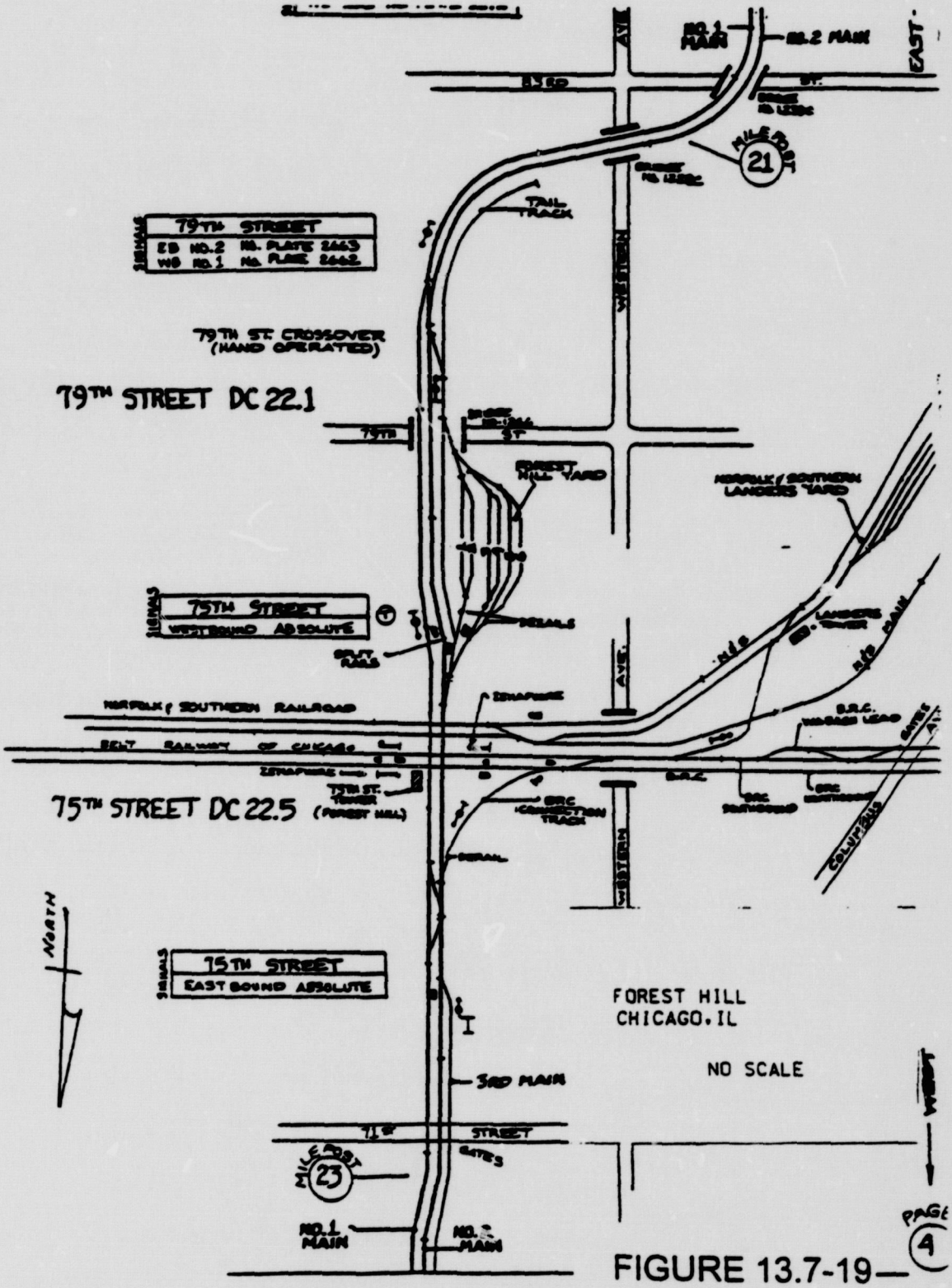
FIGURE 13.7-17



SNYDER & EAST SIDE YARD
PHILADELPHIA, PA

NO SCALE

FIGURE 13.7-18


79TH STREET
EB NO.2 NO. PLATE 2443
WB NO.1 NO. PLATE 2442
79TH ST. CROSSOVER
(HAND OPERATED)
79TH STREET DC 22.1
75TH STREET
WESTBOUND ABSOLUTE
75TH STREET DC 22.5 (FOREST HILL)
75TH STREET
EASTBOUND ABSOLUTE
NORTH
FOREST HILL
CHICAGO, IL
NO SCALE
3RD MAIN
NO.1 MAIN
NO.2 MAIN
MILE POST 21
MILE POST 23
PAGE 4
FIGURE 13.7-19

JUNE 1994

FIGURE 13.7-20

BEDFORD PARK
CHICAGO, IL.

NO SCALE

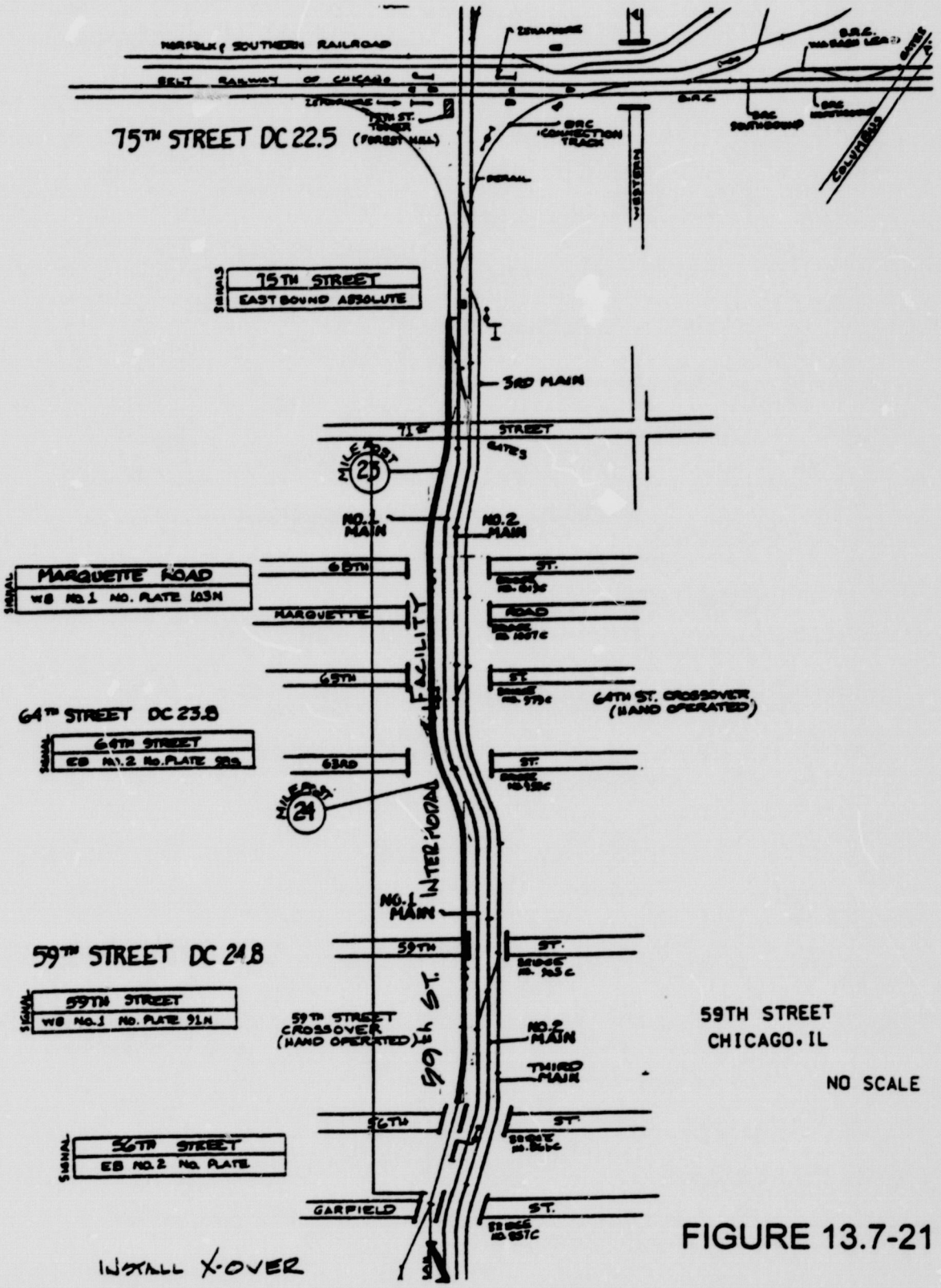
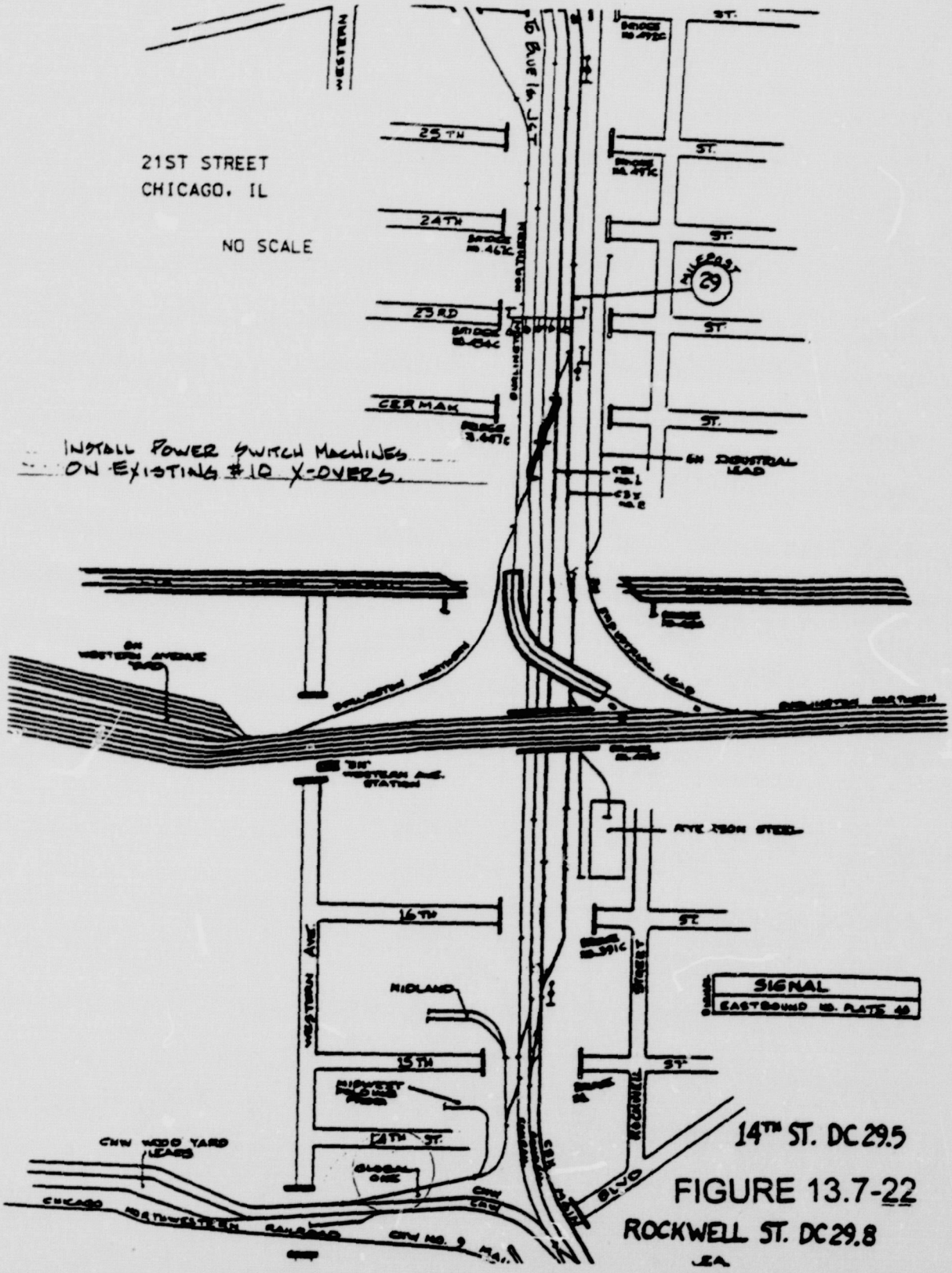


FIGURE 13.7-21


21ST STREET
CHICAGO, IL
NO SCALE
INSTALL POWER SWITCH MACHINES
ON EXISTING #10 X-OVERS.
WESTERN
25TH
24TH
23RD
CERMAK
BLUE ISLAND
ST.
29
6M INDUSTRIAL LEAD
6M WESTERN AVENUE YARD
BURLINGTON NORTHERN
6M PEDESTRIAN LEAD
BURLINGTON NORTHERN
"BN" WESTERN AVE. STATION
AYE IRON STEEL
16TH
WESTERN AVE.
MIDLAND
SIGNAL
EASTBOUND MP. PLATE 49
15TH
ROCKWELL STREET
14TH ST.
CNW WOOD YARD LEADS
GLOBAL ONE
CHICAGO NORTHWESTERN RAILROAD
CNW NO. 9 M&I
BLVD
14TH ST. DC 29.5
FIGURE 13.7-22
ROCKWELL ST. DC 29.8
JEA

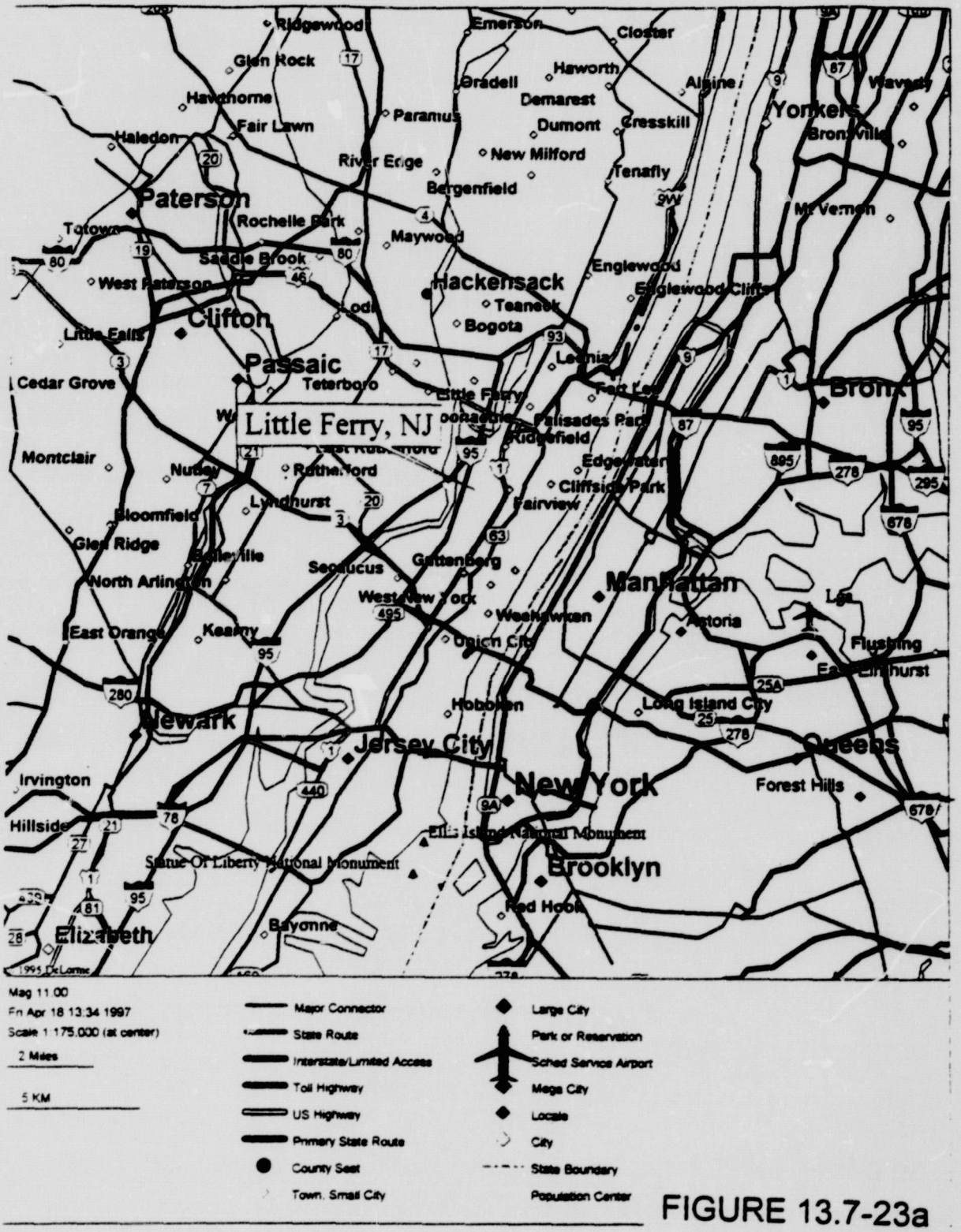


FIGURE 13.7-23a

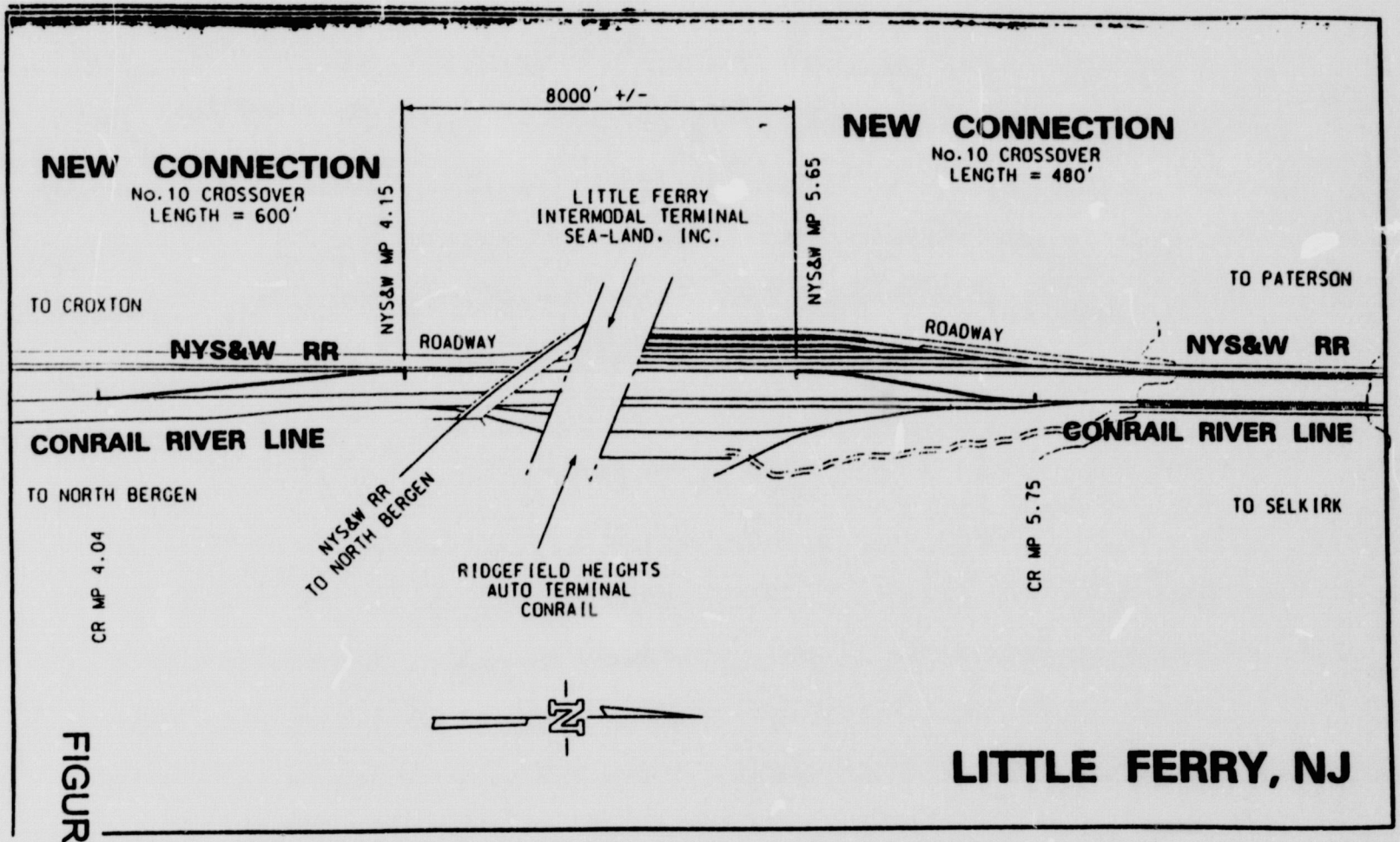


FIGURE 13.7-23b

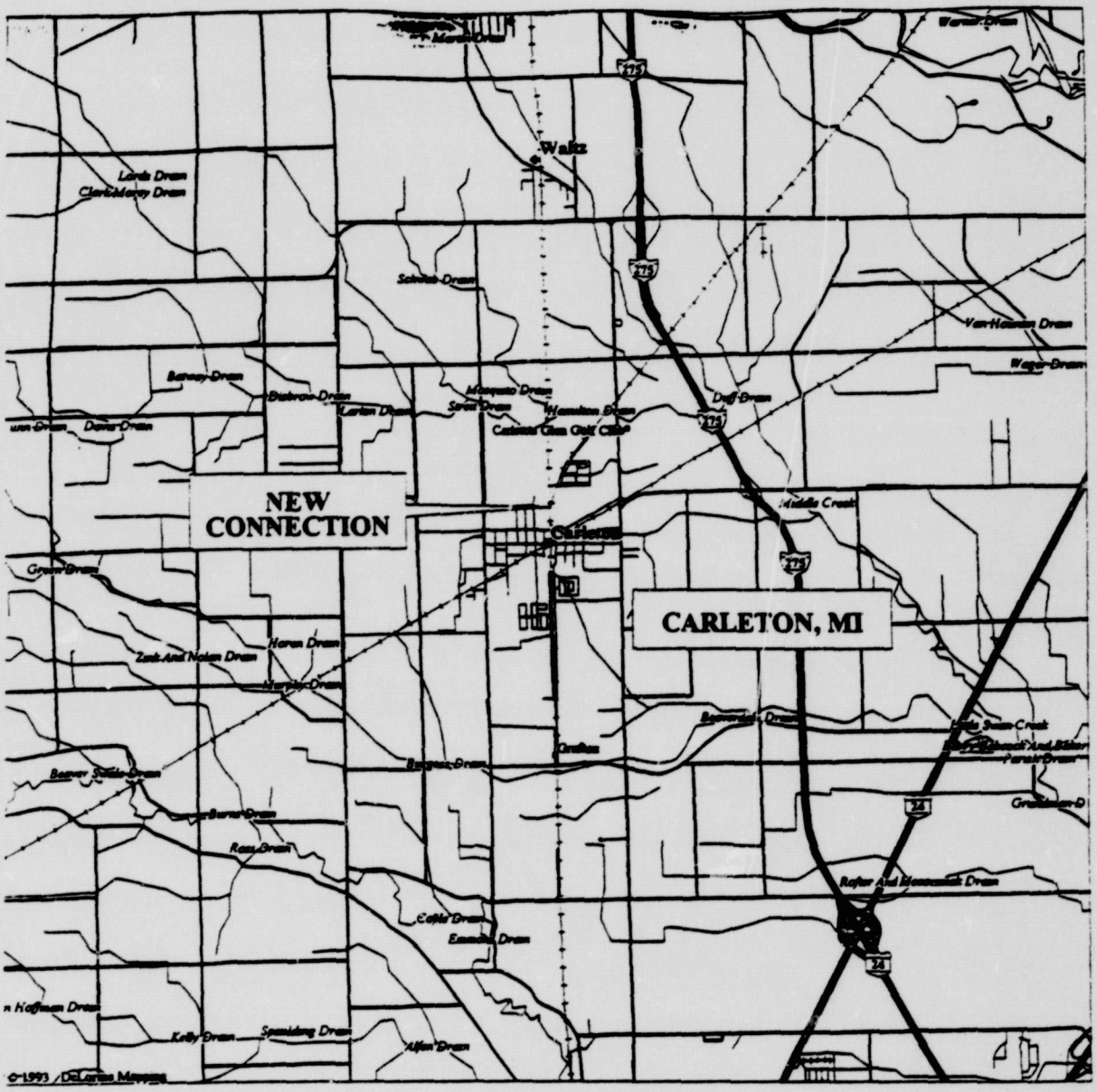


FIGURE 13.7-24a

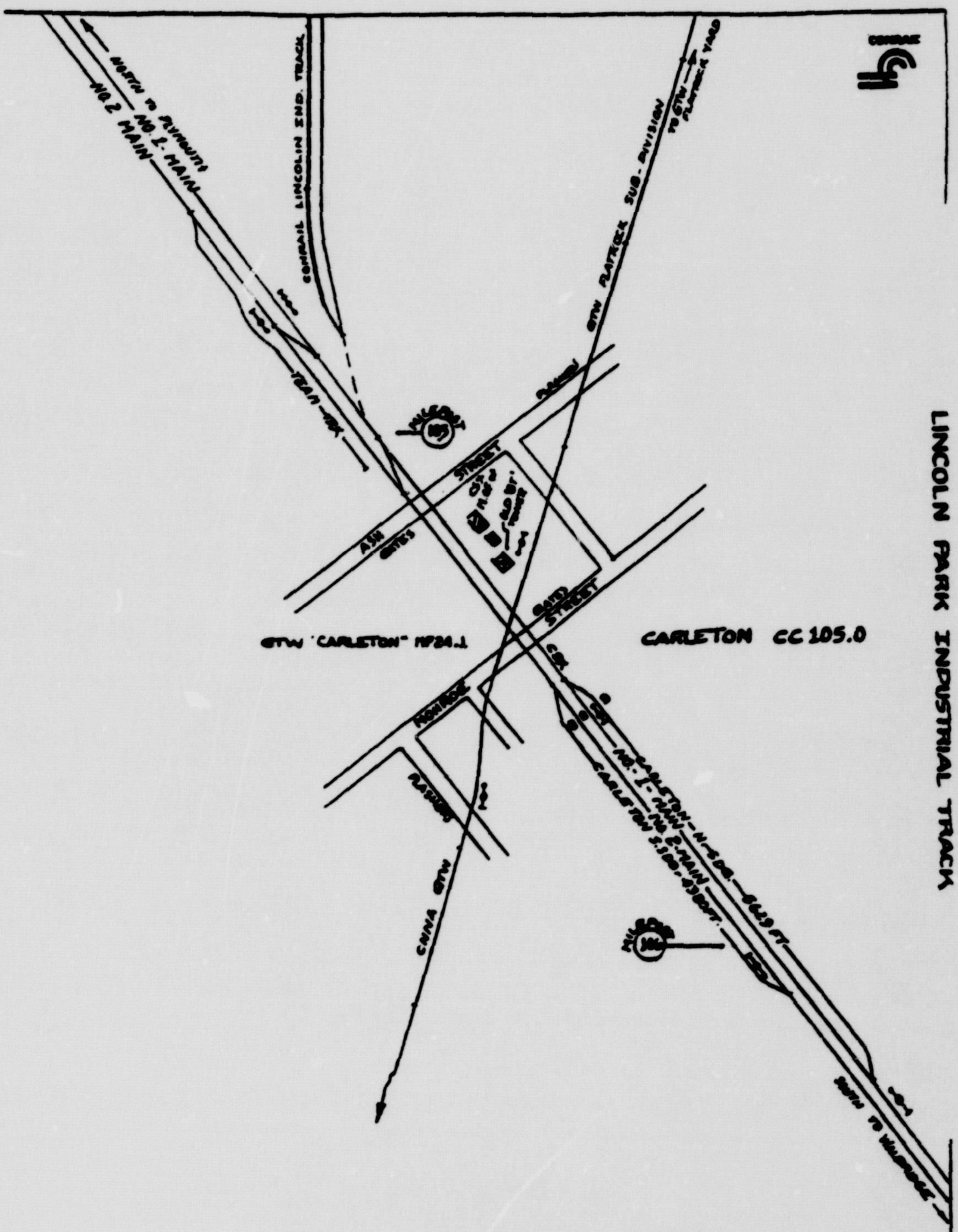


FIGURE 13.7-24b

MAY 1991

PAGE 15

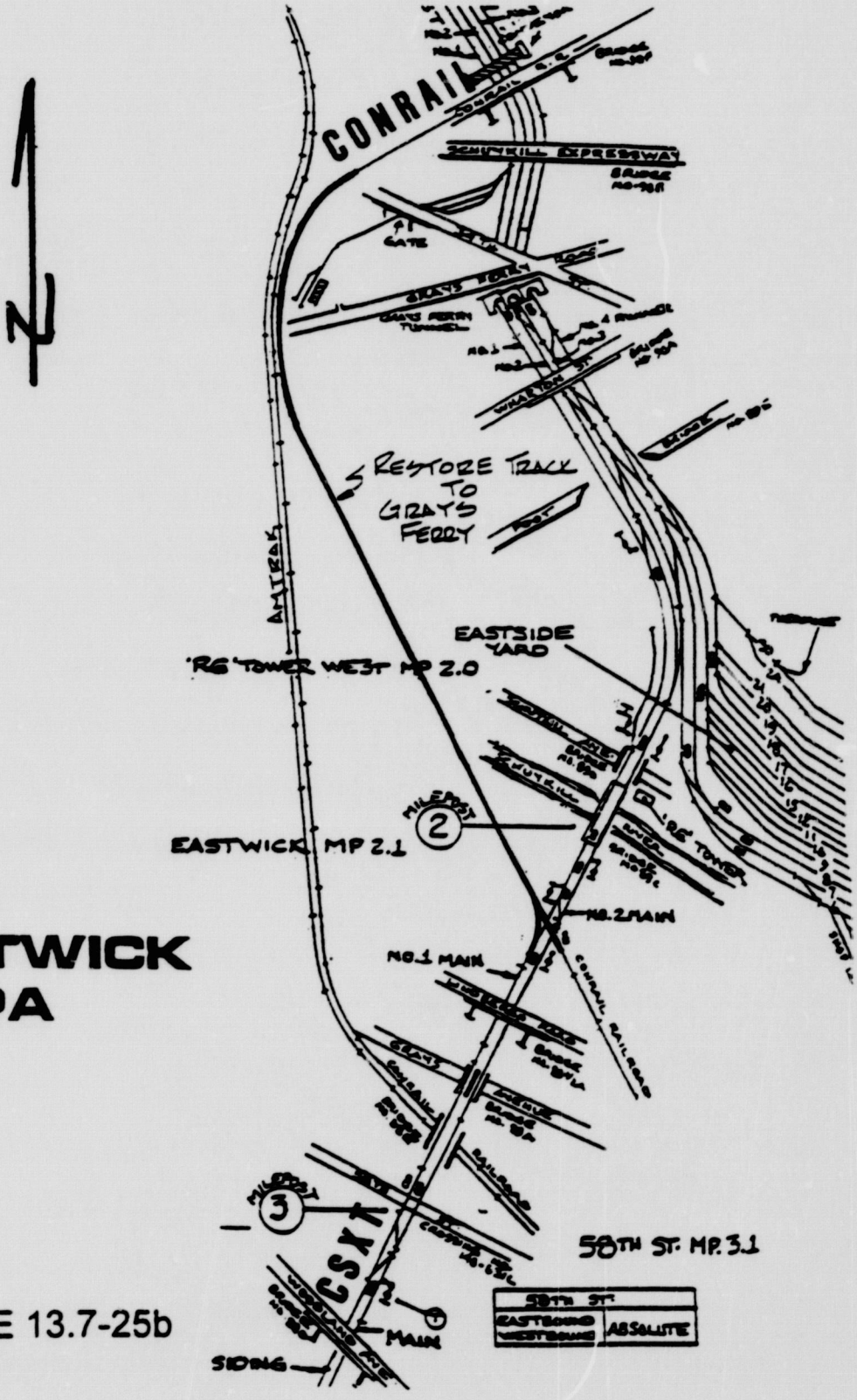
Scale 1:31,250 (at center)

2000 Feet

1000 Meters

GRAY'S FERRY,PA.
Mag 14.00
Wed Nov 27 14:07:00 1996

FIGURE 13.7-25a



EASTWICK PA

FIGURE 13.7-25b

TABLES

TABLE 13.3-1

CSXT Automotive Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
Q201	SAGINAW	MI	CINCINNATI	OH	7	325	DESHLER	OH
Q204	LOUISVILLE	KY	ST LOU GATEWAY GWW	IL	7	276	MITCHELL	OH
Q205	CINCINNATI	OH	BIRMINGHAM	AL	7	507	LOUISVILLE	KY
Q207	CINCINNATI	OH	LOUISVILLE	KY	7	106	LATONIA	KY
Q210	GREENWOOD	SC	CINCINNATI	OH	7	635	ATLANTA	GA
Q211	CINCINNATI	OH	GREENWOOD	SC	7	635	ATLANTA	GA
Q212	BALDWIN	FL	CINCINNATI	OH	7	859	ETOWAH	TN
Q213	CINCINNATI	OH	TAMPA	FL	7	1039	ETOWAH	TN
Q214	BALDWIN	FL	LOUISVILLE	KY	7	86_	TALLADEGA	AL
Q215	CINCINNATI	OH	JACKSONVILLE	FL	7	854	ETOWAH	TN
Q216	PLYMOUTH	MI	PHILADELPHIA	PA	7	759	FOSTORIA	OH
Q217	PHILADELPHIA	PA	PLYMOUTH	.I	7	759	FOSTORIA	OH
Q219	DORAMUS AVENUE	NJ	WAYCROSS	GA	6	926	FLORENCE	SC
Q221	LORDSTOWN	OH	INDIANAPOLIS	IN	7	358	MARION	OH
Q223	WILMINGTON	DE	GIBSON	IN	6	871	DESHLER	OH
Q226	ROCKY MOUNT	NC	PORTSMOUTH	VA	6	115	WELDON	NC
Q227	WALBRIDGE	OH	GIBSON	IN	6	242	FOSTORIA	OH
Q229	PORTSMOUTH	VA	NASHVILLE	TN	6	863	ATLANTA	GA
Q231	DETROIT ROUGEMERE	MI	NASHVILLE	TN	6	648	PLYMOUTH-MARION-TERRA HAUTE	
Q241	DETROIT ROUGEMERE	MI	CHICAGO CALUMET	IL	6	287	PLYMOUTH	MI
Q243	MARYSVILLE	OH	CINCINNATI	OH	5	153	RIDGEWAY	OH
Q244	CINCINNATI	OH	MARYSVILLE	OH	5	153	RIDGEWAY	OH
Q245	FLINT	MI	CINCINNATI	OH	5	296	DESHLER	OH
Q246	MARYSVILLE	OH	GIBSON	IN	5	298	MARION	OH
Q249	BALT CURTIS BAY	MD	FLINT	MI	7	711	FOSTORIA	OH
Q250	PALM CENTER	FL	JACKSONVILLE	FL	7	351	BALDWIN	FL
Q251	WAYCROSS	GA	PALM CENTER	FL	7	424	JAX-BALDWIN	FL
Q252	COLLINWOOD	OH	MARYSVILLE	OH	6	156	RIDGEWAY	OH
Q254	COLLINWOOD	OH	SELKIRK	NY	6	468	BUFFALO	NY
Q256	FLINT	MI	FOSTORIA	OH	5	129	WALBRIDGE	OH
Q258	TAMPA	FL	BALDWIN	FL	7	188	WILDWOOD	FL
Q261	PARMA	OH	CINCINNATI	OH	5	247	CRESTLINE	OH
Q262	CINCINNATI	OH	PARMA	OH	5	247	CRESTLINE	OH
Q264	COLLINWOOD	OH	FRAMINGHAM	MA	6	642	BUFFALO	NY
Q268	MEMPHIS	TN	NASHVILLE	TN	5	233	BRUCETON	TN
Q269	NASHVILLE	TN	MEMPHIS	TN	5	233	BRUCETON	TN
Q270	NASHVILLE	TN	COLLINWOOD	OH	5	625	TERRE HAUTE	IN
Q271	RIDGEFIELD HEIGHTS	NJ	STERLING	MI	6	797	BUFFALO	NY
Q272	BIRMINGHAM	AL	DETROIT ROUGEMERE	MI	7	768	PLYMOUTH,MI-LOUISVILLE,KY	
Q273	LINDEN	NJ	TOLEDO	OH	6	750	BUFFALO	NY
Q274	FOSTORIA	OH	WILLARD	OH	7	37	REPUBLIC	OH
Q275	LOUISVILLE	KY	NASHVILLE	TN	7	189	MEMPHIS JCT	KY
Q276	LOUISVILLE	KY	PHIL EAST SIDE	PA	7	949	CRESTLINE	OH
Q277	FRAMINGHAM	MA	STERLING	MI	6	846	BUFFALO	NY
Q278	WILLARD	OH	BALT LOCUST POINT	MD	7	546	CUMBERLAND	MD
Q282	CHICAGO - BRC	IL	WILLARD	OH	7	278	DEFIANCE	OH
Q284	TOLEDO	OH	COLLINWOOD	OH	6	141	FOSTORIA	OH
Q286	SAGINAW	MI	BALT BAY VIEW	MD	7	747	CUMBERLAND	MD
Q288	IHB BLUE ISLAND	IL	MARYSVILLE	OH	5	298	MARION	OH
Q290	STERLING	MI	DOREMUS AVE	NJ	6	813	BUFFALO	NY

CSXT Automotive Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
Q292	MARYSVILLE	OH	COLLINWOOD	OH	5	156	RIDGEWAY	OH
Q294	WEST SPRINGFIELD	MA	AYER	MA	6	54	WORCESTER	MA
Q295	AYER	MA	WEST SPRINGFIELD	MA	6	54	WORCESTER	MA
Q296	SAGINAW	MI	WILMINGTON	DE	6	815	CUMBERLAND	MD
Q297	WILMINGTON	DE	SAGINAW	MI	5	815	CUMBERLAND	MD
Q298	INDIANAPOLIS	IN	WILLARD	OH	6	272	MARION	OH

TABLE 13.3-2

CSXT Intermodal Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
Q101	JACKSONVILLE	FL	NEW ORLEANS	LA	7	613	PENSACOLA	FL
Q102	NEW ORLEANS	LA	JACKSONVILLE	FL	7	613	PENSACOLA	FL
Q103	CHARLESTON	SC	JACKSONVILLE	FL	6	253	NAHUNTA	GA
Q104	JACKSONVILLE	FL	CHARLESTON	SC	6	253	NAHUNTA	GA
Q105	JACKSONVILLE	FL	NEW ORLEANS	LA	7	613	PENSACOLA	FL
Q106	NEW ORLEANS	LA	JACKSONVILLE	FL	7	613	PENSACOLA	FL
Q108	EAST ST LOUIS	IL	LITTLE FERRY	NJ	7	1123	INDIANAPOLIS	IN
Q109	BOSTON	MA	BEDFORD PARK	IL	3	994	FOSTORIA	OH
Q110	BEDFORD PARK	IL	BOSTON	MA	3	1012	FOSTORIA	OH
Q111	LITTLE FERRY	NJ	E.ST.LOUIS	IL	7	1118	INDIANAPOLIS	IN
Q112	CHICAGO - 59TH	IL	BOSTON	MA	6	1014	FOSTORIA	OH
Q113	BOSTON	MA	CHICAGO - 59TH	IL	5	986	FOSTORIA	OH
Q114	BEDFORD PARK	IL	BOSTON	MA	7	1014	FOSTORIA	OH
Q115	BOSTON	MA	E.ST.LOUIS	IL	6	1239	INDIANAPOLIS	IN
Q116	E ST LOUIS	IL	BOSTON	MA	6	1245	INDIANAPOLIS	IN
Q117	BOSTON	MA	BEDFORD PARK	IL	7	986	FOSTORIA	OH
Q118	CHICAGO - 59TH	NY	WORCESTER	MA	7	971	FOSTORIA	OH
Q119	WORCESTER	MA	CHICAGO - 59TH	IL	5	943	FOSTORIA	OH
Q120	JACKSONVILLE	FL	BEDFORD PARK	IL	7	1118	MANCHESTER	GA
Q121	BEDFORD PARK	IL	JACKSONVILLE	FL	7	1128	MANCHESTER	GA
Q122	ATLANTA HULSEY	GA	BEDFORD PARK	IL	7	716	CHATTANOOGA	TN
Q123	BEDFORD PARK	IL	ATLANTA HULSEY	GA	7	726	CHATTANOOGA	TN
Q124	JACKSONVILLE	FL	BEDFORD PARK	IL	7	1118	MANCHESTER	GA
Q125	BEDFORD PARK	IL	JACKSONVILLE	FL	7	1128	MANCHESTER	GA
Q128	NASHVILLE	TN	BEDFORD PARK	IL	4	431	DANVILLE	IL
Q129	BEDFORD PARK	IL	NASHVILLE	TN	4	441	DANVILLE	IL
Q131	LITTLE FERRY	NJ	MEMPHIS	TN	7	1444	INDIANAPOLIS	IN
Q132	MEMPHIS	TN	LITTLE FERRY	NJ	7	1449	INDIANAPOLIS	IN
Q133	PHILADELPHIA	PA	DETROIT	MI	5	807	COLLINGWOOD	OH
Q134	DETROIT	MI	PHILADELPHIA	PA	5	813	COLLINGWOOD	OH
Q135	PHILADELPHIA	PA	BEDFORD PARK	IL	7	910	FOSTORIA	OH
Q136	BEDFORD PARK	IL	PHILADELPHIA	PA	7	933	FOSTORIA	OH
Q137	BALTIMORE	MD	BEDFORD PARK	IL	7	809	FOSTORIA	OH
Q138	BEDFORD PARK	IL	BALTIMORE SEAGIRT	MD	7	832	FOSTORIA	OH
Q141	DETROIT	MI	JACKSONVILLE	FL	7	1116	CORBIN	KY
Q142	JACKSONVILLE	FL	DETROIT	MI	7	1116	CORBIN	KY
Q144	NEW ORLEANS	LA	ATLANTA HULSEY	GA	7	482	MONTGOMERY	AL
Q145	ATLANTA HULSEY	GA	NEW ORLEANS	LA	7	482	MONTGOMERY	AL
Q146	CHICAGO - 59TH	IL	COLUMBUS	OH	5	346	FOSTORIA	OH
Q147	COLUMBUS-TV	IL	CHICAGO 59TH	IL	5	324	FOSTORIA	OH
Q154	MEMPHIS	TN	CHARLESTON	SC	7	834	CHATTANOOGA	TN
Q155	CHARLESTON	SC	MEMPHIS	TN	7	834	CHATTANOOGA	TN
Q156	CHICAGO - 59TH	IL	KEARNY	NJ	6	959	FOSTORIA - BUFFALO	
Q157	KEARNY	NJ	CHICAGO - 59TH	IL	5	931	BUFFALO - FOSTORIA	
Q160	BEDFORD PARK	IL	KEARNY	NJ	6	959	FOSTORIA - BUFFALO	
Q161	KEARNY	NJ	BEDFORD PARK	IL	6	931	BUFFALO - FOSTORIA	
Q162	CHICAGO - 59TH	IL	LITTLE FERRY/E'RAIL	MA	6	972	FOSTORIA - BUFFALO	
Q163	PORT NEWARK	NJ	CHICAGO - 59TH	IL	5	935	BUFFALO - FOSTORIA	
Q164	CHICAGO - 59TH	IL	KEARNY	NJ	5	959	FOSTORIA - BUFFALO	

CSXT Intermodal Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
Q165	KEARNY	NJ	CHICAGO -59TH	IL	5	931	BUFFALO - FOSTORIA	
Q166	BEDFORD PARK	IL	NORTH BERGEN	NJ	7	953	FOSTORIA - BUFFALO	
Q167	NORTH BERGEN	NJ	BEDFORD PARK	IL	5	925	BUFFALO - FOSTORIA	
Q168	CHICAGO - 59TH	IL	NORTH BERGEN	NJ	7	953	FOSTORIA - BUFFALO	
Q169	NORTH BERGEN	NJ	CHICAGO - 59TH	IL	5	925	BUFFALO - FOSTORIA	
Q170	E. ST LOUIS	IL	CINCINNATI	OH	3	337	WASHINGTON CT HSE	OH
Q171	CINCINNATI	OH	E. ST LOUIS	IL	3	337	WASHINGTON CT HSE	OH
Q173	KEARNY	NJ	JACKSONVILLE	FL	5	981	FLORENCE - NAHUNTA	
Q174	JACKSONVILLE	FL	KEARNY	NJ	5	981	NAHUNTA - FLORENCE	
Q175	PHILADELPHIA	PA	JACKSONVILLE	FL	6	898	FLORENCE - NAHUNTA	
Q176	JACKSONVILLE	FL	PHILADELPHIA	PA	6	898	NAHUNTA - FLORENCE	
Q177	JACKSONVILLE	FL	ORLANDO	FL	5	233	SANFORD	FL
Q178	ORLANDO	FL	JACKSONVILLE	FL	5	233	SANFORD	FL
Q182	TAMPA	FL	JACKSONVILLE	FL	5	215	WILDWOOD	FL
Q187	JACKSONVILLE	FL	TAMPA	FL	4	215	WILDWOOD	FL
Q188	TAMPA	FL	JACKSONVILLE	FL	5	215	WILDWOOD	FL
Q189	JACKSONVILLE	FL	TAMPA	FL	4	215	WILDWOOD	FL
Q193	CHARLOTTE	NC	ATLANTA HULSEY	GA	5	279	MONROE	NC
Q194	ATLANTA HULSEY	GA	CHARLOTTE	NC	4	279	ABBEVILLE	SC
Q195	BOSTON	MA	ATLANTA HULSEY	GA	7	1250	RICHMOND	VA
Q196	ATLANTA HULSEY	GA	BOSTON	MA	7	1250	RICHMOND	VA

TABLE 13.3-3

CSXT Merchandise Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
ADHM	ASHLAND	KY	HAMILTON	OH	7	184	CINCINNATI	OH
AGAU	ATLANTA	GA	AUGUSTA	GA	7	177	CAMAK	GA
AGBI	ATLANTA	GA	BIRMINGHAM	AL	7	245	LAGRANGE	GA
AGCI	ATLANTA	GA	CINCINNATI	OH	7	492	KNOXVILLE	TN
AGGW	ATLANTA	GA	GREENWOOD	SC	7	155	ATHENS	GA
AGLO	ATLANTA	GA	LOUISVILLE	KY	7	474	CHATTANOOGA	TN
AGMG	ATLANTA	GA	MONTGOMERY	AL	7	181	LAGRANGE	GA
AGNA A	ATLANTA	GA	NASHVILLE	TN	7	286	CHATTANOOGA	TN
AGNA B	ATLANTA	GA	NASHVILLE	TN	7	286	CHATTANOOGA	TN
AGNO	ATLANTA	GA	NEW ORLEANS	LA	7	507	MONTGOMERY	AL
ANHA	ANDREWS	SC	HAMLET	NC	7	116	DILLON	SC
ATLO	ST LOUIS - GWWR	IL	LOUISVILLE	KY	7	279	VINCENNES	IN
AUAG	AUGUSTA	GA	ATLANTA	GA	7	177	CAMAK	GA
AUER	AUGUSTA	GA	ERWIN	TN	7	281	GREENWOOD	SC
AUWX	AUGUSTA	GA	WAYCROSS	GA	7	216	SAVANNAH	GA
AVWN	NEW ORLEANS - SP	LA	WINSTON	FL	7	791	PENSACOLA	FL
BARM	BALT- BAY VIEW	MD	ROCKY MOUNT	NC	7	283	RICHMOND	VA
BBNA A	CHICAGO - BN	IL	NASHVILLE	TN	7	612	VINCENNES	IN
BBNA B	CHICAGO - BN	IL	NASHVILLE	TN	7	612	VINCENNES	IN
BBSE A	CHICAGO - BN	IL	SELKIRK	NY	7	834	GARRETT	IN
BBSE B	CHICAGO - BN	IL	SELKIRK	NY	7	834	GARRETT	IN
BIAG	BIRMINGHAM	AL	ATLANTA	GA	7	245	LAGRANGE	GA
BILO	BIRMINGHAM	AL	LOUISVILLE	KY	7	384	NASHVILLE	TN
BIMG	BIRMINGHAM	AL	MONTGOMERY	AL	7	101	CALERA	AL
BINO	BIRMINGHAM	AL	NEW ORLEANS	LA	7	428	MONTGOMERY	AL
BIWX	BIRMINGHAM	AL	WAYCROSS	GA	7	420	DOTHAN	AL
BLBX	BALTIMORE	MD	BRUNSWICK	MD	7	88	JESSUP	MD
BLHV	BALTIMORE	MD	HANOVER	PA	7	58	W. BALTIMORE	MD
BOSE	BOSTON	MA	SELKIRK	NY	7	199	SPRINGFIELD	MA
BUCI	BUFFALO	NY	CINCINNATI	OH	7	447	CRESTLINE - SIDNEY	OH
BUCP	BUFFALO	NY	NIAGARA FALLS - C	NY	7	25	KENMORE YARD	NY
BUIN	BUFFALO	NY	AVON	IN	7	484	CRESTLINE	OH
BUSY	BUFFALO	NY	SYRACUSE - DEWITT	NY	7	143	ROCHESTER	NY
BUUP A	BUFFALO	NY	CHICAGO - UP	IL	7	1268	GARRETT	IN
BUUP B	BUFFALO	NY	CHICAGO - UP	IL	7	1268	GARRETT	IN
BUWL	BUFFALO	NY	WILLARD	OH	7	258	BEREA	OH
BWWN	BALDWIN	FL	WINSTON	FL	7	181	OCALA - LAKELAND	FL
BWWX	BALDWIN	FL	WAYCROSS	GA	7	76	CALLAHAN	FL
CASE	CAMDEN	NJ	SELKIRK	NY	7	241	MANVILLE	NJ
CIAG	CINCINNATI	OH	ATLANTA	GA	7	492	KNOXVILLE	TN
CIBI	CINCINNATI	OH	BIRMINGHAM	AL	7	501	BOWLING GREEN	KY
CIBU A	CINCINNATI	OH	BUFFALO	NY	7	447	SIDNEY - CRESTLINE	OH
CIBU B	CINCINNATI	OH	BUFFALO	NY	7	447	SIDNEY - CRESTLINE	OH
CICO W	CINCINNATI	OH	COLUMBUS	OH	7	115	WASHINGTON CT HSE	OH
CICW	CINCINNATI	OH	CHICAGO - BARR	IL	7	352	LIMA - DESHLER	OH
CIIN	CINCINNATI	OH	AVON	IN	7	130	HAMILTON	OH
CILO	CINCINNATI	OH	LOUISVILLE	KY	7	117	OBANNON	KY
CITO A	CINCINNATI	OH	TOLEDO	OH	7	195	LIMA - DESHLER	OH
CITO B	CINCINNATI	OH	TOLEDO	OH	7	195	LIMA - DESHLER	OH
CIWX	CINCINNATI	OH	WAYCROSS	GA	7	761	ETOWAH	TN

CSXT Merchandise Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
CLWL	CLEVELAND	OH	WILLARD	OH	7	92	PARMA - STERLING	OH
CMHA	COLUMBIA	SC	HAMLET	NC	7	108	LUGOFF	SC
CNSE	MASSENA - CN	NY	SELKIRK	NY	7	368	SYRACUSE	NY
COCI W	COLUMBUS	OH	CINCINNATI	OH	7	114	WASHINGTON CT HSE	OH
COTO	COLUMBUS	OH	TOLEDO	OH	7	125	MARION - FOSTORIA	OH
CPBU	NIAGARA FLLS - CPR	NY	BUFFALO	NY	7	25	KENMORE YARD	NY
CUHA	CUMBERLAND	MD	HAMLET	NC	7	553	ROCKY MOUNT	NC
CUIN C	CUMBERLAND	MD	AVON	IN	7	656	CINCINNATI	OH
CUIN G	CUMBERLAND	MD	AVON	IN	7	563	GREENWICH	OH
CUPG	CUMBERLAND	MD	PHILLY - GREENWIC	PA	7	293	JESSUP	MD
CURI	CUMBERLAND	MD	RICHMOND	VA	7	276	BRUNSWICK	MD
CUTO	CUMBERLAND	MD	TOLEDO	OH	7	401	LORDSTOWN	OH
CUWL A	CUMBERLAND	MD	WILLARD	OH	7	337	LORDSTOWN	OH
CUWL B	CUMBERLAND	MD	WILLARD	OH	7	337	LORDSTOWN	OH
CWCI	CHICAGO - BARR	IL	CINCINNATI	OH	7	352	DESHLER - LIMA	OH
CWER	CHICAGO - BARR	IL	ERWIN	TN	7	768	DESHLER, CINCINNATI, RUSSELL	
CWIN	CHICAGO - BARR	IL	AVON	IN	7	166	LAFAYETTE	IN
CWTO A	CHICAGO - BARR	IL	TOLEDO	OH	7	227	DESHLER	OH
CWTO B	CHICAGO - BARR	IL	TOLEDO	OH	7	227	DESHLER	OH
DETO A	DETR - ROUGMERE	MI	TOLEDO	OH	7	84	PLYMOUTH	MI
DETO B	DETR - ROUGMERE	MI	TOLEDO	OH	7	84	PLYMOUTH	MI
DNIN	DETR - NORTH YARD	MI	AVON	IN	7	338	FOSTORIA - MARION	OH
DRTO	DETR - RIVER ROUGE	MI	TOLEDO	OH	7	63	CARLETON	MI
DUDV	DECATUR	IL	DANVILLE	IL	7	117	HILLSDALE	IN
DVDU	DANVILLE	IL	DECATUR	IL	7	117	HILLSDALE	IN
DVNA	DANVILLE	IL	NASHVILLE	TN	7	322	VINCENNES	IN
ERAU	ERWIN	TN	AUGUSTA	GA	7	281	GREENWOOD	SC
ERCW	ERWIN	TN	CHICAGO - BARR	IL	7	768	RUSSELL-CINCINNATI-DESHLER	
ER[illegible]	ERWIN	TN	HAMLET	NC	7	267	CHARLOTTE - MONROE	NC
EV[illegible]	EVANSVILLE	IN	LOUISVILLE	KY	7	141	SKYLMAN	KY
FRSE	FRAMINGHAM	MA	SELKIRK	NY	7	178	SPRINGFIELD	MA
GRCW	GRAND RAPIDS	MI	CHICAGO - BARR	IL	7	168	BENTON HARBOR	MI
GRTO	GRAND RAPIDS	MI	TOLEDO	OH	7	195	WAYNE	MI
GWAG	GREENWOOD	SC	ATLANTA	GA	7	155	ATHENS	GA
HAAG	HAMLET	NC	ATLANTA	GA	7	332	MONROE	NC
HAAN	HAMLET	NC	ANDREWS	SC	7	115	DILLON - MULLINS	SC
HACM	HAMLET	NC	COLUMBIA	SC	7	108	LUGOFF	SC
HACU	HAMLET	NC	CUMBERLAND	MD	7	552	BRUNSWICK	MD
HAER	HAMLET	NC	ERWIN	TN	7	267	MONROE - CHARLOTTE	NC
HANA	HAMLET	NC	NASHVILLE	TN	7	618	TILFORD	GA
HANO	HAMLET	NC	NEW ORLEANS	LA	7	838	MONTGOMERY	AL
HANU	HAMLET	NC	NEW ORLEANS - UP	LA	7	838	MONTGOMERY	AL
HAPG	HAMLET	NC	PHILLY - GREENWIC	PA	7	546	BALTIMORE	MD
HAWI A	HAMLET	NC	WILMINGTON, NC	NC	7	110	LUMBERTON	NC
HAWI B	HAMLET	NC	WILMINGTON, NC	NC	7	109	LUMBERTON	NC
HAWX	HAMLET	NC	WAYCROSS	GA	7	368	FLORENCE	SC
HGEN	HAGERSTOWN	MD	ENOLA - NS	PA	7	76	LURGAN	PA
HMAD	HAMILTON	OH	ASHLAND	KY	7	184	CINCINNATI	OH
HOCI A	HOUSTON	TX	CINCINNATI	OH	7	1280	BOWLING GREEN	KY
HOCI B	HOUSTON	TX	CINCINNATI	OH	7	1280	BOWLING GREEN	KY

CSXT Merchandise Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
HOIN A	HOUSTON	TX	AVON	IN	7	1093	ST. ELMO	IL
HOIN B	HOUSTON	TX	AVON	IN	7	1093	ST. ELMO	IL
HOWX	HOUSTON	TX	WAYCROSS	GA	7	1064	BALDWIN	FL
HVBL	HANOVER	PA	BALT - LOCUST POI	MD	7	58	WEST BALTIMORE	MD
ICIN	EFFINGHAM (IC)	IL	AVON	IN	7	691	TERRE HAUTE	IN
IHCU A	IHB - BLUE ISLAND	IL	CUMBERLAND	MD	7	589	DESHLER	OH
IHCU B	IHB - BLUE ISLAND	IL	CUMBERLAND	MD	7	589	DESHLER	OH
IHGR	IHB - BLUE ISLAND	IL	GRAND RAPIDS	MI	7	171	BENTON HARBOR	MI
IHNA	IHB - BLUE ISLAND	IL	NASHVILLE	TN	7	434	DICKASON	IN
IHSE	IHB - BLUE ISLAND	IL	SELKIRK	NY	7	809	DESHLER	OH
IHTO	IHB - BLUE ISLAND	IL	TOLEDO	OH	7	226	DESHLER	OH
IHWX	IHB - BLUE ISLAND	IL	WAYCROSS	GA	7	1028	COOSA PINES	AL
INBU	AVON	IN	BUFFALO	NY	7	484	CRESTLINE	OH
INCI	AVON	IN	CINCINNATI	OH	7	130	CONNERSVILLE	IN
INCO	AVON	IN	COLUMBUS	OH	7	242	RIDGEWAY	OH
INCU C	AVON	IN	CUMBERLAND	MD	7	657	CINCINNATI	OH
INCU G	AVON	IN	CUMBERLAND	MD	7	562	GREENWICH	OH
INCW	AVON	IN	CHICAGO - BARR	IL	7	166	LAFAYETTE	IN
INDN	AVON	IN	DETR - NORTH YARD	MI	7	338	MARION	OH
INHO	AVON	IN	HOUSTON	TX	7	1093	ST. ELMO	IL
INIC	AVON	IN	EFFINGHAM (IC)	IL	7	130	TERRE HAUTE	IN
INNA	AVON	IN	NASHVILLE	TN	7	328	TERRE HAUTE	IN
INNL	AVON	IN	N. LITTLE ROCK -	AR	7	1004	TERRE HAUTE	IN
INSE	AVON	IN	SELKIRK	NY	7	782	CRESTLINE	OH
INSL	AVON	IN	ST. LOUIS - ROSE	IL	7	224	EFFINGHAM	IL
INSW	AVON	IN	ST LOUIS - A&S/SS	IL	7	228	EFFINGHAM	IL
INTO	AVON	IN	TOLEDO	OH	7	266	MARION	OH
JAWX	JACKSONVILLE	FL	WAYCROSS	GA	7	75	CALLAHAN	FL
LOAG	LOUISVILLE	KY	ATLANTA	GA	7	473	BOWLING GREEN	KY
LOAS	LOUISVILLE	KY	EXEMONT (A&S RR)	IL	7	279	FLORA	IL
LOCI A	LOUISVILLE	KY	CINCINNATI	OH	7	117	HK TOWER	KY
LOCI B	LOUISVILLE	KY	CINCINNATI	OH	7	117	HK TOWER	KY
LOEV A	LOUISVILLE	KY	EVANSVILLE	IN	7	141	SKILLMAN	KY
LOEV B	LOUISVILLE	KY	EVANSVILLE	IN	7	141	SKILLMAN	KY
LOJA	LOUISVILLE	KY	JACKSONVILLE	FL	7	824	TILFORD	GA
LONA	LOUISVILLE	KY	NASHVILLE	TN	7	187	BOWLING GREEN	KY
LORV	LOUISVILLE	KY	RAVENNA	KY	7	153	LEXINGTON	KY
LOWX	LOUISVILLE	KY	WAYCROSS	GA	7	803	DOTHAN	AL
MBMG	MOBILE	AL	MONTGOMERY	AL	7	180	BREWTON	AL
MDPN	MIDLAND	MI	PORT HURON	MI	7	121	FLINT	MI
MGAG	MONTGOMERY	AL	ATLANTA	GA	7	181	LAGRANGE	GA
MGHA	MONTGOMERY	AL	HAMLET	NC	7	511	TILFORD	GA
MGMB	MONTGOMERY	AL	MOBILE	AL	7	181	BREWTON	AL
MIWX	MIAMI	FL	WAYCROSS	GA	7	489	OCALA	FL
MPNA A	MEMPHIS	TN	NASHVILLE	TN	7	755	BRUCETON	TN
MPNA B	MEMPHIS	TN	NASHVILLE	TN	7	227	BRUCETON	TN
MSSY	MASSENA	NY	SYRACUSE - DEWITT	NY	7	170	WATERTOWN	NY
NAAG	NASHVILLE	TN	ATLANTA	GA	7	287	CHATTANOOGA	TN
NABB A	NASHVILLE	TN	CHICAGO - BN	IL	7	610	CAYUGA	IN
NABB B	NASHVILLE	TN	CHICAGO - BN	IL	7	610	CAYUGA	IN

CSXT Merchandise Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
NABI	NASHVILLE	TN	BIRMINGHAM	AL	7	198	DECATUR	AL
NACW A	NASHVILLE	TN	CHICAGO - BARR	IL	7	435	DICKASON	IN
NACW B	NASHVILLE	TN	CHICAGO - BARR	IL	7	435	DICKASON	IN
NAEV	NASHVILLE	TN	EVANSVILLE	IN	7	156	MADISONVILLE	KY
NAHA A	NASHVILLE	TN	HAMLET	NC	7	617	ABBEVILLE	SC
NAHA B	NASHVILLE	TN	HAMLET	NC	7	618	ABBEVILLE	SC
NAIH A	NASHVILLE	TN	IHB - BLUE ISLAND	IL	7	432	CAYUGA	IN
NAIH B	NASHVILLE	TN	IHB - BLUE ISLAND	IL	7	432	CAYUGA	IN
NALO	NASHVILLE	TN	LOUISVILLE	KY	7	187	BOWLING GREEN	KY
NAMP A	NASHVILLE	TN	MEMPHIS	TN	7	755	BRUCETON	TN
NAMP B	NASHVILLE	TN	MEMPHIS	TN	7	227	BRUCETON	TN
NAMP C	NASHVILLE	TN	MEMPHIS	TN	7	227	BRUCETON	TN
NAPE	NASHVILLE	TN	PENSACOLA	FL	7	455	MONTGOMERY	AL
NAWX	NASHVILLE	TN	WAYCROSS	GA	7	596	FITZGERALD	GA
NESE	BARBER STATION	MA	SELKIRK	NY	7	185	SPRINGFIELD	MA
NFSE	NIAGARA FALLS	NY	SELKIRK	NY	7	322	SYRACUSE	NY
NLIN	N. LITTLE ROCK - M	AR	AVON	IN	7	1004	ST. ELMO	IL
NOAG	NEW ORLEANS	LA	ATLANTA	GA	7	507	MONTGOMERY	AL
NOHA	NEW ORLEANS	LA	HAMLET	NC	7	838	TILFORD	GA
NPLO	NORTH PLATTE - UP	NE	LOUISVILLE	KY	7	960	MITCHELL	IN
NPNA A	NORTH PLATTE - UP	NE	NASHVILLE	TN	7	1033	VINCENNES	IN
NPNA B	NORTH PLATTE - UP	NE	NASHVILLE	TN	7	1033	VINCENNES	IN
NPSE	NORTH PLATTE - UP	NE	SELKIRK	NY	7	1566	FOSTORIA	OH
NUHA	NEW ORLEANS - UP	LA	HAMLET	NC	7	838	TILFORD	GA
OIRM	NEWARK - OAK ISL	NJ	ROCKY MOUNT	NC	7	457	MANVILLE	NJ
OISE	NEWARK - OAK ISL	NJ	SELKIRK	NY	7	146	GREENVILLE	NJ
OJTA	GREENVILLE	NJ	TAMPA	FL	7	1181	ROCKY MOUNT	NC
OPSE	OAK POINT - NYC	NY	SELKIRK	NY	7	131	POUGHKEEPSIE	NY
ORWX	ORLANDO	FL	WAYCROSS	GA	7	235	JACKSONVILLE	FL
PENA	PENSACOLA	FL	NASHVILLE	TN	7	456	MONTGOMERY	AL
PGCU	PHILLY - G'WICH	PA	CUMBERLAND	MD	7	293	BLADENSBURG	MD
PGHA	PHILLY - G'WICH	PA	HAMLET	NC	7	540	ROCKY MOUNT	NC
PGLO	PHILLY - G'WICH	PA	LOUISVILLE	KY	7	935	GREENWICH	OH
PNMD	PORT HURON	MI	MIDLAND	MI	7	121	FLINT	MI
PORM	PORTSMOUTH	VA	ROCKY MOUNT	NC	7	113	WELDON	NC
RDRI	RUSSELL	KY	RICHMOND	VA	7	480	LYNCHBURG	VA
RDWL	RUSSELL	KY	WILLARD	OH	7	243	FOSTORIA	OH
RICU	RICHMOND	VA	CUMBERLAND	MD	7	276	BRUNSWICK	MD
RIRD	RICHMOND	VA	RUSSELL	KY	7	480	LYNCHBURG	VA
RMBA	ROCKY MOUNT	NC	BALT - BAY VIEW	MD	7	284	ASHLAND	VA
RMOI	ROCKY MOUNT	NC	NEWARK - OAK ISL	NJ	7	457	MANVILLE	NJ
RMPO	ROCKY MOUNT	NC	PORTSMOUTH	VA	7	112	WELDON	NC
RMSA	ROCKY MOUNT	NC	SAVANNAH	GA	7	375	FLORENCE	SC
RMWX	ROCKY MOUNT	NC	WAYCROSS	GA	7	486	FLORENCE	SC
RVLO	RAVENNA	KY	LOUISVILLE	KY	7	153	FRANKFORT	KY
SARM	SAVANNAH	GA	ROCKY MOUNT	NC	7	378	FLORENCE	SC
SEBB	SELKIRK	NY	CHICAGO - BN	IL	7	834	FOSTORIA	OH
SEBO	SELKIRK	NY	BOSTON	MA	7	199	SPRINGFIELD	MA
SEBR	SELKIRK	NY	CLEARING - BRC	IL	7	826	FOSTORIA	OH
SEBU A	SELKIRK	NY	BUFFALO	NY	7	298	ROCHESTER	NY

CSXT Merchandise Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
SEBU B	SELKIRK	NY	BUFFALO	NY	7	298	ROCHESTER	NY
SECA A	SELKIRK	NY	CAMDEN	NJ	7	241	MANVILLE	NJ
SECA B	SELKIRK	NY	CAMDEN	NJ	7	241	MANVILLE	NJ
SECN	SELKIRK	NY	MASSENA - CN	NY	7	425	SYRACUSE	NY
SEFR	SELKIRK	NY	FRAMINGHAM	MA	7	178	SPRINGFIELD	MA
SEIN	SELKIRK	NY	AVON	IN	7	782	MARION - RIDGEWAY	OH
SEJB	SELKIRK	NY	SOUTH AMBOY	NJ	7	160	BAYWAY	NJ
SENE	SELKIRK	NY	BARBER STATION	MA	7	185	SPRINGFIELD	MA
SENF	SELKIRK	NY	NIAGARA FALLS	NY	7	322	ROCHESTER	NY
SEOP	SELKIRK	NY	OAK POINT - NYC	NY	7	131	POUGHKEEPSIE	NY
SETA	SELKIRK	NY	TAMPA	FL	7	1323	FLORENCE	SC
SETO	SELKIRK	NY	TOLEDO	OH	7	621	ASHTABULA	OH
SEWO	SELKIRK	NY	WORCESTER	MA	7	155	SPRINGFIELD	MA
SLEV	ST. LOUIS - ROSE L	IL	EVANSVILLE	IN	7	199	VINCENNES	IN
SLIN	ST. LOUIS - ROSE L	IL	AVON	IN	7	228	EFFINGHAM	IL
SLSE	ST. LOUIS - ROSE L	IL	SELKIRK	NY	7	1006	MARION - GREENWICH	OH
SNTO	SAGINAW	MI	TOLEDO	OH	7	149	NEW BOSTON	MI
SYBU	SYRACUSE - DEWITT	NY	BUFFALO	NY	7	143	ROCHESTER	NY
SYMS	SYRACUSE - DEWITT	NY	MASSENA	NY	7	170	WATERTOWN	NY
TAOJ	TAMPA	FL	GREENVILLE	NJ	7	1181	FLORENCE	SC
TATA	TAMPA	FL	TAMPA	FL	7	182	PINE CASTLE	FL
TAWX	TAMPA	FL	WAYCROSS	GA	7	286	BALDWIN - CALLAHAN	FL
TOCI A	TOLEDO - STANLEY	OH	CINCINNATI	OH	7	195	DESHLER	OH
TOCI B	TOLEDO - STANLEY	OH	CINCINNATI	OH	7	195	DESHLER	OH
TOCO	TOLEDO - STANLEY	OH	COLUMBUS	OH	7	123	FOSTORIA - MARION	OH
TOCU A	TOLEDO - STANLEY	OH	CUMBERLAND	MD	7	406	AKRON	OH
TOCU B	TOLEDO - STANLEY	OH	CUMBERLAND	MD	7	406	AKRON	OH
TOCW	TOLEDO - STANLEY	OH	CHICAGO - BARR	IL	7	227	GARRETT	IN
TODE A	TOLEDO - STANLEY	OH	DETR - ROUGMERE	MI	7	83	PLYMOUTH	MI
TODE B	TOLEDO - STANLEY	OH	DETR - ROUGMERE	MI	7	83	PLYMOUTH	MI
TODR	TOLEDO - STANLEY	OH	DETR - RIVER ROUG	MI	7	63	LINCOLN PARK	MI
TOGR	TOLEDO - STANLEY	OH	GRAND RAPIDS	MI	7	195	NEW BOSTON	MI
TOIH	TOLEDO - STANLEY	OH	IHB - BLUE ISLAND	IL	7	226	GARRETT	IN
TOIN	TOLEDO - STANLEY	OH	AVON	IN	7	266	MARION - BELLEFONTAINE	OH
TOSE	TOLEDO - STANLEY	OH	SELKIRK	NY	7	621	FOSTORIA - GREENWICH	OH
TOSN A	TOLEDO - STANLEY	OH	SAGINAW	MI	7	149	NEW BOSTON	MI
TOSN B	TOLEDO - STANLEY	OH	SAGINAW	MI	7	149	NEW BOSTON	MI
WIHA A	WILMINGTON, NC	NC	HAMLET	NC	7	110	PEMBROKE	NC
WIHA B	WILMINGTON, NC	NC	HAMLET	NC	7	110	PEMBROKE	NC
WLBU	WILLARD	OH	BUFFALO	NY	7	258	PARMA	OH
WLCL	WILLARD	OH	CLEVELAND	OH	7	92	STERLING	OH
WLCW	WILLARD	OH	CHICAGO - BARR	IL	7	254	GARRETT	IN
WLIH	WILLARD	OH	IHB - BLUE ISLAND	IL	7	253	GARRETT	IN
WLRD	WILLARD	OH	RUSSELL	KY	7	235	ALVEDA	OH
WLSE	WILLARD	OH	SELKIRK	NY	7	556	ROCHESTER	NY
WLTO	WILLARD	OH	TOLEDO	OH	7	65	FOSTORIA	OH
WNAV	WINSTON	FL	NEW ORLEANS - SP	LA	7	804	BALDWIN	FL
WNBW A	WINSTON	FL	BALDWIN	FL	7	181	OCALA	FL
WNBW B	WINSTON	FL	BALDWIN	FL	7	181	OCALA	FL
WOSE	WORCESTER	MA	SELKIRK	NY	7	158	SPRINGFIELD	MA

CSXT Merchandise Network Post-Acquisition

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
WXAG	WAYCROSS	GA	ATLANTA	GA	7	269	CORDELE	GA
WXAU	WAYCROSS	GA	AUGUSTA	GA	7	216	SAVANNAH	GA
WXBI A	WAYCROSS	GA	BIRMINGHAM	AL	7	420	DOTHAN	AL
WXBI B	WAYCROSS	GA	BIRMINGHAM	AL	7	420	DOTHAN	AL
WXBW	WAYCROSS	GA	BALDWIN	FL	7	76	CALLAHAN	FL
WXHA	WAYCROSS	GA	HAMLET	NC	7	368	FLORENCE	SC
WXHO	WAYCROSS	GA	HOUSTON	TX	7	1038	BALDWIN	FL
WXLO	WAYCROSS	GA	LOUISVILLE	KY	7	742	CHATTANOOGA	TN
WXMI	WAYCROSS	GA	MIAMI	FL	7	497	LAKELAND	FL
WXNA A	WAYCROSS	GA	NASHVILLE	TN	7	596	COOSA PINES	AL
WXNA B	WAYCROSS	GA	NASHVILLE	TN	7	596	COOSA PINES	AL
WXOR	WAYCROSS	GA	ORLANDO	FL	7	234	JACKSONVILLE	FL
WXSE	WAYCROSS	GA	SELKIRK	NY	7	1071	FLORENCE	SC
WXTA A	WAYCROSS	GA	TAMPA	FL	7	284	LAKELAND	FL
WXTA B	WAYCROSS	GA	TAMPA	FL	7	284	LAKELAND	FL
WXTO	WAYCROSS	GA	TOLEDO	OH	7	949	TILFORD - DAYTON - LIMA	

TABLE 13.3-4

New CSXT Merchandise Trains

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
ADHM	ASHLAND	KY	HAMILTON	OH	7	184	CINCINNATI	OH
AGNA B	ATLANTA	GA	NASHVILLE	TN	7	286	CHATTANOOGA	TN
BBNA A	CHICAGO BN	IL	NASHVILLE	TN	7	612	VINCENNES	IN
BBNA B	CHICAGO BN	IL	NASHVILLE	TN	7	612	VINCENNES	IN
BBSE A	CHICAGO BN	IL	SELKIRK	NY	7	834	GARRETT	IN
BBSE B	CHICAGO BN	IL	SELKIRK	NY	7	834	GARRETT	IN
BLHV	BALTIMORE	MD	HANOVER	PA	7	58	W. BALTIMORE	MD
BOSE	BOSTON	MA	SELKIRK	NY	7	199	SPRINGFIELD	MA
BUCI	BUFFALO	NY	CINCINNATI	OH	7	447	CRESTLINE - SIDNEY	OH
BUCP	BUFFALO	NY	NIAGARA CPRS	NY	7	25	KENMORE YARD	NY
BUUP A	BUFFALO	NY	CHICAGO UP	IL	7	1268	GARRETT	IN
BUUP B	BUFFALO	NY	CHICAGO UP	IL	7	1268	GARRETT	IN
BUWL	BUFFALO	NY	WILLARD	OH	7	258	BEREA	OH
CASE	CAMDEN	NJ	SELKIRK	NY	7	241	MANVILLE	NJ
CIBU A	CINCINNATI	OH	BUFFALO	NY	7	447	SIDNEY - CRESTLINE	OH
CIBU B	CINCINNATI	OH	BUFFALO	NY	7	447	SIDNEY - CRESTLINE	OH
CICW	CINCINNATI	OH	CHICAGO BARR	IL	7	352	LIMA - DESHLER	OH
CITO B	CINCINNATI	OH	TOLEDO	OH	7	195	LIMA - DESHLER	OH
CNSE	MASSENA CN	NY	SELKIRK	NY	7	368	SYRACUSE	NY
CPBU	NIAGARA CPRS	NY	BUFFALO	NY	7	25	KENMORE YARD	NY
CUPG	CUMBERLAND	MD	PHILLY-G'WICH	PA	7	293	JESSUP	MD
CWCI	CHICAGO BARR	IL	CINCINNATI	OH	7	352	DESHLER - LIMA	OH
CWER	CHICAGO BARR	IL	ERWIN	TN	7	768	DESHLER, CINCINNATI, RUSSEL	
CWIN	CHICAGO BARR	IL	AVON	IN	7	166	LAFAYETTE	IN
CWTO A	CHICAGO BARR	IL	TOLEDO	OH	7	227	DESHLER	OH
CWTO B	CHICAGO BARR	IL	TOLEDO	OH	7	227	DESHLER	OH
DETO A	DETR ROUGMERE	MI	TOLEDO	OH	7	84	PLYMOUTH	MI
DETO B	DETR ROUGMERE	MI	TOLEDO	OH	7	84	PLYMOUTH	MI
DNIN	DETR NORTH YARD	MI	AVON	IN	7	338	FOSTORIA - MARION	OH
DRTO	DETR RIVER ROUGE	MI	TOLEDO	OH	7	63	CARLETON	MI
FRSE	FRAMINGHAM	MA	SELKIRK	NY	7	178	SPRINGFIELD	MA
HMAD	HAMILTON	OH	ASHLAND	KY	7	184	CINCINNATI	OH
HOCI B	HOUSTON	TX	CINCINNATI	OH	7	1280	BOWLING GREEN	KY
HOIN A	HOUSTON	TX	AVON	IN	7	1093	ST. ELMO	IL
HOIN B	HOUSTON	TX	AVON	IN	7	1093	ST. ELMO	IL
HVBL	HANOVER	PA	BALT LOCUST PT	MD	7	58	WEST BALTIMORE	MD
IHCU A	IHB BLUE ISL	IL	CUMBERLAND	MD	7	589	DESHLER	OH
IHCU B	IHB BLUE ISL	IL	CUMBERLAND	MD	7	589	DESHLER	OH
IHSE	IHB BLUE ISL	IL	SELKIRK	NY	7	809	DESHLER	OH
IHWX	IHB BLUE ISL	IL	WAYCROSS	GA	7	1028	COOSA PINES	AL
INBU	AVON	IN	BUFFALO	NY	7	484	CRESTLINE	OH
INCO	AVON	IN	COLUMBUS	OH	7	242	RIDGEWAY	OH
INCU G	AVON	IN	CUMBERLAND	MD	7	562	GREENWICH	OH
INCW	AVON	IN	CHICAGO-BARR	IL	7	166	LAFAYETTE	IN
INDN	AVON	IN	DETR - N YARD	MI	7	338	MARION	OH
INHO	AVON	IN	HOUSTON	TX	7	1093	ST. ELMO	IL
INIC	AVON	IN	EFFINGHAM (IC)	IL	7	130	TERRE HAUTE	IN
INNA	AVON	IN	NASHVILLE	TN	7	328	TERRE HAUTE	IN
INNL	AVON	IN	N LITTLEROCK MP	AR	7	1004	TERRE HAUTE	IN
INSE	AVON	IN	SELKIRK	NY	7	782	CRESTLINE	OH

New CSXT Merchandise Trains

Train	Origin City	St	Destination City	St	Days per Week	Miles	Via City	St
INSW	AVON	IN	STL A&S/SSW	IL	7	228	EFFINGHAM	IL
NABB A	NASHVILLE	TN	CHICAGO BN	IL	7	610	CAYUGA	IN
NABB B	NASHVILLE	TN	CHICAGO BN	IL	7	610	CAYUGA	IN
NACW B	NASHVILLE	TN	CHICAGO BARR	IL	7	435	DICKASON	IN
NAIH A	NASHVILLE	TN	IHB BLUE ISL	IL	7	432	CAYUGA	IN
NAIH B	NASHVILLE	TN	IHB BLUE ISL	IL	7	432	CAYUGA	IN
NFSE	NIAGARA FALLS	NY	SELKIRK	NY	7	322	SYRACUSE	NY
NPNA A	NORTH PLATTE UP	NE	NASHVILLE	TN	7	1033	VINCENNES	IN
NPNA B	NORTH PLATTE UP	NE	NASHVILLE	TN	7	1033	VINCENNES	IN
OIRM	NEWARK OAK ISL	NJ	ROCKY MOUNT	NC	7	457	MANVILLE	NJ
OISE	NEWARK OAK ISL	NJ	SELKIRK	NY	7	146	GREENVILLE	NJ
OJTA	GREENVILLE	NJ	TAMPA	FL	7	1181	ROCKY MOUNT	NC
PGCU	PHILLY G'WICH	PA	CUMBERLAND	MD	7	293	BLADENSBURG	MD
RMOI	ROCKY MOUNT	NC	NEWARK OAK ISL	NJ	7	457	MANVILLE	NJ
RMSA	ROCKY MOUNT	NC	SAVANNAH	GA	7	375	FLORENCE	SC
SEBB	SELKIRK	NY	CHICAGO BN	IL	7	834	FOSTORIA	OH
SEBR	SELKIRK	NY	CLEARING BRC	IL	7	826	FOSTORIA	OH
SECA A	SELKIRK	NY	CAMDEN	NJ	7	241	MANVILLE	NJ
SECA B	SELKIRK	NY	CAMDEN	NJ	7	241	MANVILLE	NJ
SEJB	SELKIRK	NY	SOUTH AMBOY	NJ	7	160	BAYWAY	NJ
SETO	SELKIRK	NY	TOLEDO	OH	7	621	ASHTABULA	OH
SNTO	SAGINAW	MI	TOLEDO	OH	7	149	NEW BOSTON	MI
TAOJ	TAMPA	FL	GREENVILLE	NJ	7	1181	FLORENCE	SC
TOCI B	TOLEDO STANLEY	OH	CINCINNATI	OH	7	195	DESHLER	OH
TOCU B	TOLEDO STANLEY	OH	CUMBERLAND	MD	7	406	AKRON	OH
TODE B	TOLEDO STANLEY	OH	DETR ROUGMERE	MI	7	83	PLYMOUTH	MI
TODR	TOLEDO STANLEY	OH	DETR RIV ROUGE	MI	7	63	LINCOLN PARK	MI
TOIH	TOLEDO STANLEY	OH	IHB BLUE ISL	IL	7	226	GARRETT	IN
TOIN	TOLEDO STANLEY	OH	AVON	IN	7	266	MARION - BELLEFONTAINE	OH
TOSE	TOLEDO STANLEY	OH	SELKIRK	NY	7	621	FOSTORIA - GREENWICH	OH
TOSN A	TOLEDO STANLEY	OH	SAGINAW	MI	7	149	NEW BOSTON	MI
TOSN B	TOLEDO STANLEY	OH	SAGINAW	MI	7	149	NEW BOSTON	MI
WLBU	WILLARD	OH	BUFFALO	NY	7	258	PARMA	OH
WLIH	WILLARD	OH	IHB BLUE ISL	IL	7	253	GARRETT	IN
WLSE	WILLARD	OH	SELKIRK	NY	7	556	ROCHESTER	NY
WLTO	WILLARD	OH	TOLEDO	OH	7	65	FOSTORIA	OH
WNBW B	WINSTON	FL	BALDWIN	FL	7	181	OCALA	FL
WXAG	WAYCROSS	GA	ATLANTA	GA	7	269	CORDELE	GA
WXBI B	WAYCROSS	GA	BIRMINGHAM	AL	7	420	DOTHAN	AL
WXTA B	WAYCROSS	GA	TAMPA	FL	7	284	LAKELAND	FL

TABLE 13.3-5

Trains in the CSXT Baseline to Operate a Different Route Post-Acquisition

Train	Origin City	St	Destination City	St	Description of Change
Q316	CINCINNATI	OH	CUMBERLAND	MD	Originates at Indianapolis, IN
Q317	CUMBERLAND	MD	CINCINNATI	OH	Extended to Indianapolis, IN
Q336	CHICAGO	IL	FLINT	MI	Route from IHB via Toledo, OH
Q337	FLINT	MI	CLEARING	IL	New Route originates Toledo, OH terminates Barr Yard, IL vs BRC yard
Q370	STL ALS	IL	WILLARD	OH	New Route STL - Indianapolis - Greenwich Cumberland
Q371	WILLARD WEST	OH	STL GATEWAY ALS	IL	New Route from Cumberland, MD to Indianapolis, IN
Q372	STL MADISON TRR	IL	CINCINNATI	OH	New Route from St Louis, MO to Indianapolis, IN
Q383	CUMBERLAND	MD	CHICAGO	IL	Terminates at Willard, OH. Traffic picked up by westbound trains
Q397	CUMBERLAND	MD	SAGINAW	MI	Terminates at Toledo, OH. Traffic picked up by TOSN A
Q410	WAYCROSS	GA	BALT BAY VIEW	MD	Extended to Selkirk, NY
Q491	HAMLET	NC	EAST SAVANNAH	GA	Extended to Waycross, GA
Q508	WALBRIDGE	OH	CHICAGO	IL	Originates at Grand Rapids, MI
Q509	CHICAGO	IL	WALBRIDGE	OH	Originates at IHB / Terminates at Grand Rapids, MI
Q542	WAYCROSS	GA	CINCINNATI	OH	Extended to Toledo, OH
Q553	STL GATEWAY ALS	IL	LOUISVILLE	KY	Terminates at Evansville, IN. Traffic picked up by EVLO
Q572	NEW ORLEANS	LA	CINCINNATI	OH	Originates at Houston, TX
Q573	CINCINNATI	OH	NASHVILLE	TN	Terminates at Birmingham, AL
Q589	NASHVILLE	TN	ATLANTA	GA	Originates at Louisville, KY
Q592	WAYCROSS	GA	CHICAGO	IL	Terminates at Nashville, TN. Traffic picked up by NACW A
Q593	CHICAGO	IL	DECATUR	IL	Originates at Danville, IL and departs with traffic set off by IHNA.
Q597	CHICAGO	IL	NASHVILLE	TN	Originates at IHB
Q601	JACKSONVILLE	FL	EAST BRIDGE	LA	Originates at Winston, FL
Q602	NEW ORLEANS	LA	BALDWIN	FL	Terminates at Winston, FL
Q687	EAST ST LOUIS	IL	LOUISVILLE	KY	Originates at North Platte, NE
Q690	ERWIN	TN	CHICAGO	IL	New Route via Cincinnati, Lima, OH

TABLE 13.3-6

Trains in the CSXT Baseline not Operating Post-Acquisition

	Origin		Destination		
Train	City	St	City	St	Service Protected by. . .
Q326	CHICAGO	IL	DETROIT	MI	CWTO A / TODE A
Q327	DETROIT	MI	CHICAGO	IL	DETO A / TOCW
Q333	WALBRIDGE	OH	CHICAGO	IL	TOIH
Q351	ENOLA	PA	HAGERSTOWN	MD	CR Train formerly interchanged to NS
Q373	CINCINNATI	OH	ST LOU MADISON TRR	IL	Local traffic to be handled via local train service. Through traffic routed via Avon, IN
Q374	WASHINGTON	IN	CINCINNATI	OH	" "
Q379	CINCINNATI	OH	WASHINGTON	IN	" "
Q381	NEW CASTLE	PA	CLEARING	IL	Traffic handled at Willard
Q384	CHICAGO	IL	CUMBERLAND	MD	IHCU A
Q386	CLEARING	IL	CUMBERLAND	MD	IHCU B
Q402	SEMINARY	VA	PHIL EAST SIDE	PA	CSX to D&H (not needed)
Q403	PHIL EAST SIDE	PA	SEMINARY	VA	CSX from D&H (not needed)
Q409	BALT MOUNT CLARE	MD	TAMPA	FL	SETA
Q500	CINCINNATI	OH	CHICAGO CLEARING	IL	CICW
Q501	CHICAGO	IL	CINCINNATI	OH	CWCI
Q502	LOUISVILLE	KY	SAGINAW	MI	Traffic handled by combination of new trains
Q511	CINCINNATI	OH	LOUISVILLE	KY	The CR Cincinnati line goes to the NS, eliminating the need for this service
Q512	LOUISVILLE	KY	IVORYDALE JCT	OH	" "
Q514	NASHVILLE	TN	WALBRIDGE	OH	Traffic routed via Indianapolis, IN
Q515	DETROIT	MI	LOUISVILLE	KY	Traffic routed via Indianapolis, IN
Q516	CINCINNATI	OH	DETROIT	MI	CITO B / TODE B
Q518	LOUISVILLE	KY	CINCINNATI	OH	LOCI A
Q526	NASHVILLE	TN	LOUISVILLE	KY	NALO
Q536	MEMPHIS TN YARD	TN	NASHVILLE	TN	MPNA A
Q590	EVANSVILLE	IN	LAFAYETTE	IN	Traffic to be handled via local train service
Q591	LAFAYETTE	IN	EVANSVILLE	IN	" "
Q595	CHICAGO	IL	NASHVILLE	TN	IHWX
Q598	LAFAYETTE	IN	CHICAGO	IL	Traffic to be handled via local train service
Q599	CHICAGO	IL	LAFAYETTE	IN	" "
Q645	CLEARING	IL	NASHVILLE	TN	IHNA
Q646	HAMLET	NC	CLEARING	IL	HANA / NACW
Q647	CLEARING	IL	WAYCROSS	GA	IHWX

Trains in the CSXT Baseline not Operating Post-Acquisition

	Origin		Destination		
Train	City	St	City	St	Service Protected by. . .
Q648	WAYCROSS	GA	CLEARING	IL	WXNA / NAIH
Q665	ATHENS	GA	ATLANTA	GA	Traffic to be handled via local train service
Q666	ATLANTA	GA	ATHENS	GA	" "
Q686	LOUISVILLE	KY	EAST ST LOUIS	IL	LOAS
Q691	CLEARING	IL	ERWIN	TN	CWER

Table 13.8-1

The following Amtrak trains would operate over the expanded CSX system:

° **Adirondack (Trains 68, 69, 70 and 71)**

Montreal-Westport/Lake Placid-Saratoga Springs-Albany-New York-Philadelphia-Washington

Daily service in each direction.

Operates on Conrail track between Poughkeepsie and Schenectady, NY (86 miles).

° **Auto Train (Trains 52 and 53)**

Lorton, VA-Sanford, FL

Daily service in each direction.

Operates on CSX track between Lorton, VA and Sanford, FL (861 miles).

° **Capitol Limited (Trains 29 and 30)**

Chicago-Toledo-Cleveland-Pittsburgh-Washington

Daily service in each direction.

Operates on CSX track between Washington, DC and Pittsburgh (Willow Grove Junction) (via Cumberland, MD) (297 miles).

° **Cardinal (Trains 50 and 51)**

Chicago-Indianapolis-Cincinnati-Charleston-Washington

Service three times per week in each direction.

Operates on CSX track between Munster, IN and Crawfordsville, IN (123 miles); Conrail track between Crawfordsville, IN and Indianapolis (47 miles); CSX track between Indianapolis and Orange, VA (632 miles); then on CSX track through Alexandria (Potomac Yard) and

Conrail track to Washington, DC (Virginia Ave.) (8 miles). The CSX track totals 755 miles and the Conrail track totals 47 miles.

° **Carolinian (Trains 79 and 80)**

New York-Philadelphia-Washington-Richmond-Raleigh-Charlotte

Daily service in each direction.

Operates on Conrail track between Washington, DC (Virginia Ave.) and Arlington, VA (north end of Potomac Yard) (3 miles). Operates on CSX track between Arlington, VA and Selma, NC (276 miles).

° **Charter Oak (Trains 85 and 86)**

Springfield-New York-Philadelphia-Washington-Richmond

Daily service in each direction.

Operates on Conrail track between Washington, D.C. (Virginia Ave.) and Arlington, VA (north end of Potomac Yard) (3 miles). Operates on CSX track between Arlington, VA and Richmond (114 miles).

° **Crescent (Trains 19 and 20)**

New York-Washington-Charlotte-Atlanta-Birmingham-New Orleans

Daily service in each direction.

Operates on Conrail track between Washington, DC (Virginia Ave.) and Arlington, VA (north end of Potomac Yard) and then on CSX track through Potomac Yard (a total of about 8 miles).

° **Empire State Express (Trains 283, 286)**

New York-Albany-Buffalo-Niagara Falls

Daily service in each direction.

Operates on Conrail track between Poughkeepsie and Niagara Falls, NY (387 miles).

° **Hudson Valley Express (Trains 246 and 259)**

New York-Albany-Schenectady

Service 4-5 days per week in each direction.

Operates on Conrail track between Poughkeepsie and Albany, NY (Rensselaer) (68 miles).

° **Hudson Valley Service (Trains 242, 244, 248, 250, 251, 254, 257, 265, 267, 271, 277)**

New York-Albany-Schenectady

Service 2-4 times daily in each direction.

Operates on Conrail track between Poughkeepsie, NY and Schenectady, NY (86 miles).

° **Ethan Allen Express (Trains 290, 291, 293, 294, 296)**

Rutland-Schenectady-Albany-New York

Daily service in each direction.

Operates on Conrail track between Poughkeepsie and Schenectady (86 miles).

° **Gotham Limited (Train 194)/ James River (Trains 75 and 78)/ Old Dominion (Trains 94 and 95)/ Tidewater (Train 96)/ Virginian (Train 99)**

Newport News-Washington-points north

Approximately twice daily service in each direction.

Operates on Conrail track from Washington (Virginia Ave.) to Arlington, VA (north end of Potomac Yard), and then on CSX track from Arlington, VA to Newport News (Hampton) (183 miles).

° **Lake Shore Limited (Trains 48 and 49)**

Chicago-Toledo-Cleveland-Buffalo-Albany-New York

Daily service in each direction.

Operates on Conrail track between Cleveland and Poughkeepsie, NY (545 miles).

° **Lake Shore Limited (Trains 448 and 449)**

Albany-Boston

Daily service in each direction.

Operates on Conrail track between Albany (Rensselaer) and Boston Beacon Park (192 miles) (except that 12 miles between Boston and Framingham, MA are owned by the MBTA).

° **Maple Leaf (Trains 63 and 64)**

New York-Albany-Syracuse-Buffalo-Niagara Falls-Toronto

Daily service in each direction.

Operates on Conrail track between Poughkeepsie and Niagara Falls, NY (387 miles).

° **Mohawk (Trains 281 and 284)**

New York-Albany-Buffalo-Niagara Falls.

Service three days per week in each direction.

Operates on Conrail track between Poughkeepsie and Niagara Falls, NY (387 miles).

° **Oneida (Train 289)**

New York-Albany-Syracuse

Service one day per week to Syracuse.

Operates on Conrail track between Poughkeepsie and Syracuse, NY (212 miles).

° **Pere Marquette (Trains 370 and 371)**

Chicago-Benton Harbor-Holland-Grand Rapids

Daily service in each direction.

Operates on CSX track between Porter, IN and Grand Rapids, MI (136 miles).

° **Silver Meteor (Trains 97 and 98)**

New York-Philadelphia-Washington-Richmond-Charleston-Savannah-Jacksonville-Miami

Daily service in each direction.

Operates on Conrail track between Washington, DC and Arlington, VA (north end of Potomac Yard) (3 miles). Operates on CSX track between Arlington, VA and West Palm Beach, FL, via Orlando, FL (1092 miles).

° **Silver Palm (Trains 89 and 90)**

New York-Philadelphia-Washington-Richmond-Charleston-Savannah-Jacksonville-Tampa-Miami

Daily service in each direction.

Operates on Conrail track between Washington, DC and Arlington, VA (north end of Potomac Yard) (3 miles). Operates on CSX track between Arlington, VA and West Palm Beach, FL, via Wildwood and Tampa, FL (1164 miles).

° **Silver Star (Trains 91 and 92)**

New York-Philadelphia-Washington-Richmond-Raleigh-Columbia-Savannah-Jacksonville-Miami

Daily service in each direction.

Operates on Conrail track between Washington, DC and Arlington, VA (north end of Potomac Yard) (3 miles). Operates on CSX track between Arlington, VA and Selma, NC, and between Raleigh, NC and West Palm Beach, FL, via Orlando, FL (1111 miles).

° **Sunset Limited (Trains 1 and 2)**

New Orleans-Jacksonville-Sanford, FL

Service three times per week in each direction.

Operates on CSX track (732 miles).

° **Three Rivers (Trains 40 and 41)**

New York-Philadelphia-Harrisburg-Altoona-Johnstown-Pittsburgh-Chicago

Daily service in each direction.

Operates on CSX track between New Castle, PA and Indiana Harbor, IN (428 miles).

° **Tidewater (Train 195)/ Virginian (Trains 84 and 93)**

Richmond-Washington-points north

Approximately daily service in each direction.

Operates on Conrail track from Washington (Virginia Ave.) to Arlington, VA (north end of Potomac Yard), and then on CSX track from Arlington, VA to Richmond (105 miles).

° **Vermonter (Trains 55 and 56)**

St. Albans-Burlington-Springfield-New York-Washington

Daily service in each direction.

Operates on Conrail track between Springfield, MA and Palmer, MA (15 miles).

° **Water Level Express (Trains 287 and 288)**

New York-Albany-Buffalo-Niagara Falls

Service one day per week in each direction.

Operates on Conrail track between Poughkeepsie and Niagara Falls, NY (387 miles).

TABLE 13.8-2

CHANGES IN TRAINS PER DAY ON CSX AND CONRAIL ACQUIRED LINE SEGMENTS WITH PASSENGER SERVICE

SEGMENT							1995 ADJ BASE	POST-ACQUISITION		CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	FREIGHT	TOTAL	OF TRNS/DAY
BALTIMORE	MD	RELAY	MD	CSXT	7	15.5	39.6	42.7	58.2	3.1
RELAY	MD	JESSUP	MD	CSXT	7	15.5	33.1	37	52.5	3.9
JESSUP	MD	ALEXANDRIA JCT	MD	CSXT	17	15.5	33.4	37.1	52.6	3.7
ALEXANDRIA JCT	MD	WASHINGTON	DC	CSXT	5	15.5	23.9	30.8	46.3	6.9
WASHINGTON	DC	PT OF ROCK	MD	CSXT	43	14.4	23.8	30.8	45.2	7
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	13	14.4	33.3	41.6	56	8.3
HARPERS FERRY	WV	CHERRY RUN	WV	CSXT	32	7	33.3	40.6	47.6	7.3
CHERRY RUN	WV	CUMBERLAND	MD	CSXT	65	2	29	31	33	2
CUMBERLAND	MD	SINNS	PA	CSXT	133	2	27.4	32.5	34.5	5.1
SINNS	PA	RANKIN JCT	PA	CSXT	9	2	30.8	40.2	42.2	9.4
NEW CASTLE	PA	YOUNGSTOWN	OH	CSXT	18.3	2	32.6	39.6	41.6	7
YOUNGSTOWN	OH	STERLING	OH	CSXT	79.1	2	32.6	33.9	35.9	1.3
STERLING	OH	GREENWICH	OH	CSXT	37.1	2	32.5	32.9	34.9	0.4
GREENWICH	OH	WILLARD	OH	CSXT	11.6	2	32.5	55.2	57.2	22.7
WILLARD	OH	FOSTORIA	OH	CSXT	36.8	2	32.5	54	56	21.5
FOSTORIA	OH	DESHLER	OH	CSXT	26	2	34	37.9	39.9	3.9
DESHLER	OH	WILLOW CREEK	IN	CSXT	174	2	21.4	47.7	49.7	26.3
WILLOW CREEK	IN	PINE JCT	IN	CSXT	12	2	20.1	36.6	38.6	16.5
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	2	8.2	4.5	6.5	-3.7
WAVERLY	MI	PORTER	IN	CSXT	110	2	4.8	2.8	4.8	-2
CINCINNATI	OH	HAMILTON	OH	CSXT	21	1	28.2	31.2	32.2	3
HAMPTON	VA	RIVANNA JCT	VA	CSXT	80	2.9	9.6	8.6	11.5	-1
CLIFTON FORGE	VA	ST ALBANS	WV	CSXT	195	0.9	9.8	10.9	11.8	1.1
ST ALBANS	WV	BARBOURSVILLE	WV	CSXT	29	0.9	10.9	12.8	13.7	1.9
BARBOURSVILLE	WV	HUNTINGTON	WV	CSXT	10	0.9	13.4	14.9	15.8	1.5
HUNTINGTON	WV	KENOVA	WV	CSXT	8	0.9	15.5	16.8	17.7	1.3
KENOVA	WV	BIG SANDY JCT	WV	CSXT	1	0.9	15.4	33.2	34.1	17.8
BIG SANDY JCT	KY	ASHLAND	KY	CSXT	6	0.9	32.5	30.5	31.4	-2
ASHLAND	KY	RUSSELL	KY	CSXT	4	0.9	32.5	32.5	33.4	0
RUSSELL	KY	N J CABIN	KY	CSXT	19	0.9	20.8	18.8	19.7	-2
N J CABIN	KY	COVINGTON	KY	CSXT	121	0.9	7.5	8.6	9.5	1.1
RIVANNA JCT	VA	CHARLOTTESVILLE	VA	CSXT	98	0.9	1.5	1.5	2.4	0
CHARLOTTESVILLE	VA	CLIFTON FORGE	VA	CSXT	103	0.9	1.9	1.9	2.8	0
MUNSTER	IN	MONON	IN	CSXT	62	1.4	2.5	2.5	3.9	0
MONON	IN	LAFAYETTE	IN	CSXT	30	1.4	3	3	4.4	0
LAFAYETTE	IN	CRAWFORDSVILLE	IN	CSXT	29	1.4	7.6	7.6	9	0
HAMILTON	OH	INDIANAPOLIS	IN	CSXT	99	0.9	3	5	5.9	2
CINCINNATI	OH	COVINGTON	KY	CSXT	6	0.9	35.9	33.6	34.5	-2.3
FREDERICKSBURG	VA	POTOMAC YARD	VA	CSXT	49	22	16.3	23.4	45.4	7.1
DOSWELL	VA	FREDERICKSBURG	VA	CSXT	37	14.5	16.2	22.8	37.3	6.6
RICHMOND	VA	DOSWELL	VA	CSXT	24	14.5	17.8	24.8	39.3	7

TABLE 13.8-2

CHANGES IN TRAINS PER DAY ON CSX AND CONRAIL ACQUIRED LINE SEGMENTS WITH PASSENGER SERVICE

SEGMENT				ROAD	MILES	PSGR	1995 ADJ BASE FREIGHT	POST-ACQUISITION FREIGHT	POST-ACQUISITION TOTAL	CHANGE IN # OF TRNS/DAY
FROM STATION		TO STATION								
S. RICHMOND	VA	WELDON	NC	CSXT	82	8	18.4	23	31	4.6
WELDON	NC	ROCKY MT	NC	CSXT	37	8	19.6	25.5	33.5	5.9
ROCKY MT	NC	CONTENTNEA	NC	CSXT	19	8	19.6	22.1	30.1	2.5
CONTENTNEA	NC	SELMA	NC	CSXT	22	8	18.2	21	29	2.8
SELMA	NC	FAYETTEVILLE	NC	CSXT	49	4	20.4	21.6	25.6	1.2
FAYETTEVILLE	NC	PEMBROKE	NC	CSXT	31	4	22.1	22.2	26.2	0.1
PEMBROKE	NC	DILLON	SC	CSXT	21	4	15.7	17.2	21.2	1.5
DILLON	SC	FLORENCE	SC	CSXT	31	4	15.6	19	23	3.4
FLORENCE	SC	LANE	SC	CSXT	49	4	12.7	16.6	20.6	3.9
LANE	SC	ST STEPHEN	SC	CSXT	8	4	16.2	19.9	23.9	3.7
ST STEPHEN	SC	ASHLEY JCT	SC	CSXT	39	4	12.7	16.5	20.5	3.8
ASHLEY JCT	SC	YEMASSEE	SC	CSXT	54	4	16.7	20.6	24.6	3.9
YEMASSEE	SC	SAVANNAH	GA	CSXT	55	4	12.2	16.1	20.1	3.9
SAVANNAH	GA	JESUP	GA	CSXT	52	6	17.3	22.8	28.8	5.5
HAMLET	NC	MCBEE	SC	CSXT	108	2	3.4	3.3	5.3	-0.1
MCBEE	SC	COLUMBIA	SC	CSXT	108	2	4.4	4.4	6.4	0
COLUMBIA	SC	FAIRFAX	SC	CSXT	76	2	3.9	3.7	5.7	-0.2
FAIRFAX	SC	SAVANNAH	GA	CSXT	62	2	12.4	11.6	13.6	-0.8
JESUP	GA	FOLKSTON	GA	CSXT	54	6	10.3	12.4	18.4	2.1
JACKSONVILLE	FL	BALDWIN	FL	CSXT	18	2.8	21.9	23.3	26.1	1.4
BALDWIN	FL	CHATTAHOOCHEE	FL	CSXT	189	0.8	11.7	11.1	11.9	-0.6
CHATTAHOOCHEE	FL	PENSACOLA	FL	CSXT	161	0.8	10.3	9.7	10.5	-0.6
PENSACOLA	FL	FLOMATON	AL	CSXT	43	0.8	9.9	11.3	12.1	1.4
FLOMATON	AL	MOBILE	AL	CSXT	59	0.8	25.1	25.8	26.6	0.7
MOBILE	AL	NEW ORLEANS	LA	CSXT	143	0.8	20.6	22.7	23.5	2.1
FOLKSTON	GA	CALLAHAN	FL	CSXT	22	6	43.9	44.6	50.6	0.7
BALDWIN	FL	STARKE	FL	CSXT	26	2	22.7	23.3	25.3	0.6
STARKE	FL	VITIS	FL	CSXT	126	2	19.3	19.3	21.3	0
PLANT CITY	FL	UCETA YARD	FL	CSXT	17	4	9.1	9.6	13.6	0.5
CALLAHAN	FL	JACKSONVILLE	FL	CSXT	16	6	23.5	23.2	29.2	-0.3
JACKSONVILLE	FL	PALATKA	FL	CSXT	54	4.8	8.3	8.3	13.1	0
PALATKA	FL	SANFORD	FL	CSXT	68	4.8	6.6	6.6	11.4	0
SANFORD	FL	ORLANDO	FL	CSXT	22	4.8	8	8	12.8	0
ORLANDO	FL	AUBURNDALE	FL	CSXT	51	4	7.7	9.1	13.1	1.4
AUBURNDALE	FL	LAKELAND	FL	CSXT	12	4	7.2	8.6	12.6	1.4
LAKELAND	FL	WINSTON	FL	CSXT	4	4	17.6	18.9	22.9	1.3
WINSTON	FL	PLANT CITY	FL	CSXT	5	4	9.8	11.1	15.1	1.3
AUBURNDALE	FL	SEBRING	FL	CSXT	47	4	11.3	11.3	15.3	0
SEBRING	FL	W. PALM BCH	FL	CSXT	103	6	15.6	15.6	21.6	0
W. PALM BCH	FL	MIAMI	FL	CSXT	70	30	6.7	6.7	36.7	0
RANKIN JCT	PA	WILLOW GROVE	PA	CSXT	11	2	1.7	1.7	3.7	0

TABLE 13.8-2

CHANGES IN TRAINS PER DAY ON CSX AND CONRAIL ACQUIRED LINE SEGMENTS WITH PASSENGER SERVICE

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	PSGR	1995 ADJ BASE FREIGHT	POST-ACQUISITION FREIGHT	POST-ACQUISITION TOTAL	CHANGE IN # OF TRNS/DAY
RALEIGH	NC	HAMLET	NC	CSXT	97	2	8.2	8.2	10.2	0
VITIS	FL	LAKELAND	FL	CSXT	19	2	16.4	16.4	18.4	0
Indianapolis	IN	Kraft	IN	CR	3	1.4	7.8	9.8	11.2	2
Kraft	IN	Avon	IN	CR	5.6	1.4	9.6	11.6	13	2
Avon	IN	Clermont	IN	CR	4	1.4	8.8	8.9	10.3	0.1
Clermont	IN	Crawfordsville	IN	CR	34.2	1.4	7.4	7.5	8.9	0.1
Buffalo	NY	Draw	NY	CR	1.7	2	55.8	58.5	60.5	2.7
Draw	NY	Buff Crk Jct	NY	CR	0.4	2	55.8	52.5	54.5	-3.3
Buff Crk Jct	NY	Buff Seneca	NY	CR	3.3	2	55.8	52.5	54.5	-3.3
Buff Seneca	NY	Ashtabula	OH	CR	122.8	2	50.1	50.8	52.8	0.7
Ashtabula	OH	Quaker	OH	CR	46.5	2	48.3	54.2	56.2	5.9
Quaker	OH	Drawbridge	OH	CR	7.6	2	53.4	12.9	14.9	-40.5
Readville	MA	Boston	MA	MBTA	9.1	120	0.1	0.1	120.1	0
Mansfield	MA	Readville	MA	MBTA	15.5	70	4	4	74	0
Attleboro	MA	Mansfield	MA	MBTA	7.2	44	4	4	48	0
MA/RI	RI	Attleboro	MA	MBTA	6.1	24	2	2	26	0
Bridgeport	CT	New Haven	CT	CDOT	16	102	3	3	105	0
Norwalk	CT	Bridgeport	CT	CDOT	15.5	92	2	2	94	0
New Rochelle	NY	Norwalk	CT	CDOT	25	192	5	5	197	0
Woodlawn	NY	New Rochelle	NY	MNR	4.5	176	2	2	178	0
MO	NY	Woodlawn	NY	MNR	6.4	332	2	2	334	0
Readville	MA	Walpole	MA	MBTA	10	32	6	6	38	0
Walpole	MA	Franklin	MA	MBTA	8.9	28	2	2	30	0
Transfer	MA	Tower	MA	MBTA	9.5	33	2	2	35	0
Boston Beacon Park	MA	Framingham	MA	CR	18.3	38	9.3	8.7	46.7	-0.6
Framingham	MA	Westboro	MA	CR	11.9	12	15.3	14.4	26.4	-0.9
Westboro	MA	Worcester	MA	CR	11	12	15.3	14.4	26.4	-0.9
Worcester	MA	Palmer	MA	CR	39	4	20.3	19.9	23.9	-0.4
Palmer	MA	Springfield	MA	CR	15.3	6	22.3	21.9	27.9	-0.4
Springfield	MA	Westfield	MA	CR	11	2	22.3	22.1	24.1	-0.2
Westfield	MA	Selkirk	NY	CR	85	2	24.3	24.1	26.1	-0.2
MO	NY	Poughkeepsie	NY	MNR	70.1	140	6	6	146	0
Poughkeepsie	NY	Stuyvesant	NY	CR	50.1	20	4	4	24	0
Stuyvesant	NY	Rensselaer	NY	CR	16.4	20	1	1	21	0
Rensselaer	NY	W Albany	NY	CR	4	14	3.4	3.4	17.4	0
W Albany	NY	Hoffmans	NY	AMTK	23	7.4	0.1	0.1	7.5	0
Hoffmans	NY	Utica	NY	CR	66.4	7.4	38.3	44.8	52.2	6.5
Utica	NY	Syracuse	NY	CR	50.6	7.4	36.9	43.4	50.8	6.5
Syracuse	NY	Syracuse Jct	NY	CR	5.5	7.1	40	46.6	53.7	6.6
Syracuse Jct	NY	Solvay	NY	CR	2	7.1	38.2	44.8	51.9	6.6
Solvay	NY	Lyons	NY	CR	42.3	7.1	39.5	44.8	51.9	5.3

TABLE 13.8-2

CHANGES IN TRAINS PER DAY ON CSX AND CONRAIL ACQUIRED LINE SEGMENTS WITH PASSENGER SERVICE

SEGMENT				ROAD	MILES	PSGR	1995 ADJ BASE FREIGHT	POST-ACQUISITION		CHANGE IN # OF TRNS/DAY
FROM STATION		TO STATION						FREIGHT	TOTAL	
Lyons	NY	Fairport	NY	CR	23.4	7.1	39.8	45.1	52.2	5.3
Fairport	NY	Rochester	NY	CR	10.7	7.1	31.8	36.5	43.6	4.7
Rochester	NY	Chili	NY	CR	12.7	7.1	33.4	36.9	44	3.5
Chili	NY	Frontier	NY	CR	50.5	7.1	40.6	45.9	53	5.3
Frontier	NY	Buffalo	NY	CR	4.1	7.1	52.8	49.5	56.6	-3.3
Buffalo	NY	Black Rock	NY	CR	7.1	5.1	1.6	1.6	6.7	0
Black Rock	NY	Niagara Falls	NY	CR	21.1	5.1	23	22	27.1	-1
Newtown Jct	PA	Quakertown	PA	SEPTA	35.8	145	1.6	1.6	146.6	0
Glenside	PA	Warminster	PA	SEPTA	8.4	40	1.6	1.6	41.6	0
Jenkintown	PA	Neshaminy Falls	PA	SEPTA	10.3	44	1.6	1.6	45.6	0
Lansdale	PA	Doylestown	PA	SEPTA	10.1	34	1.6	1.6	35.6	0
CP Newtown Jct	PA	CP Wood	PA	CR	20.7	48	12	11.4	59.4	-0.6
CP Wood	PA	Trenton	NJ	CR	5.7	48	14.3	10	58	-4.3
Virginia Ave	DC	Potomac yard	VA	CR	6	35	17.9	28.6	63.6	10.7

TABLE 13.8-2

CHANGES IN TRAINS PER DAY ON CSX AND CONRAIL ACQUIRED LINE SEGMENTS WITH PASSENGER SERVICE
1995

SEGMENT							ADJ BASE	POST-ACQUISITION		CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	FREIGHT	TOTAL	OF TRNS/DAY
W Detroit	MI	Dearborn	MI	CR	4.5	6	1.6	3.4	9.4	1.8
Aldene	NJ	High Bridge	NJ	NJT	39	56	1.6	1.6	57.6	0
Union	NJ	Red Bank	NJ	NJT	15.9	60	1.6	1.6	61.6	0
NK	NJ	Boundbrook	NJ	CR	21.7	56	36	25.5	81.5	-10.5
Lane	NJ	Union	NJ	AMTK	7.1	240	3.4	11	251	7.6
Union	NJ	Midway	NJ	AMTK	21.6	166	3.4	11	177	7.6
Midway	NJ	Morrisville	PA	AMTK	17.3	156	3.4	11	167	7.6
Morrisville	PA	Zoo	PA	AMTK	28.5	132	3.4	7.1	139.1	3.7
Arsenal	PA	Davis	DE	AMTK	25	116	2.3	10.5	126.5	8.2
Davis	DE	Perryville	MD	AMTK	21.1	67	4.5	12.4	79.4	7.9
Perryville	MD	Baltimore	MD	AMTK	32.4	77	14.3	15.6	92.6	1.3
Baltimore	MD	Bowie	MD	AMTK	28.6	99	2.4	7.7	106.7	5.3
Bowie	MD	Landover	MD	AMTK	8.3	99	3.2	12.5	111.5	9.3

ATTACHMENTS

ATTACHMENT 13-1

CSX SCHEDULE

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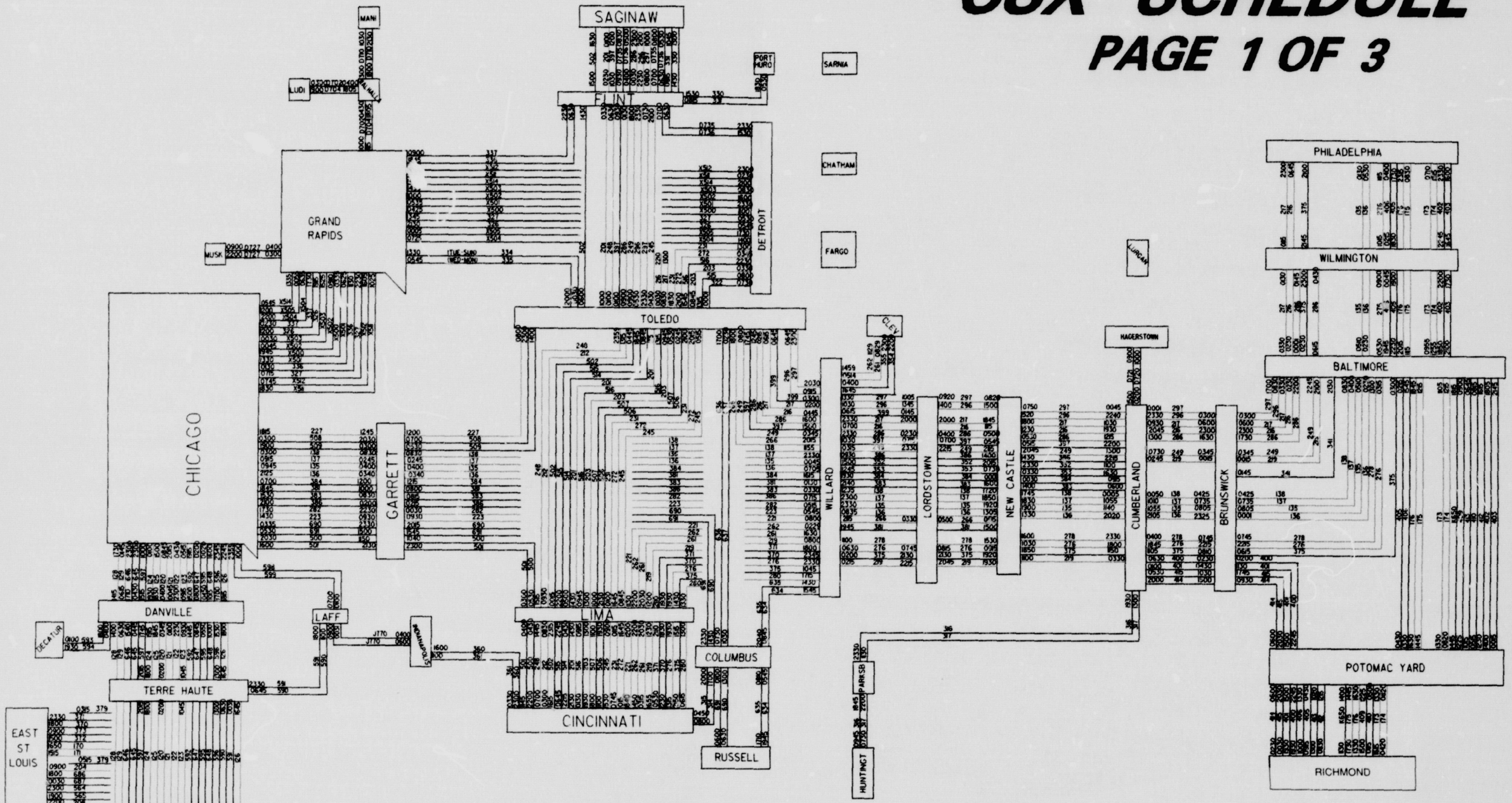

ATTACHMENT 13-1

MERCHANDISE	675
INTERMODAL	121
AUTOMOTIVE	215

CSX SCHEDULE

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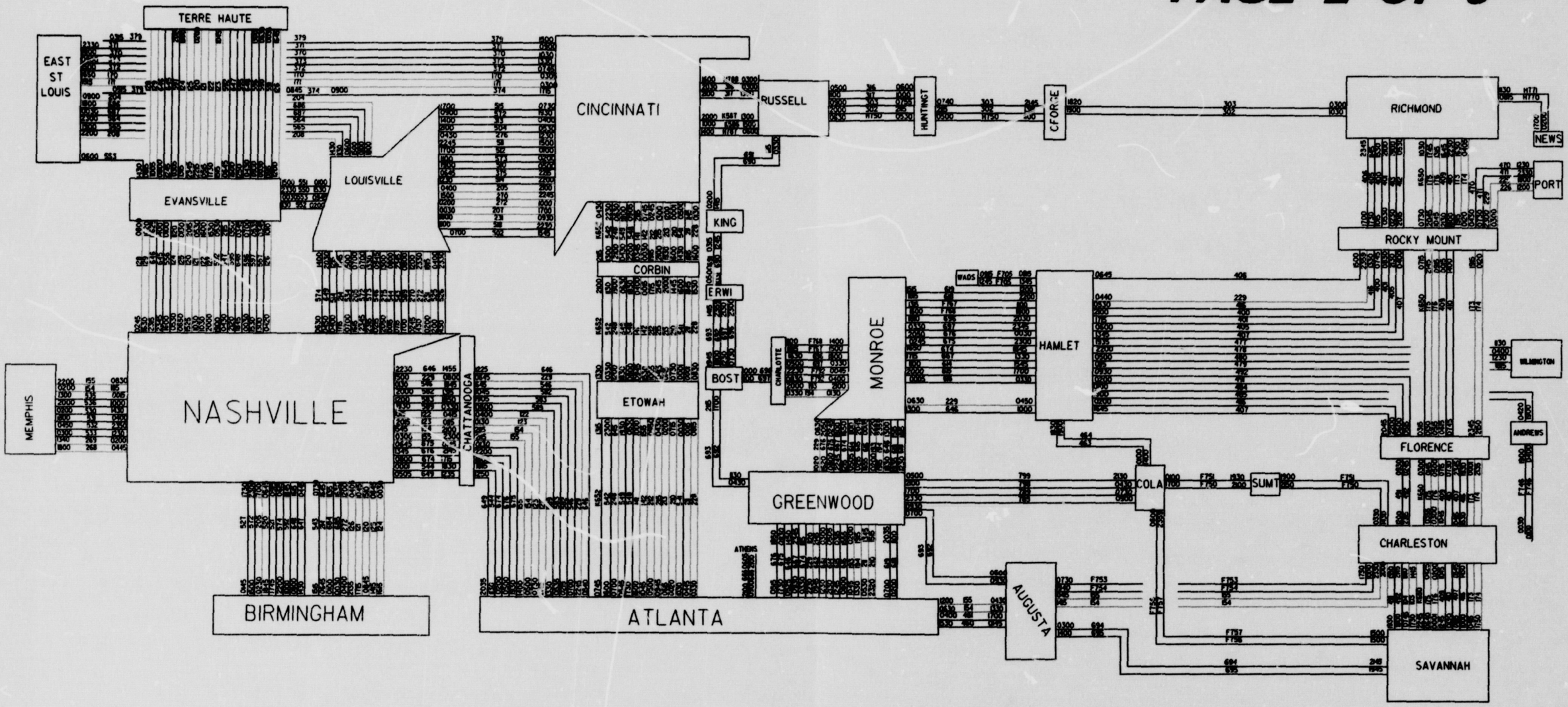

ATTACHMENT 13-1

MERCHANDISE	675
INTERMODAL	121
AUTOMOTIVE	215

CSX SCHEDULE

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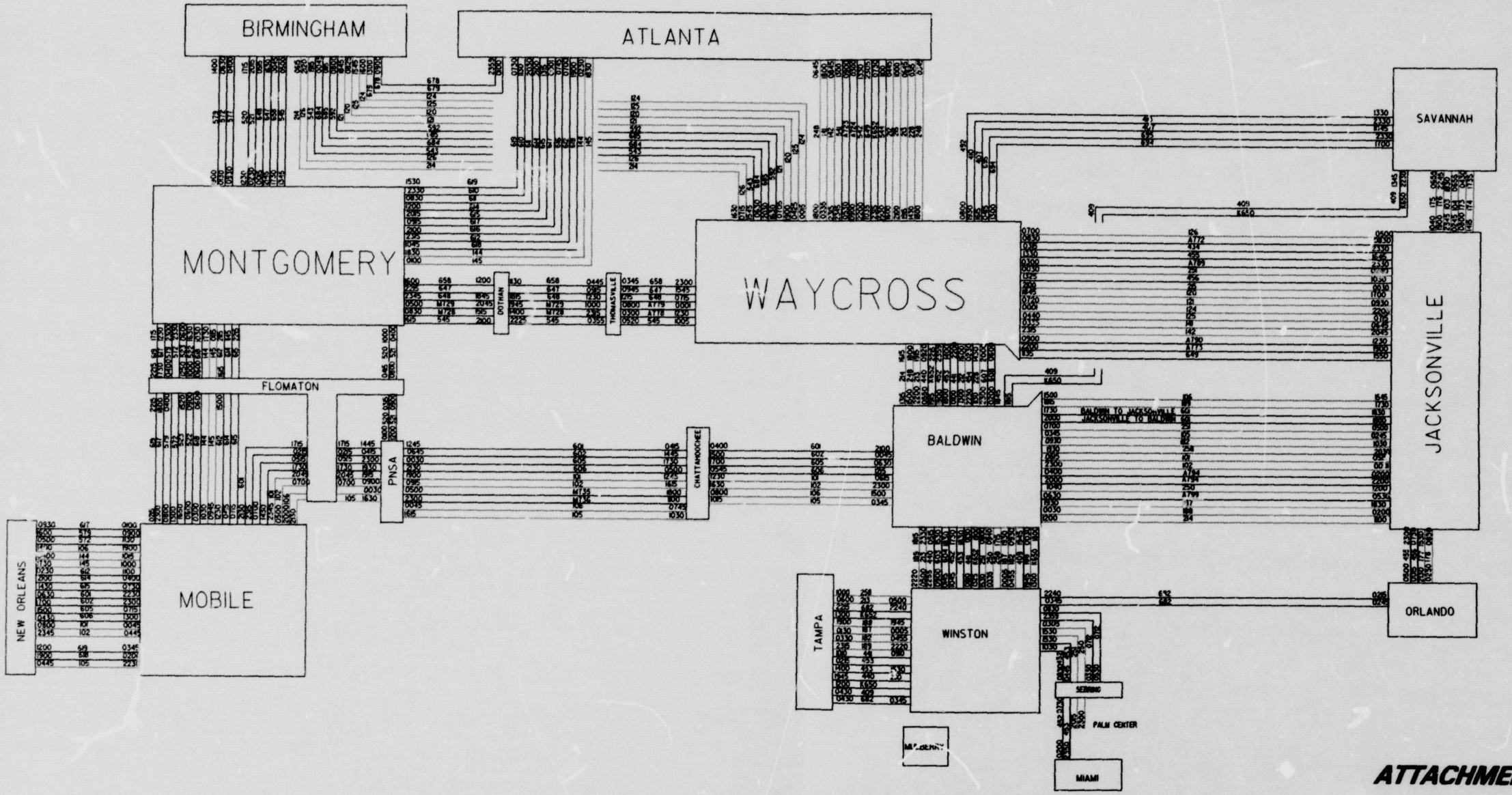
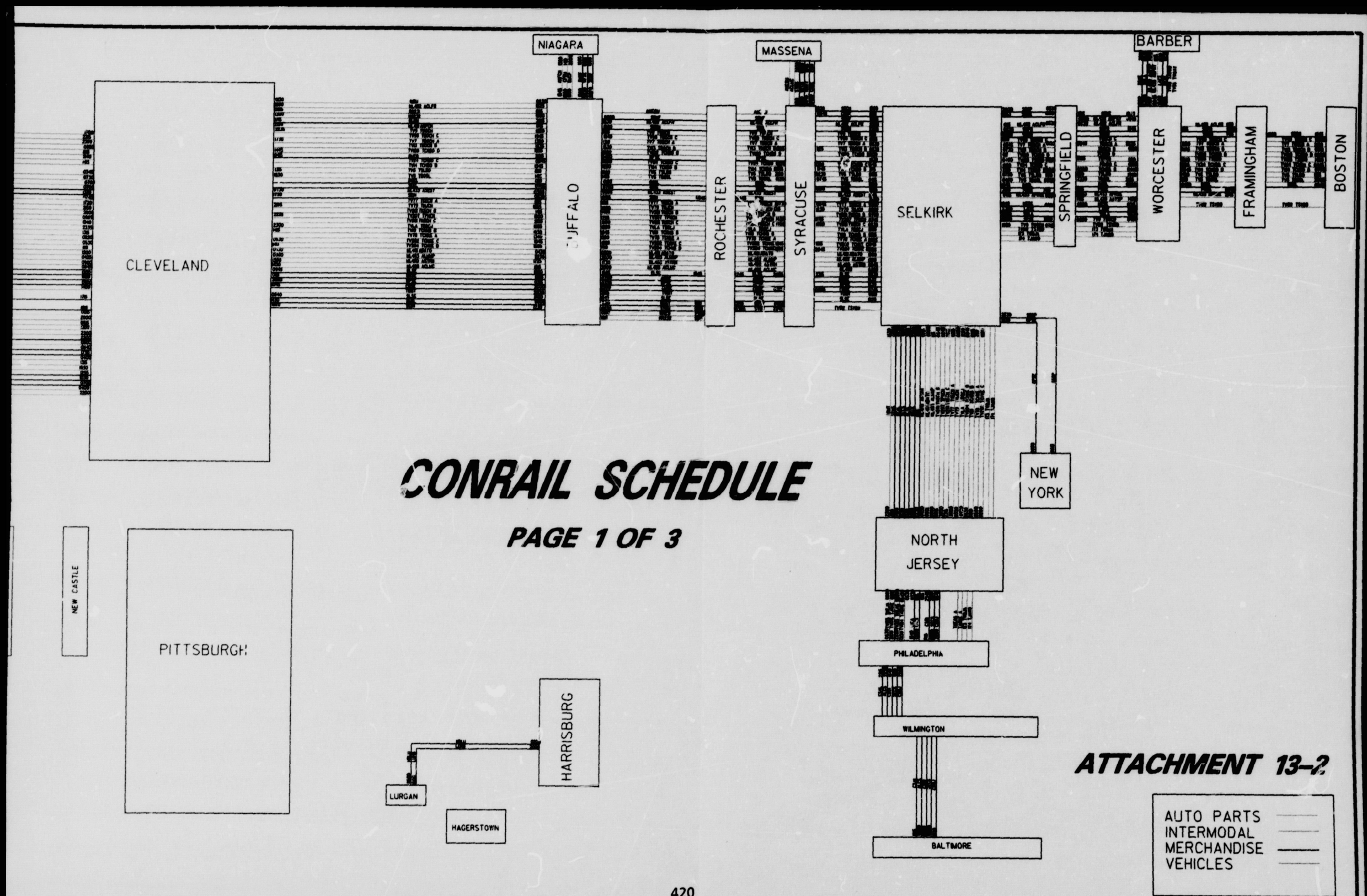


ATTACHMENT 13-1

MERCHANDISE	675
INTERMODAL	121
AUTOMOTIVE	215

ATTACHMENT 13-2



CONRAIL SCHEDULE

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ATTACHMENT 13-2

CONRAIL SCHEDULE

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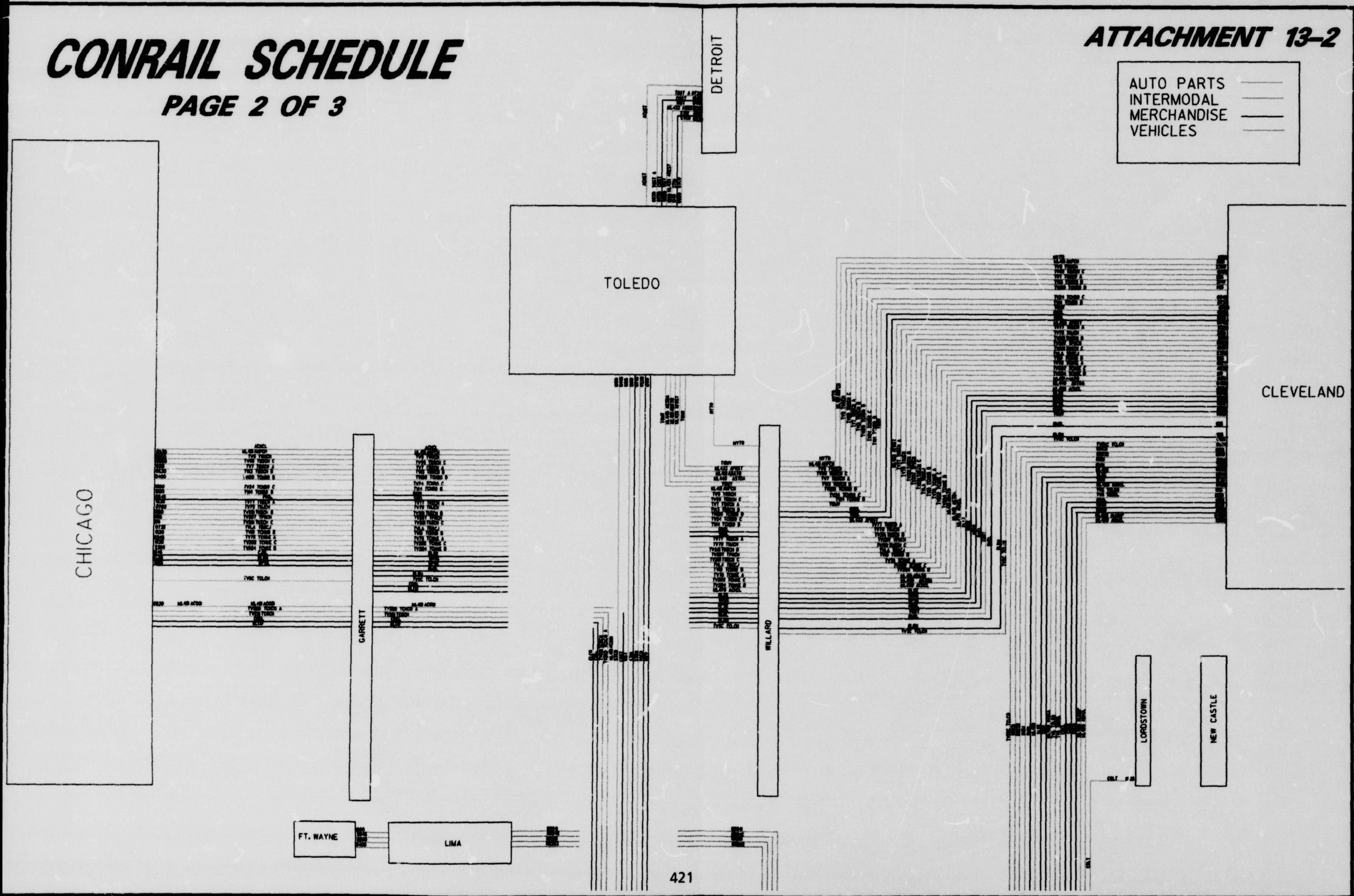
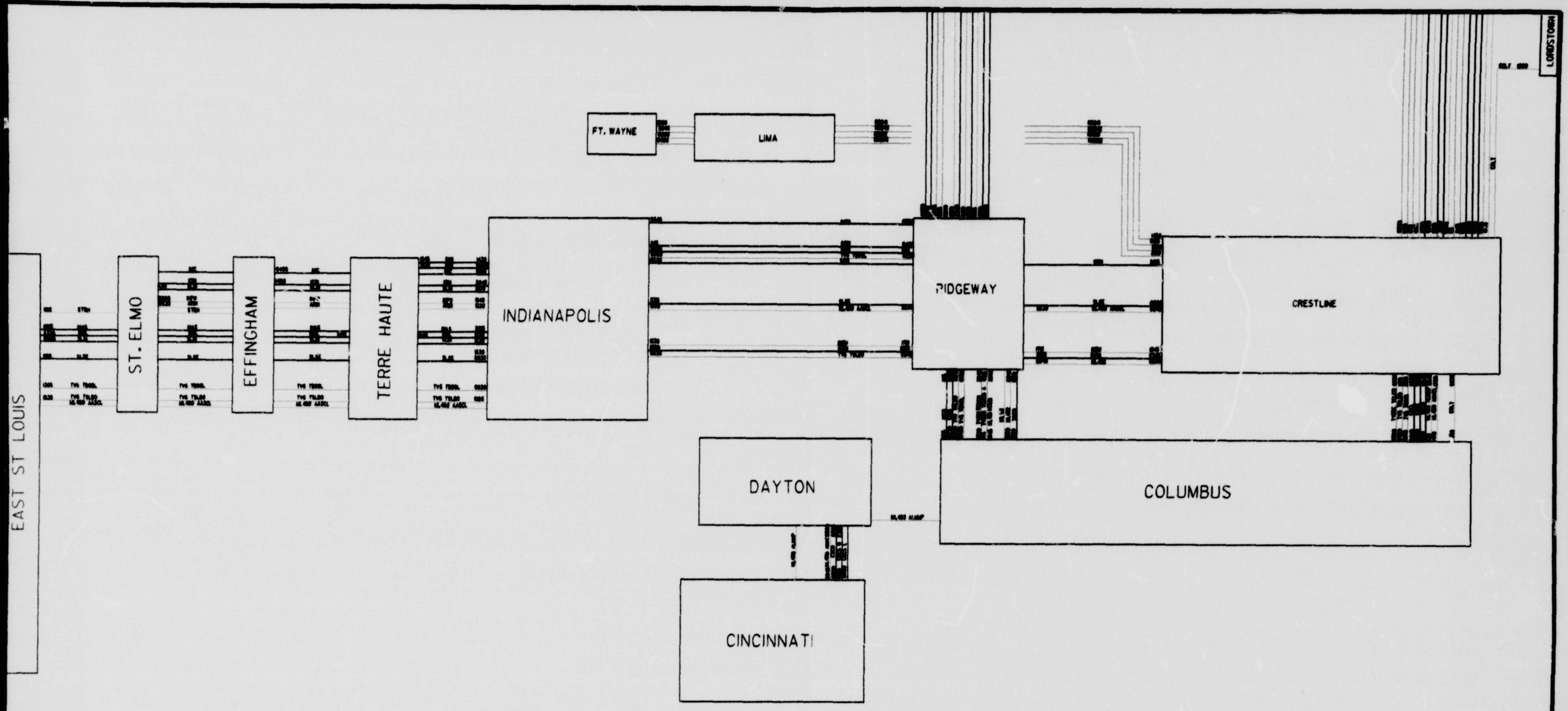
ATTACHMENT 13-2

AUTO PARTS
INTERMODAL
MERCHANDISE
VEHICLES





CONRAIL SCHEDULE

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ATTACHMENT 13-2

AUTO PARTS
INTERMODAL
MERCHANDISE
VEHICLES

ATTACHMENT 13-3

NEW BLOCKS AT MAJOR TERMINALS
General Merchandise

Terminal	State	Block Name	State
Baltimore-Bay View	MD	Phila. Greenwich	PA
Baltimore-Curtis Bay	MD	Phila. Greenwich	PA
Baltimore-Locust Point	MD	Phila. Greenwich	PA
Boyles Yard	AL	Buffalo-Frontier	NY
Buffalo-Frontier	NY	Chicago-Barr Yard BN Chicago BN Galesburg BN St. Paul Chicago-IHB Blue Island Cincinnati-Queensgate UP Chicago UP North Platte Willard	IL IL IL MN IL OH IL NE OH
Chicago-Barr Yard	IL	Indianapolis-Avon BN Galesburg BN St. Paul UP North Platte Toledo Stanley	IN IL MN NE OH
Chicago-IHB Blue Island	IL	Cumberland Toledo-Stanley Selkirk	MD OH NY
Cincinnati-Queensgate	OH	Cumberland Buffalo-Frontier Selkirk	MD NY NY
Cleveland-Clark Ave.	OH	Indianapolis-Avon NSC Clev Rockport	IN OH
Cleveland-Collingwood	OH	NSC Clev Rockport Willard	OH OH
Cumberland	MD	Indianapolis-Avon Chicago-IHB Blue Island Toledo Stanley Phil. Greenwich UP Proviso	IN IL OH PA IL
Detroit Rougemere	MI	Detroit-River Rouge Detroit-North Yard	MI MI
Hamlet	NC	UP Houston	TX

Terminal	State	Block Name	State
Indianapolis-Avon	IN	Chicago-Barr Yard	IL
		Birmingham-Boyles Yard	AL
		Cumberland	MD
		Decatur	IL
		Hamilton	OH
		Chicago-IHB Blue Island	IL
		Russell	KY
		Willard	OH
Nashville Radnor	TN	Selkirk	NY
		UP North Platte	NE
		BN Chicago	IL
		BN Galesburg	IL
		BN St. Paul	MN
Oak Island	NJ	Camden	NJ
		Buffalo-Frontier	NY
		Selkirk	NY
		Rocky Mount	NC
		Waycross	GA
		Woodbourne	PA
Pavonia	NJ	Baltimore-Bay View	MD
		Selkirk	NY
Phila. Greenwich	PA	Richmond-Acca	VA
		Baltimore-Bayview	MD
		Cumberland	MD
		Hamlet	NC
		Baltimore-Locust Point	MD
		Louisville	KY
		West Falls	PA
		Rocky Mount	NC
		Willard	OH
		Wilmington	NC
Richmond-Acca	VA	Phila. Greenwich	PA
Russell	KY	Indianapolis-Avon	IN
Selkirk	NY	Chicago-Barr Yard	IL
		BN Chicago	IL
		BN Galesburg	IL
		BN St. Paul	MN
		Parma	OH
		Phila. Greenwich	PA
		Port Newark	NJ
		Hamlet	NC
		Chicago-IHB Blue Island	IL
		UP Houston	TX
		UP Proviso	IL
		UP North Platte	NE
		Waycross	GA
		Willard	OH

Terminal	State	Block Name	State
Toledo Stanley	OH	BN Chicago	IL
		Chicago-BRC Clearing	IL
		Cumberland	MD
		Chicago-IHB Blue Island	IL
		UP Proviso	IL
Waycross	GA	Toledo Stanley	OH
Willard	OH	Buffalo-Frontier	NY
		Phila. Greenwich	PA
		Selkirk	NY
		BN Chicago	IL
		BN Galesburg	IL
		BN St. Paul	MN
		Indianapolis-Avon	IN
		UP North Platte	NE

New Blocks at Major Terminals
Auto Racks

Terminal	State	Terminal	State
Baltimore-Penn Mary	MD	Jacksonville Lawrenceville Indianapolis-Avon Rocky Mountain	FL GA IN NC
Chesapeake	VA	Doremus Avenue	NJ
Cincinnati-Queensgate	OH	Marysville	OH
Cleveland-Collinwood	OH	Marysville New Boston Detroit-North Yard Detroit-Sterling Yard Walbridge	OH MI MI MI OH
Detroit-Roagemere	NY	Indianapolis-Avon	IN
Buffalo-Frontier	NY	Cincinnati-Queensgate Chicago-Gibson	OH IN
Fostoria	OH	Cleveland-Collinwood Jessup Twin Oaks	OH MD PA
Jessup	MD	Chesapeake	VA
Lordstown	OH	Indianapolis-Avon	IN
Marysville	OH	Cincinnati-Queensgate	OH
Nashville-Rodnor	TN	Cleveland-Collinwood Chicago-Gibson Marysville	OH IN OH
New Boston	MI	Cleveland-Collinwood	OH
Oak Island	NJ	Lawrenceville Jacksonville Rocky Mountain	GA FL OH
Rocky Mountain	NC	Dixiana Baltimore Penn Mary Wilmington	SC MD DE
Seneca	NY	Jessup Twin Oaks	MD PA
Smyrna	TN	Cleveland-Collinwood	OH
Twin Oaks		Lawrenceville Jacksonville Rocky Mountain	GA FL NC

New Blocks at Major Terminals
Auto Racks

Terminal	State	Terminal	State
Walbridge	OH	Cleveland-Collinwood	OH
Wilmington	DE	Lawrenceville Jacksonville Rocky Mountain	GA FL NC

ATTACHMENT 13-4

Changes in Cars Switched per Day at Terminals

Road	Yard	City	State	Change
CSXT	Boyles	Birmingham	AL	193
CSXT	Decatur	Decatur	AL	-8
CSXT	Dothan	Dothan	AL	54
CSXT	Flomaton	Flomaton	AL	12
CSXT	Gadsden	Gadsden	AL	-14
CSXT	Mobile	Mobile	AL	25
CSXT	Montgomery	Montgomery	AL	-36
CR	Benning	Washington	DC	-81
CSXT	Wilsmere	Wilmington	DE	-79
CSXT	Baldwin	Baldwin	FL	95
CSXT	Busch	Busch	FL	66
CSXT	Jacksonville	Jacksonville	FL	-51
CSXT	Lakeland	Lakeland	FL	49
CSXT	Miami	Miami	FL	40
CSXT	Mulberry	Mulberry	FL	32
CSXT	Orlando	Orlando	FL	17
CSXT	Goulding	Pensacola	FL	54
CSXT	Taft	Taft	FL	-72
CSXT	Yeoman	Tampa	FL	99
CSXT	Wildwood	Wildwood	FL	-6
CSXT	Winston	Winston	FL	39
CSXT	Tilford	Atlanta	GA	77
CSXT	Augusta	Augusta	GA	54
CSXT	Cartersville	Cartersville	GA	9
CSXT	Manchester	Manchester	GA	-31
CSXT	Southover	Savannah	GA	-62
CSXT	Thomasville	Thomasville	GA	-45
CSXT	Rice	Waycross	GA	190
CSXT	Barr Yard	Chicago	IL	0
CSXT	Bedford Park	Chicago	IL	125
IHB	Blue Island	Chicago	IL	242
CSXT	Brewer	Danville	IL	79
CR	Hillery	Danville	IL	-12
CSXT	Decatur	Decatur	IL	18
CR	Rose Lake Yd	East St. Louis	IL	-109
CR	S Anderson	Anderson	IN	2
CR	Gibson	Chicago	IN	-102
CSXT	Curtis	Curtis	IN	35
CSXT	Howell	Evansville	IN	45
CR	Piqua	Fort Wayne	IN	-24
CSXT	Garrett	Garrett	IN	36
CR	Avon Yard	Indianapolis	IN	-15
CSXT	State Street	Indianapolis	IN	-100
CR	Hawthorne	Indianapolis	IN	-6
CSXT	Lafayette	Lafayette	IN	-44
CR	Terre Haute	Terre Haute	IN	3
CSXT	Terre Haute	Terre Haute	IN	16
CSXT	Corbin	Corbin	KY	-49
CSXT	Lexington	Lexington	KY	-17
CSXT	Osborn Yard	Louisville	KY	-372
CSXT	Russell	Russell	KY	19
CSXT	Shelby	Shelby	KY	-7

ATTACHMENT 13-4

Changes in Cars Switched per Day at Terminals

Road	Yard	City	State	Change
CSXT	New Orleans	New Orleans	LA	-348
CR	Beacon Park	Boston	MA	-157
CR	Springfield	Springfield	MA	-144
CR	Worcester	Worcester	MA	-75
CSXT	Bay View	Baltimore	MD	-8
CSXT	Curtis Bay	Baltimore	MD	-289
CSXT	Greys	Baltimore	MD	-60
CSXT	Locust Point	Baltimore	MD	56
CSXT	Penn Mary	Baltimore	MD	-103
CSXT	Brunswick	Brunswick	MD	45
CSXT	Cumberland	Cumberland	MD	198
CSXT	Hagerstown	Hagerstown	MD	-2
CSXT	Middlebelt	Detroit	MI	-50
CSXT	Plymouth	Detroit	MI	18
CSXT	Rougemere	Detroit	MI	250
CSXT	Wayne	Detroit	MI	39
CSXT	Flint	Flint	MI	8
CSXT	Grand Rapids	Grand Rapids	MI	-82
CSXT	Lansing	Lansing	MI	5
CSXT	Bostic	Bostic	NC	-38
CSXT	Charlotte	Charlotte	NC	26
CSXT	Fayetteville	Fayetteville	NC	-15
CSXT	Hamlet	Hamlet	NC	111
CSXT	Rocky Mount	Rocky Mount	NC	119
CSXT	Weldon	Weldon	NC	21
CSXT	Wilmington	Wilmington	NC	6
CR	Selkirk Yd	Albany	NY	-71
CR	Frontier Yd	Buffalo	NY	-134
CR	Seneca	Buffalo	NY	-143
CR	Massena	Massena	NY	-49
CR	Oak Point	New York City	NY	1
CR	Niagara	Niagara	NY	-47
CR	Rochester	Rochester	NY	45
CR	De Witt	Syracuse	NY	-135
CSXT	Akron	Akron	OH	3
CR	Ashtabula	Ashtabula	OH	-253
CSXT	Decoursey	Cincinnati	OH	-10
CSXT	Ivorydale	Cincinnati	OH	-25
CSXT	Queensgate Yd	Cincinnati	OH	-377
CSXT	Springdale	Cincinnati	OH	-13
CSXT	Clark Avenue	Cleveland	OH	-26
CR	Collinwood	Cleveland	OH	-109
CSXT	Parsons	Columbus	OH	122
CSXT	Needmore	Dayton	OH	8
CSXT	Hamilton	Hamilton	OH	-81
CR	Kenton	Kenton	OH	8
CSXT	Robb Avenue	Lima	OH	65
CR	Lima	Lima	OH	8
CR/CSXT	Lordstown	Lordstown	OH	-23
CR	Marion	Marion	OH	-14
CSXT	Marion	Marion	OH	-6
CR	Marysville	Marysville	OH	-20

Changes in Cars Switched per Day at Terminals

Road	Yard	City	State	Change
CSXT	Excello	Middletown	OH	5
CR	Stanley	Toledo	OH	807
CSXT	Walbridge	Toledo	OH	-800
CSXT	Willard	Willard	OH	162
CSXT	Sarnia	Sarnia	ON	49
CR	Erie	Erie	PA	-30
CSXT	Hanover	Hanover	PA	4
CSXT	New Castle	New Castle	PA	-102
CSXT	East Side	Philadelphia	PA	-220
CSXT	Demmler	Pittsburgh	PA	-12
CSXT	Glenwood	Pittsburgh	PA	-73
CSXT	Andrews	Andrews	SC	-52
CSXT	Bennett	Charleston	SC	-69
CSXT	Cayce	Columbia	SC	57
CSXT	Florence	Florence	SC	-83
CSXT	Greenwood	Greenwood	SC	-51
CSXT	Spartanburg	Spartanburg	SC	-13
CSXT	Chattanooga	Chattanooga	TN	9
CSXT	Erwin	Erwin	TN	-21
CSXT	Etowah	Etowah	TN	-88
CSXT	Kingsport	Kingsport	TN	38
CSXT	Knoxville	Knoxville	TN	-15
CSXT	Leewood	Memphis	TN	33
CSXT	Radnor Yd	Nashville	TN	150
CSXT	Clifton Forge	Clifton Forge	VA	4
CSXT	Covington	Covington	VA	47
CSXT	Fulton	Fulton	VA	-1
CSXT	Newport News	Newport News	VA	-10
CSXT	ACCA	Richmond	VA	99
CSXT	Benwood	Benwood	WV	-55
CSXT	Shelby	Big Sandy Jct	WV	10
CSXT	Brooklyn Jct	Brooklyn Jct	WV	-57
CSXT	Grafton	Grafton	WV	17
CSXT	Hinton	Hinton	WV	6
CSXT	Huntington	Huntington	WV	3
CSXT	Parkersburg	Parkersburg	WV	-86
CSXT	S Charleston	S Charleston	WV	-41
Joint	Lincoln Park	Detroit	MI	-4
Joint	Livernois	Detroit	MI	-83
Joint	Mound Road	Detroit	MI	0
Joint	North Yard	Detroit	MI	-92
Joint	River Rouge	Detroit	MI	-164
Joint	Warren/Sterl	Detroit	MI	22
Joint	Bayonne	Bayonne	NJ	-14
Joint	Bayway	Bayway	NJ	5
Joint	Pavonia	Camden	NJ	-46
Joint	Meadows	Kearny	NJ	-82
Joint	Linden	Linden	NJ	-1
Joint	Metuchen	Metuchen	NJ	-7
Joint	Oak Island	Newark	NJ	230
Joint	Pt Reading	Port Reading	NJ	-65
Joint	Browns	S Amboy	NJ	-8

Changes in Cars Switched per Day at Terminals

Road	Yard	City	State	Change
Joint	Manville	S. Plainfied	NJ	-12
Joint	Brook Park	Cleveland	OH	0
Joint	Parma	Cleveland	OH	25
Joint	Midvale	Midvale	PA	0
Joint	Morrisville	Morrisville	PA	-121
Joint	Greenwich Yd	Philadelphia	PA	236
Joint	Frankfort	Philadelphia	PA	-5
Joint	West Falls	Philadelphia	PA	-6

ATTACHMENT 13-5

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
PARK JCT	PA	RG	PA	CSXT	4	0	25	25	0	15.6	15.6	-9.4
RG	PA	WILSMERE	DE	CSXT	26	0	22.9	22.9	0	26.4	26.4	3.5
WILSMERE	DE	BALTIMORE	MD	CSXT	68	0	26.9	26.9	0	28.8	28.8	1.9
BALTIMORE	MD	RELAY	MD	CSXT	7	15.5	39.6	55.1	15.5	42.7	58.2	3.1
RELAY	MD	JESSUP	MD	CSXT	7	15.5	33.1	48.6	15.5	37	52.5	3.9
JESSUP	MD	ALEXANDRIA JCT	MD	CSXT	17	15.5	33.4	48.9	15.5	37.1	52.6	3.7
ALEXANDRIA JCT	MD	WASHINGTON	DC	CSXT	5	15.5	23.9	39.4	15.5	30.8	46.3	6.9
WASHINGTON	DC	PT OF ROCK	MD	CSXT	43	14.4	23.8	38.2	14.4	30.8	45.2	7
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	13	14.4	33.3	47.7	14.4	41.6	56	8.3
HARPERS FERRY	WV	CHERRY RUN	WV	CSXT	32	7	33.3	40.3	7	40.6	47.6	7.3
CHERRY RUN	WV	CUMBERLAND	MD	CSXT	65	2	29	31	2	31	33	2
CUMBERLAND	MD	SINNS	PA	CSXT	133	2	27.4	29.4	2	32.5	34.5	5.1
SINNS	PA	RANKIN JCT	PA	CSXT	9	2	30.8	32.8	2	40.2	42.2	9.4
RANKIN JCT	PA	NEW CASTLE	PA	CSXT	51	0	28.9	28.9	0	38.3	38.3	9.4
NEW CASTLE	PA	YOUNGSTOWN	OH	CSXT	18.3	2	32.6	34.6	2	39.6	41.6	7
YOUNGSTOWN	OH	STERLING	OH	CSXT	79.1	2	32.6	34.6	2	33.9	35.9	1.3
STERLING	OH	GREENWICH	OH	CSXT	37.1	2	32.5	34.5	2	32.9	34.9	0.4
GREENWICH	OH	WILLARD	OH	CSXT	11.6	2	32.5	34.5	2	55.2	57.2	22.7
WILLARD	OH	FOSTORIA	OH	CSXT	36.8	2	32.5	34.5	2	54	56	21.5
FOSTORIA	OH	DESHLER	OH	CSXT	26	2	34	36	2	37.9	39.9	3.9
DESHLER	OH	WILLOW CREEK	IN	CSXT	174	2	21.4	23.4	2	47.7	49.7	26.3
WILLOW CREEK	IN	PINE JCT	IN	CSXT	12	2	20.1	22.1	2	36.6	38.6	16.5
PINE JCT	IN	BARR YD	IL	CSXT	11	0	27.6	27.6	0	33.3	33.3	5.7
RELAY	MD	PT OF ROCK	MD	CSXT	58	0	9.3	9.3	0	9.2	9.2	-0.1
HAGERSTOWN	MD	LURGAN	PA	CSXT	34	0	2.3	2.3	0	2.5	2.5	0.2
HAGERSTOWN	MD	CHERRY RUN	MD	CSXT	19	0	3	3	0	2	2	-1
ROCKWOOD	PA	JOHNSTOWN	PA	CSXT	45	0	1	1	0	1	1	0
LESTER	OH	LORAIN	OH	CSXT	23	0	1.4	1.4	0	1.4	1.4	0
STERLING	OH	LESTER	OH	CSXT	16	0	5.3	5.3	0	5.3	5.3	0
LESTER	OH	CLEVELAND	OH	CSXT	30	0	5.8	5.8	0	5.8	5.8	0
DETROIT	MI	PLYMOUTH	MI	CSXT	25	0	15.1	15.1	0	12.3	12.3	-2.8
PLYMOUTH	MI	GRAND RAPIDS	MI	CSXT	124	0	11.4	11.4	0	6.4	6.4	-5
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	2	8.2	10.2	2	4.5	6.5	-3.7
WAVERLY	MI	PORTER	IN	CSXT	110	2	4.8	6.8	2	2.8	4.8	-2
SAGINAW	MI	FLINT	MI	CSXT	29	0	10	10	0	12.2	12.2	2.2
FLINT	MI	HOLLY	MI	CSXT	28	0	12.8	12.8	0	14	14	1.2
HOLLY	MI	WIXOM	MI	CSXT	20	0	11.3	11.3	0	12.5	12.5	1.2
WIXOM	MI	PLYMOUTH	MI	CSXT	12	0	12.2	12.2	0	12.9	12.9	0.7
PLYMOUTH	MI	WAYNE	MI	CSXT	8	0	23.6	23.6	0	26.5	26.5	2.9
WAYNE	MI	CARLETON	MI	CSXT	15	0	22.8	22.8	0	24.8	24.8	2
CARLETON	MI	TOLEDO	MI	CSXT	16.5	0	21.9	21.9	0	33.1	33.1	11.2
CINCINNATI	OH	HAMILTON	OH	CSXT	21	1	28.2	29.2	1	31.2	32.2	3
HAMILTON	OH	DAYTON	OH	CSXT	34	0	25.4	25.4	0	26.5	26.5	1.1
DAYTON	OH	SIDNEY	OH	CSXT	37.3	0	22.6	22.6	0	24.9	24.9	2.3
SIDNEY	OH	LIMA	OH	CSXT	35.2	0	22.6	22.6	0	15.3	15.3	-7.3
LIMA	OH	DESHLER	OH	CSXT	33	0	26.5	26.5	0	14.9	14.9	-11.6
DESHLER	OH	TOLEDO	OH	CSXT	36	0	0.6	0.6	0	14.2	14.2	13.6
FOSTORIA	OH	TOLEDO	OH	CSXT	29	0	33.3	33.3	0	37.4	37.4	4.1
MARION	OH	FOSTORIA	OH	CSXT	40	0	17.8	17.8	0	27.4	27.4	9.6
COLUMBUS	OH	MARION	OH	CSXT	20	0	17.8	17.8	0	17.4	17.4	-0.4
N J CABIN	KY	COLUMBUS	OH	CSXT	53	0	11.7	11.7	0	11.4	11.4	-0.3
CINCINNATI	OH	COLUMBUS	OH	CSXT	112	0	2.8	2.8	0	2.9	2.9	0.1

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
HAMPTON	VA	RIVANNA JCT	VA	CSXT	80	2.9	9.6	12.5	2.9	8.6	11.5	-1
RIVANNA JCT	VA	CLIFTON FORGE	VA	CSXT	229	0	9.8	9.8	0	9.7	9.7	-0.1
CLIFTON FORGE	VA	ST ALBANS	WV	CSXT	195	0.9	9.8	10.7	0.9	10.9	11.8	1.1
ST ALBANS	WV	BARBOURSVILLE	WV	CSXT	29	0.9	10.9	11.8	0.9	12.8	13.7	1.9
BARBOURSVILLE	WV	HUNTINGTON	WV	CSXT	10	0.9	13.4	14.3	0.9	14.9	15.8	1.5
HUNTINGTON	WV	KENOVA	WV	CSXT	8	0.9	15.5	16.4	0.9	16.8	17.7	1.3
KENOVA	WV	BIG SANDY JCT	WV	CSXT	1	0.9	15.4	16.3	0.9	33.2	34.1	17.8
BIG SANDY JCT	KY	ASHLAND	KY	CSXT	6	0.9	32.5	33.4	0.9	30.5	31.4	-2
ASHLAND	KY	RUSSELL	KY	CSXT	4	0.9	32.5	33.4	0.9	32.5	33.4	0
RUSSELL	KY	N J CABIN	KY	CSXT	19	0.9	20.8	21.7	0.9	18.8	19.7	-2
N J CABIN	KY	COVINGTON	KY	CSXT	121	0.9	7.5	8.4	0.9	8.6	9.5	1.1
CUMBERLAND	MD	W VIRGINIA C	WV	CSXT	28	0	14	14	0	16.6	16.6	2.6
W VIRGINIA C	WV	MK JCT	WV	CSXT	46	0	9.4	9.4	0	12	12	2.6
MK JCT	WV	GRAFTON	WV	CSXT	26	0	9.4	9.4	0	12	12	2.6
GRAFTON	WV	BERKELEY JCT	WV	CSXT	2	0	10.8	10.8	0	10.8	10.8	0
BERKELEY JCT	WV	SHORT LINE JCT	WV	CSXT	21	0	3.8	3.8	0	3.8	3.8	0
BROOKLYN JCT	WV	SHORT LINE JCT	WV	CSXT	58	0	4.6	4.6	0	4.4	4.4	-0.2
PARKERSBURG	WV	BROOKLYN JCT	WV	CSXT	55	0	4.5	4.5	0	4.5	4.5	0
PARKERSBURG	WV	HUNTINGTON	WV	CSXT	119	0	5.3	5.3	0	5.1	5.1	-0.2
BROOKLYN JCT	WV	BENWOOD JCT	WV	CSXT	34	0	6	6	0	6	6	0
RIVANNA JCT	VA	CHARLOTTESVILLE	VA	CSXT	98	0.9	1.5	2.4	0.9	1.5	2.4	0
CHARLOTTESVILLE	VA	CLIFTON FORGE	VA	CSXT	103	0.9	1.9	2.8	0.9	1.9	2.8	0
MUNSTER	IN	MONON	IN	CSXT	62	1.4	2.5	3.9	1.4	2.5	3.9	0
MONON	IN	LAFAYETTE	IN	CSXT	30	1.4	3	4.4	1.4	3	4.4	0
LAFAYETTE	IN	CRAWFORDSVILLE	IN	CSXT	29	1.4	7.6	9	1.4	7.6	9	0
CRAWFORDSVILLE	IN	GREENCASTLE	IN	CSXT	31	0	4.2	4.2	0	2.2	2.2	-2
HAMILTON	OH	INDIANAPOLIS	IN	CSXT	99	0.9	3	3.9	0.9	5	5.9	2
CINCINNATI	OH	MITCHELL	IN	CSXT	128	0	7.8	7.8	0	1.7	1.7	-6.1
MITCHELL	IN	VINCENNES	IN	CSXT	62	0	12.7	12.7	0	5.8	5.8	-6.9
VINCENNES	IN	SALEM	IL	CSXT	79	0	14.2	14.2	0	9.1	9.1	-5.1
SALEM	IL	E. ST LOUIS	IL	CSXT	68	0	11.8	11.8	0	8.7	8.7	-3.1
DOLTON	IL	DANVILLE	IL	CSXT	106	0	20.2	20.2	0	21.6	21.6	1.4
DANVILLE	IL	TERRE HAUTE	IN	CSXT	57	0	22.6	22.6	0	23.9	23.9	1.3
TERRE HAUTE	IN	VINCENNES	IN	CSXT	54	0	22.6	22.6	0	28.5	28.5	5.9
VINCENNES	IN	EVANSVILLE	IN	CSXT	53	0	22.3	22.3	0	30.8	30.8	8.5
EVANSVILLE	IN	AMQUI	TN	CSXT	137	0	23.4	23.4	0	32.7	32.7	9.3
AMQUI	TN	NASHVILLE	TN	CSXT	16	0	40.8	40.8	0	48.4	48.4	7.6
NASHVILLE	TN	DECATUR	AL	CSXT	118	0	21.7	21.7	0	23.4	23.4	1.7
DECATUR	AL	BLACK CREEK	AL	CSXT	89	0	22.5	22.5	0	23.8	23.8	1.3
BLACK CRK	AL	BIRMINGHAM	AL	CSXT	5	0	33.7	33.7	0	31	31	-2.7
BIRMINGHAM	AL	PARKWOOD	AL	CSXT	12	0	32.8	32.8	0	30.7	30.7	-2.1
PARKWOOD	AL	MONTGOMERY	AL	CSXT	87	0	14.1	14.1	0	14.3	14.3	0.2
MONTGOMERY	AL	FLOMATON	AL	CSXT	110	0	16.1	16.1	0	18	18	1.9
ANCHORAGE	KY	WINCHESTER	KY	CSXT	95	0	2.6	2.6	0	3.3	3.3	0.7
WINCHESTER	KY	TYPO	KY	CSXT	123	0	13.1	13.1	0	13.1	13.1	0
TYPO	KY	N. HAZARD	KY	CSXT	5	0	10.6	10.6	0	10.6	10.6	0
N. HAZARD	KY	LOTHAIR	KY	CSXT	2	0	10.9	10.9	0	10.9	10.9	0
LOTHAIR	KY	JEFF	KY	CSXT	5	0	8.4	8.4	0	8.4	8.4	0
JEFF	KY	DENT	KY	CSXT	11	0	6.9	6.9	0	6.9	6.9	0
DENT	KY	BLACKEY	KY	CSXT	8	0	5.2	5.2	0	5.2	5.2	0
BLACKEY	KY	DUO	KY	CSXT	4	0	4.3	4.3	0	4.3	4.3	0
DUO	KY	PAT	KY	CSXT	10	0	4.3	4.3	0	4.3	4.3	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
PAT	KY	DEANE	KY	CSXT	6	0	4.4	4.4	0	4.4	4.4	0
BCC JCT	KY	DEANE	KY	CSXT	22	0	6	6	0	6	6	0
PORTER JCT	KY	B C C JCT	KY	CSXT	6	0	6	6	0	6	6	0
STEVENS BRANCH	KY	PORTER JCT	KY	CSXT	12	0	7.5	7.5	0	7.5	7.5	0
MARTIN	KY	STEVENS BRANCH	KY	CSXT	1	0	7.5	7.5	0	7.5	7.5	0
BEAVER JCT	KY	MARTIN	KY	CSXT	5	0	7.5	7.5	0	7.5	7.5	0
LATONIA	KY	ANCHORAGE	KY	CSXT	86	0	15	15	0	12.7	12.7	-2.3
ANCHORAGE	KY	LOUISVILLE	KY	CSXT	13	0	20.6	20.6	0	18.3	18.3	-2.3
LOUISVILLE	KY	AMQUI	TN	CSXT	173	0	18.8	18.8	0	17.4	17.4	-1.4
CINCINNATI	OH	COVINGTON	KY	CSXT	6	0.9	35.9	36.8	0.9	33.6	34.5	-2.3
COVINGTON	KY	LATONIA	KY	CSXT	1	0	30.3	30.3	0	28.9	28.9	-1.4
LATONIA	KY	WINCHESTER	KY	CSXT	93	0	17.1	17.1	0	16	16	-1.1
WINCHESTER	KY	SINKS	KY	CSXT	56	0	24.6	24.6	0	23.3	23.3	-1.3
SINKS	KY	CORBIN	KY	CSXT	35	0	22.9	22.9	0	21.6	21.6	-1.3
CORBIN	KY	CARTERSVILLE	GA	CSXT	263	0	27.3	27.3	0	26.1	26.1	-1.2
CARTERSVILLE	GA	ATLANTA	GA	CSXT	46	0	39.4	39.4	0	38.3	38.3	-1.1
ATLANTA	GA	MANCHESTER	GA	CSXT	78	0	19.2	19.2	0	16.6	16.6	-2.6
MANCHESTER	GA	WAYCROSS	GA	CSXT	203	0	27.9	27.9	0	26	26	-1.9
CORBIN	KY	HEIDRICK	KY	CSXT	15	0	9.2	9.2	0	9.2	9.2	0
HEIDRICK	KY	ELYS	KY	CSXT	10	0	9	9	0	9	9	0
ELYS	KY	YINGLING	KY	CSXT	2	0	9	9	0	9	9	0
YINGLING	KY	PINEVILLE	KY	CSXT	4	0	9	9	0	9	9	0
PINEVILLE	KY	HARBELL	KY	CSXT	3	0	5.8	5.8	0	5.8	5.8	0
HARBELL	KY	PONZA	KY	CSXT	2	0	5.5	5.5	0	5.5	5.5	0
PONZA	KY	CROSBY	KY	CSXT	11	0	5.5	5.5	0	5.5	5.5	0
BLACKMONT	KY	CROSBY	KY	CSXT	4	0	5.5	5.5	0	5.5	5.5	0
BLACKMONT	KY	KERR	KY	CSXT	9	0	5.6	5.6	0	5.6	5.6	0
KERR	KY	BAXTER	KY	CSXT	8	0	5.7	5.7	0	5.7	5.7	0
BAXTER	KY	HARLAN	KY	CSXT	2	0	5.7	5.7	0	5.7	5.7	0
DRESSEN	KY	HARLAN	KY	CSXT	1	0	4.4	4.4	0	4.4	4.4	0
DRESSEN	KY	GLIDDEN	KY	CSXT	5	0	4.4	4.4	0	4.4	4.4	0
GLIDDEN	KY	POPEVILLE	KY	CSXT	2	0	4	4	0	4	4	0
POPEVILLE	KY	KY-VA ST-LN	KY	CSXT	7	0	4	4	0	4	4	0
KY-VA ST-LN	VA	HAGANS	VA	CSXT	3	0	4	4	0	4	4	0
HAGANS	VA	PENNINGTON	VA	CSXT	16	0	4	4	0	4	4	0
PENNINGTON	VA	BIG STONE GAP	VA	CSXT	16	0	4.3	4.3	0	4.3	4.3	0
LOUISVILLE	KY	LONG BRANCH	KY	CSXT	18	0	4.4	4.4	0	4.2	4.2	-0.2
LONG BRANCH	KY	SKILLMAN	KY	CSXT	49	0	4.3	4.3	0	4	4	-0.3
SKILLMAN	KY	HENDERSON	KY	CSXT	60	0	4.3	4.3	0	4	4	-0.3
BIG SANDY JCT	KY	ELKHORN CITY	KY	CSXT	127	0	18.8	18.8	0	18.8	18.8	0
ELKHORN CITY	KY	FRISCO	TN	CSXT	89	0	19.3	19.3	0	19.3	19.3	0
FRISCO	TN	BOSTIC	NC	CSXT	157	0	19.3	19.3	0	19.3	19.3	0
BOSTIC	NC	SPARTANBURG	SC	CSXT	32	0	13.8	13.8	0	13.8	13.8	0
LAURENS	SC	SPARTANBURG	SC	CSXT	38	0	13.6	13.6	0	12.8	12.8	-0.8
CLINTON	SC	LAURENS	SC	CSXT	11	0	6.4	6.4	0	6.4	6.4	0
COLUMBIA	SC	CLINTON	SC	CSXT	63	0	10.4	10.4	0	10.4	10.4	0
EASTOVER JCT	SC	COLUMBIA	SC	CSXT	27	0	4.3	4.3	0	4.3	4.3	0
SUMTER	SC	EASTOVER JCT	SC	CSXT	19	0	3.9	3.9	0	3.9	3.9	0
SUMTER	SC	LANE	SC	CSXT	40	0	3.7	3.7	0	3.7	3.7	0
CHARLOTTE	NC	BOSTIC	NC	CSXT	73	0	7.6	7.6	0	7.6	7.6	0
MONROE	NC	CHARLOTTE	NC	CSXT	24	0	12	12	0	12.4	12.4	0.4
AUGUSTA	GA	GREENWOOD	SC	CSXT	68	0	8.8	8.8	0	8.2	8.2	-0.6

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
GREENWOOD	SC	LAURENS	SC	CSXT	28	0	10.5	10.5	0	9.8	9.8	-0.7
ALEXANDRIA JCT	MD	BENNING	DC	CSXT	6	0	18.7	18.7	0	24.3	24.3	5.6
FREDERICKSBURG	VA	POTOMAC YARD	VA	CSXT	49	22	16.3	38.3	22	23.4	45.4	7.1
DOSWELL	VA	FREDERICKSBURG	VA	CSXT	37	14.5	16.2	30.7	14.5	22.8	37.3	6.6
RICHMOND	VA	DOSWELL	VA	CSXT	24	14.5	17.8	32.3	14.5	24.8	39.3	7
S. RICHMOND	VA	WELDON	NC	CSXT	82	8	18.4	26.4	8	23	31	4.6
WELDON	NC	ROCKY MT	NC	CSXT	37	8	19.6	27.6	8	25.5	33.5	5.9
ROCKY MT	NC	CONTENTNEA	NC	CSXT	19	8	19.6	27.6	8	22.1	30.1	2.5
CONTENTNEA	NC	SELMA	NC	CSXT	22	8	18.2	26.2	8	21	29	2.8
SELMA	NC	FAYETTEVILLE	NC	CSXT	49	4	20.4	24.4	4	21.6	25.6	1.2
FAYETTEVILLE	NC	PEMBROKE	NC	CSXT	31	4	22.1	26.1	4	22.2	26.2	0.1
PEMBROKE	NC	DILLON	SC	CSXT	21	4	15.7	19.7	4	17.2	21.2	1.5
DILLON	SC	FLORENCE	SC	CSXT	31	4	15.6	19.6	4	19	23	3.4
FLORENCE	SC	LANE	SC	CSXT	49	4	12.7	16.7	4	16.6	20.6	3.9
LANE	SC	ST STEPHEN	SC	CSXT	8	4	16.2	20.2	4	19.9	23.9	3.7
ST STEPHEN	SC	ASHLEY JCT	SC	CSXT	39	4	12.7	16.7	4	16.5	20.5	3.8
ASHLEY JCT	SC	YEMASSEE	SC	CSXT	54	4	16.7	20.7	4	20.6	24.6	3.9
YEMASSEE	SC	SAVANNAH	GA	CSXT	55	4	12.2	16.2	4	16.1	20.1	3.9
SAVANNAH	GA	JESUP	GA	CSXT	52	6	17.3	23.3	6	22.8	28.8	5.5
JESUP	GA	WAYCROSS	GA	CSXT	39	0	7.2	7.2	0	7.8	7.8	0.6
PEMBROKE	NC	WILMINGTON	NC	CSXT	81	0	3.5	3.5	0	5	5	1.5
HAMLET	NC	PEMBROKE	NC	CSXT	34	0	11.8	11.8	0	13.1	13.1	1.3
HAMLET	NC	MONROE	NC	CSXT	53	0	20.4	20.4	0	23	23	2.6
MONROE	NC	CLINTON	NC	CSXT	92	0	13.1	13.1	0	15.6	15.6	2.5
CLINTON	SC	GREENWOOD	SC	CSXT	28	0	17.1	17.1	0	19.6	19.6	2.5
GREENWOOD	SC	ATHENS	GA	CSXT	66	0	16.1	16.1	0	18.8	18.8	2.7
ATHENS	GA	ATLANTA	GA	CSXT	69	0	18.7	18.7	0	21	21	2.3
ATLANTA	GA	LAGRANGE	GA	CSXT	70	0	15.3	15.3	0	16.5	16.5	1.2
LAGRANGE	GA	MONTGOMERY	AL	CSXT	100	0	11.9	11.9	0	11.2	11.2	-0.7
HAMLET	NC	MCBEE	SC	CSXT	108	2	3.4	5.4	2	3.3	5.3	-0.1
MCBEE	SC	COLUMBIA	SC	CSXT	108	2	4.4	6.4	2	4.4	6.4	0
COLUMBIA	SC	FAIRFAX	SC	CSXT	76	2	3.9	5.9	2	3.7	5.7	-0.2
FAIRFAX	SC	SAVANNAH	GA	CSXT	62	2	12.4	14.4	2	11.6	13.6	-0.8
HAMLET	NC	DILLON	SC	CSXT	42	0	8.9	8.9	0	7.7	7.7	-1.2
DILLON	SC	ANDREWS	SC	CSXT	74	0	4.3	4.3	0	4.2	4.2	-0.1
ANDREWS	SC	STATE JCT	SC	CSXT	28	0	2.5	2.5	0	2.5	2.5	0
STATE JCT	SC	REMOUNT	SC	CSXT	20	0	2.2	2.2	0	2.2	2.2	0
REMOUNT	SC	CHARLESTON	SC	CSXT	10	0	1.6	1.6	0	1.6	1.6	0
CAMAK	GA	ATLANTA	GA	CSXT	126	0	8.1	8.1	0	7.7	7.7	-0.4
AUGUSTA	GA	CAMAK	GA	CSXT	48	0	7.1	7.1	0	6.7	6.7	-0.4
ROBBINS	SC	AUGUSTA	GA	CSXT	28	0	12.9	12.9	0	12.3	12.3	-0.6
FAIRFAX	SC	ROBBINS	SC	CSXT	29	0	12.9	12.9	0	12.3	12.3	-0.6
YEMASSEE	SC	FAIRFAX	SC	CSXT	31	0	5	5	0	5	5	0
MCKENZIE	TN	MEMPHIS	TN	CSXT	116	0	10.1	10.1	0	12.4	12.4	2.3
NASHVILLE	TN	MCKENZIE	TN	CSXT	117	0	9.4	9.4	0	11.7	11.7	2.3
NASHVILLE	TN	STEVENSON	AL	CSXT	113	0	20.6	20.6	0	21.1	21.1	0.5
STEVENSON	AL	CHATTANOOGA	TN	CSXT	39	0	19.6	19.6	0	17.5	17.5	-2.1
CHATTANOOGA	TN	CARTERSVILLE	GA	CSXT	87	0	17.7	17.7	0	17.4	17.4	-0.3
LAGRANGE	AL	PARKWOOD	AL	CSXT	142	0	13.5	13.5	0	13.5	13.5	0
MANCHESTER	GA	LAGRANGE	GA	CSXT	45	0	12	12	0	11.6	11.6	-0.4
WAYCROSS	GA	THOMASVILLE	GA	CSXT	105	0	8	8	0	7.6	7.6	-0.4
THOMASVILLE	GA	METCALF	GA	CSXT	11	0	0.4	0.4	0	0.4	0.4	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
THOMASVILLE	GA	MONTGOMERY	AL	CSXT	210	0	7.9	7.9	0	6.2	6.2	-1.7
JESUP	GA	FOLKSTON	GA	CSXT	54	6	10.3	16.3	6	12.4	18.4	2.1
JACKSONVILLE	FL	BALDWIN	FL	CSXT	76	2.8	21.9	24.7	2.8	23.3	26.1	1.4
BALDWIN	FL	CHATTAHOOCHEE	FL	CSXT	189	0.8	11.7	12.5	0.8	11.1	11.9	-0.6
CHATTAHOOCHEE	FL	PENSACOLA	FL	CSXT	161	0.8	10.3	11.1	0.8	9.7	10.5	-0.6
PENSACOLA	FL	FLOMATON	AL	CSXT	43	0.8	9.9	10.7	0.8	11.3	12.1	1.4
FLOMATON	AL	MOBILE	AL	CSXT	59	0.8	25.1	25.9	0.8	25.8	26.6	0.7
MOBILE	AL	NEW ORLEANS	LA	CSXT	143	0.8	20.6	21.4	0.8	22.7	23.5	2.1
WAYCROSS	GA	FOLKSTON	GA	CSXT	35	0	33.1	33.1	0	32.4	32.4	-0.7
FOLKSTON	GA	CALLAHAN	FL	CSXT	22	6	43.9	49.9	6	44.6	50.6	0.7
CALLAHAN	FL	BALDWIN	FL	CSXT	21	0	17.7	17.7	0	18.3	18.3	0.6
BALDWIN	FL	STARKE	FL	CSXT	26	2	22.7	24.7	2	23.3	25.3	0.6
STARKE	FL	VITIS	FL	CSXT	126	2	19.3	21.3	2	19.3	21.3	0
VITIS	FL	PLANT CITY	FL	CSXT	19	0	9.6	9.6	0	9.6	9.6	0
PLANT CITY	FL	UCETA YARD	FL	CSXT	17	4	9.1	13.1	4	9.6	13.6	0.5
CALLAHAN	FL	JACKSONVILLE	FL	CSXT	16	6	23.5	29.5	6	23.2	29.2	-0.3
JACKSONVILLE	FL	PALATKA	FL	CSXT	54	4.8	8.3	13.1	4.8	8.3	13.1	0
PALATKA	FL	SANFORD	FL	CSXT	68	4.8	6.6	11.4	4.8	6.6	11.4	0
SANFORD	FL	ALOMA	FL	CSXT	27	0	2	2	0	2	2	0
SANFORD	FL	ORLANDO	FL	CSXT	22	4.8	8	12.8	4.8	8	12.8	0
ORLANDO	FL	AUBURNDALE	FL	CSXT	51	4	7.7	11.7	4	9.1	13.1	1.4
AUBURNDALE	FL	LAKELAND	FL	CSXT	12	4	7.2	11.2	4	8.6	12.6	1.4
LAKELAND	FL	WINSTON	FL	CSXT	4	4	17.6	21.6	4	18.9	22.9	1.3
WINSTON	FL	PLANT CITY	FL	CSXT	5	4	9.8	13.8	4	11.1	15.1	1.3
AUBURNDALE	FL	SEBRING	FL	CSXT	47	4	11.3	15.3	4	11.3	15.3	0
SEBRING	FL	W. PALM BCH	FL	CSXT	103	6	15.6	21.6	6	15.6	21.6	0
W. PALM BCH	FL	MIAMI	FL	CSXT	70	30	6.7	36.7	30	6.7	36.7	0
BALTIMORE	MD	HANOVER	PA	CSXT	55	0	3.4	3.4	0	3.4	3.4	0
HANOVER	PA	HAGERSTOWN	MD	CSXT	57	0	1.6	1.6	0	1.6	1.6	0
HARPERS FERRY	WV	STRASBURG JCT	VA	CSXT	51	0	0.9	0.9	0	0.9	0.9	0
GREEN JCT	PA	BROWNFIELD	PA	CSXT	15	0	0.4	0.4	0	0.4	0.4	0
SINNS	PA	BROWNSVILLE	PA	CSXT	38	0	1.5	1.5	0	10.8	10.8	9.3
RANKIN JCT	PA	WILLOW GROVE	PA	CSXT	11	2	1.7	3.7	2	1.7	3.7	0
GLENWOOD JCT	PA	TYLERDALE	PA	CSXT	32	0	0.5	0.5	0	0.5	0.5	0
WILLOW GROVE	PA	NEW CASTLE	PA	CSXT	56	0	1	1	0	1	1	0
WELLSBORO	IN	N. JUDSON	IN	CSXT	15	0	0.3	0.3	0	0.3	0.3	0
PINE JCT	IN	ROCK ISLAND JCT	IL	CSXT	10	0	2	2	0	2	2	0
BARR YD	IL	BLUE ISLAND JCT	IL	CSXT	3	0	7	7	0	22.9	22.9	15.9
DOLTON	IL	75TH STREET	IL	CSXT	8	0	4	4	0	3.6	3.6	-0.4
BLUE ISLAND JCT	IL	59TH STREET	IL	CSXT	15	0	8	8	0	11.4	11.4	3.4
BLUE ISLAND JCT	IL	CLEARING	IL	CSXT	15	0	17	17	0	17.4	17.4	0.4
JOLIET	IL	OTTAWA	IL	CSXT	45	0	3	3	0	3	3	0
OTTAWA	IL	HENRY	IL	CSXT	44	0	2	2	0	2	2	0
GRAND RAPIDS	MI	BALDWIN	MI	CSXT	75	0	1.9	1.9	0	1.9	1.9	0
BALDWIN	MI	WALHALLA	MI	CSXT	13	0	2	2	0	2	2	0
WALHALLA	MI	LUDINGTON	MI	CSXT	14	0	1.6	1.6	0	1.6	1.6	0
WALHALLA	MI	MANISTEE	MI	CSXT	27	0	0.9	0.9	0	0.9	0.9	0
WAVERLY	MI	GRAND HAVEN	MI	CSXT	20	0	2.8	2.8	0	2.8	2.8	0
GRAND HAVEN	MI	MUSKEGON	MI	CSXT	13	0	1.7	1.7	0	1.7	1.7	0
MUSKEGON	MI	BERRY	MI	CSXT	5	0	1.7	1.7	0	1.7	1.7	0
BERRY	MI	MONTAGUE	MI	CSXT	11	0	1.7	1.7	0	1.7	1.7	0
BERRY	MI	FREMONT	MI	CSXT	20	0	0.6	0.6	0	0.6	0.6	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
SAGINAW	MI	MIDLAND	MI	CSXT	20	0	4	4	0	4	4	0
SAGINAW	MI	BAY CITY	MI	CSXT	17	0	2.4	2.4	0	2.4	2.4	0
SAGINAW	MI	YALE	MI	CSXT	19	0	2.2	2.2	0	2.2	2.2	0
PORT HURON	MI	BELLE RIVER	MI	CSXT	15	0	4	4	0	4	4	0
FARGO	ON	BLENHEIM	ON	CSXT	4	0	2.2	2.2	0	2.2	2.2	0
CHATHAM	ON	FARGO	ON	CSXT	7	0	1.2	1.2	0	1.2	1.2	0
CHATHAM	ON	SARNIA	ON	CSXT	53	0	1.2	1.2	0	1.2	1.2	0
BLENHEIM	ON	W. LORNE	ON	CSXT	28	0	1.2	1.2	0	1.2	1.2	0
CAMBRIDGE	OH	NEWARK	OH	CSXT	52	0	1	1	0	1	1	0
NEWARK	OH	COLUMBUS	OH	CSXT	35	0	1.6	1.6	0	1.6	1.6	0
MIDDLETOWN JCT	OH	MIDDLETOWN	OH	CSXT	11	0	6.3	6.3	0	5.4	5.4	-0.9
S. RICHMOND	VA	BELLWOOD	VA	CSXT	8	0	3.7	3.7	0	3.7	3.7	0
BELLWOOD	VA	HOPEWELL	VA	CSXT	16	0	2.9	2.9	0	2.9	2.9	0
BELLWOOD	VA	CENTRALIA	VA	CSXT	3	0	2.1	2.1	0	2.1	2.1	0
WELDON	NC	ROANOKE RAPIDS	NC	CSXT	5	0	0.2	0.2	0	0.2	0.2	0
WELDON	NC	FRANKLIN	VA	CSXT	41	0	7.7	7.7	0	7.4	7.4	-0.3
FRANKLIN	VA	PORTSMOUTH	VA	CSXT	37	0	7.1	7.1	0	6.6	6.6	-0.5
ROCKY MT	NC	PARMELE	NC	CSXT	32	0	3.2	3.2	0	3.2	3.2	0
PARMELE	NC	PLYMOUTH	NC	CSXT	37	0	2	2	0	2	2	0
PARMELE	NC	ELMER	NC	CSXT	38	0	2	2	0	2	2	0
CONTENTNEA	NC	WALLACE	NC	CSXT	69	0	4.4	4.4	0	4.4	4.4	0
WARSAW	NC	MOLTONVILLE	NC	CSXT	10	0	1.3	1.3	0	1.3	1.3	0
FAYETTEVILLE	NC	FORT JCT	NC	CSXT	9	0	0.6	0.6	0	0.6	0.6	0
FAYETTEVILLE	NC	VANDER	NC	CSXT	6	0	0.6	0.6	0	0.6	0.6	0
ST STEPHEN	SC	CROSS	SC	CSXT	10	0	2.1	2.1	0	2.1	2.1	0
WAYCROSS	GA	BRUNSWICK	GA	CSXT	63	0	2	2	0	2	2	0
WAYCROSS	GA	PEARSON	GA	CSXT	30	0	1	1	0	1	1	0
YULEE	FL	FERNANDINA BCH	FL	CSXT	12	0	2.5	2.5	0	2.5	2.5	0
JACKSONVILLE	FL	SEALS	GA	CSXT	41	0	8	8	0	8	8	0
VALRICO	FL	YEOMAN YARD	FL	CSXT	9	0	24.2	24.2	0	24.2	24.2	0
ORANGEBURG	SC	SUMTER	SC	CSXT	44	0	1.3	1.3	0	1.3	1.3	0
BELTON	SC	GREENVILLE	SC	CSXT	28	0	1	1	0	1	1	0
GREENVILLE	SC	SPARTANBURG	SC	CSXT	34	0	1.7	1.7	0	1.7	1.7	0
ANDERSON	SC	BELTON	SC	CSXT	12	0	0.4	0.4	0	0.4	0.4	0
DURHAM	NC	JOYLAND	NC	CSXT	7	0	1.4	1.4	0	1.4	1.4	0
APEX	NC	DURHAM	NC	CSXT	22	0	1.4	1.4	0	1.4	1.4	0
NORLINA	NC	RALEIGH	NC	CSXT	55	0	2.6	2.6	0	2.6	2.6	0
RALEIGH	NC	HAMLET	NC	CSXT	97	2	8.2	10.2	2	8.2	10.2	0
MCBEE	SC	ROBINSON	SC	CSXT	7	0	1	1	0	1	1	0
MT HOLLY	NC	TERRELL	NC	CSXT	24	0	1.2	1.2	0	1.2	1.2	0
MONTGOMERY	AL	WESTERN JCT	AL	CSXT	51	0	1	1	0	1	1	0
CAMAK	GA	HARLLEE	GA	CSXT	56	0	2.8	2.8	0	2.8	2.8	0
ANDREWS	SC	PENNYROYAL JCT	SC	CSXT	8	0	3.6	3.6	0	3.6	3.6	0
PENNYROYAL JCT	SC	GEORGETOWN	SC	CSXT	8	0	1.2	1.2	0	1.2	1.2	0
DAMES PT JCT	FL	N. SHORE JCT	FL	CSXT	5	0	6	6	0	5.8	5.8	-0.2
BAINBRIDGE	GA	TALLAHASSEE	FL	CSXT	43	0	2	2	0	2	2	0
HILLSDALE	IN	CHRISMAN	IL	CSXT	16.3	0	1.8	1.8	0	2.1	2.1	0.3
CHRISMAN	IL	DECATUR	IL	CSXT	68.5	0	1.8	1.8	0	2.1	2.1	0.3
BRENTWOOD	TN	COLUMBIA	AL	CSXT	35	0	2.8	2.8	0	2.8	2.8	0
WELLINGTON	AL	BIRMINGHAM	AL	CSXT	64	0	2.2	2.2	0	2.2	2.2	0
BAKERS SIDING	IN	CHINOOK	IN	CSXT	11	0	2	2	0	2	2	0
EVANSVILLE	IN	ADAMS	IN	CSXT	9	0	3.7	3.7	0	3.7	3.7	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
ADAMS	IN	CARMI	IL	CSXT	28	0	2.6	2.6	0	2.6	2.6	0
ADAMS	IN	ABEE	IN	CSXT	6	0	0.8	0.8	0	0.8	0.8	0
CARMI	IL	VENEDY	IL	CSXT	89	0	0.6	0.6	0	0.6	0.6	0
KRONOS	KY	MOORMAN	KY	CSXT	5	0	1.2	1.2	0	1.2	1.2	0
KRONOS	KY	WILSON STA	KY	CSXT	4	0	1.2	1.2	0	1.2	1.2	0
MOORMAN	KY	DRAKESBORO	KY	CSXT	13	0	2.1	2.1	0	2.1	2.1	0
MORTON	KY	ATKINSON	KY	CSXT	5	0	5.8	5.8	0	5.8	5.8	0
ATKINSON	KY	PROVIDENCE	KY	CSXT	19	0	3.8	3.8	0	3.8	3.8	0
PROVIDENCE	KY	DOTIKI	KY	CSXT	5	0	2.6	2.6	0	2.6	2.6	0
MILLIORT	KY	ATKINSON	KY	CSXT	19	0	2.4	2.4	0	2.4	2.4	0
COMO	KY	ZEIGLER 9 (NW)	KY	CSXT	4	0	1.2	1.2	0	1.2	1.2	0
DRAKESBORO	KY	SINCLAIR	KY	CSXT	6	0	0.9	0.9	0	0.9	0.9	0
DENT	KY	JIM HILL	KY	CSXT	6	0	1.4	1.4	0	1.4	1.4	0
BLACK CRK	AL	CHETOPA	AL	CSXT	13	0	2.6	2.6	0	2.6	2.6	0
MAGELLA	AL	BESSEMER	AL	CSXT	10	0	3.2	3.2	0	3.2	3.2	0
ATTALLA	AL	GUNTERSVILLE	AL	CSXT	30	0	0.4	0.4	0	0.4	0.4	0
ATTALLA	AL	WELLINGTON	AL	CSXT	22	0	1.7	1.7	0	1.7	1.7	0
BOYLES	AL	BLUE CRK JCT	AL	CSXT	15	0	4.7	4.7	0	4.7	4.7	0
BLUE CRK JCT	AL	VALLEY CRK	AL	CSXT	8	0	4.4	4.4	0	4.4	4.4	0
BOYLES	AL	MT. PINSON	AL	CSXT	10	0	0.9	0.9	0	0.9	0.9	0
SELMA	AL	WESTERN JCT	AL	CSXT	3	0	1.6	1.6	0	1.6	1.6	0
SELMA	AL	MYRTLEWOOD	AL	CSXT	61	0	1.6	1.6	0	1.6	1.6	0
MONTGOMERY	AL	AUTAUGA CRK	AL	CSXT	12	0	0.4	0.4	0	0.4	0.4	0
CALHOUN	TN	PATTY	TN	CSXT	9	0	1	1	0	1	1	0
DOSSETT	TN	HARRIMAN	TN	CSXT	24	0	0.5	0.5	0	0.5	0.5	0
ETOWAH	TN	BLUE RIDGE	GA	CSXT	61	0	1.2	1.2	0	1.2	1.2	0
WORTHVILLE	KY	WARSAW	KY	CSXT	20	0	2.4	2.4	0	2.4	2.4	0
LOUISVILLE	KY	MEDORA	KY	CSXT	10	0	2.1	2.1	0	2.1	2.1	0
LOUISVILLE	KY	WATSON	IN	CSXT	7	0	1.6	1.6	0	1.6	1.6	0
MCKENZIE	TN	DRESDEN	TN	CSXT	16	0	1.6	1.6	0	1.6	1.6	0
PARK CITY	KY	GLASGOW	KY	CSXT	10	0	0.6	0.6	0	0.6	0.6	0
ROCKMART	GA	STILESBORO JCT	GA	CSXT	22	0	1.2	1.2	0	1.2	1.2	0
STILESBORO JCT	GA	STILESBORO	GA	CSXT	3	0	4	4	0	4	4	0
MONON	IN	MONTICELLO	IN	CSXT	10	0	0.2	0.2	0	0.2	0.2	0
MONON	IN	MEDARYVILLE	IN	CSXT	15	0	0.4	0.4	0	0.4	0.4	0
GREENCASTLE	IN	BLOOMINGTON	IN	CSXT	24	0	0.6	0.6	0	0.6	0.6	0
MITCHELL	IN	LOUISVILLE	KY	CSXT	67	0	7.8	7.8	0	4	4	-3.8
LONG BRANCH	KY	DOE RUN	KY	CSXT	1	0	4	4	0	4	4	0
TWENTY FIRST ST	WV	HAMPSHIRE	WV	CSXT	11	0	3.4	3.4	0	3.4	3.4	0
HAMPSHIRE	WV	MD-WV ST-LN	WV	CSXT	29	0	3.4	3.4	0	3.4	3.4	0
MD-WV ST-LN	WV	BAYARD	WV	CSXT	33	0	3.4	3.4	0	3.4	3.4	0
BAYARD	WV	HENRY	WV	CSXT	6	0	1.2	1.2	0	1.2	1.2	0
MK JCT	WV	KINGWOOD	WV	CSXT	18	0	1.2	1.2	0	1.2	1.2	0
GRAFTON	WV	WD TOWER	WV	CSXT	27	0	1.6	1.6	0	3.5	3.5	1.9
WD TOWER	WV	RIVESVILLE	WV	CSXT	4	0	1.5	1.5	0	3.4	3.4	1.9
W. MARIETTA	OH	RELIEF	OH	CSXT	27	0	1.8	1.8	0	1.8	1.8	0
BELPRE	OH	W. MARIETTA	OH	CSXT	12	0	1.8	1.8	0	1.8	1.8	0
BELPRE	OH	PARKERSBURG	OH	CSXT	1	0	3	3	0	3	3	0
BERKELEY JCT	WV	BERRYBURG JCT	WV	CSXT	11	0	7.2	7.2	0	7.2	7.2	0
BERRYBURG JCT	WV	TYGART JCT	WV	CSXT	11	0	7.2	7.2	0	7.2	7.2	0
TYGART JCT	WV	CENTURY JCT	WV	CSXT	4	0	6.2	6.2	0	6.2	6.2	0
CENTURY JCT	WV	BUCKHANNON	WV	CSXT	13	0	5.6	5.6	0	5.6	5.6	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
BUCKHANNON	WV	HAMPTON JCT	WV	CSXT	6	0	5.6	5.6	0	5.6	5.6	0
HAMPTON JCT	WV	BURNSVILLE JCT	WV	CSXT	31	0	5.6	5.6	0	5.6	5.6	0
BURNSVILLE JCT	WV	WN TOWER	WV	CSXT	42	0	5.4	5.4	0	5.4	5.4	0
WN TOWER	WV	ALLINGDALE	WV	CSXT	11	0	0.6	0.6	0	0.6	0.6	0
TYGART JCT	WV	NORTON	WV	CSXT	22	0	0.6	0.6	0	0.6	0.6	0
NORTON	WV	ELKINS	WV	CSXT	8	0	0.1	0.1	0	0.1	0.1	0
BURNSVILLE JCT	WV	GILMER	WV	CSXT	5	0	0.4	0.4	0	0.4	0.4	0
HAMPTON JCT	WV	IC JCT	WV	CSXT	6	0	0.4	0.4	0	0.4	0.4	0
IC JCT	WV	ALEXANDER	WV	CSXT	10	0	0.4	0.4	0	0.4	0.4	0
BERRYBURG JCT	WV	SENTINAL	WV	CSXT	13	0	0.6	0.6	0	0.6	0.6	0
CENTURY JCT	WV	CENTURY	WV	CSXT	5	0	0.1	0.1	0	0.1	0.1	0
WN TOWER	WV	DONALDSON W	WV	CSXT	3	0	0.2	0.2	0	0.2	0.2	0
DONALDSON W	WV	BECKLEY NO 1	WV	CSXT	19	0	0.1	0.1	0	0.1	0.1	0
ST ALBANS	WV	SPROUL	WV	CSXT	15	0	16	16	0	16	16	0
SPROUL	WV	MADISON	WV	CSXT	22	0	9.6	9.6	0	9.6	9.6	0
MADISON	WV	CLOTHIER	WV	CSXT	12	0	3	3	0	3	3	0
CLOTHIER	WV	SHARPLES	WV	CSXT	3	0	2.6	2.6	0	2.6	2.6	0
SHARPLES	WV	MONCLO	WV	CSXT	1	0	2.6	2.6	0	2.6	2.6	0
BARBOURSVILLE	WV	LOGAN	WV	CSXT	65	0	6.6	6.6	0	6.6	6.6	0
LOGAN	WV	STOLLINGS	WV	CSXT	2	0	4.2	4.2	0	4.2	4.2	0
STOLLINGS	WV	RUM JCT	WV	CSXT	3	0	4.2	4.2	0	4.2	4.2	0
RUM JCT	WV	GILBERT YARD	WV	CSXT	21	0	3	3	0	3	3	0
MEADOW CRK	WV	RAINELLE JCT	WV	CSXT	20	0	1.3	1.3	0	1.3	1.3	0
RAINELLE JCT	WV	SWISS JCT	WV	CSXT	47	0	0.9	0.9	0	0.9	0.9	0
RAINELLE JCT	WV	CLEARCO	WV	CSXT	24	0	0.5	0.5	0	0.5	0.5	0
GREENBRIR E J	WV	PEASER JCT	WV	CSXT	13	0	0.5	0.5	0	0.5	0.5	0
PEASER JCT	WV	LEE	WV	CSXT	1	0	0.5	0.5	0	0.5	0.5	0
PRINCE	WV	GLEN DANIELS JC	WV	CSXT	27	0	2.5	2.5	0	2.5	2.5	0
RALEIGH	WV	STONE COAL JCT	WV	CSXT	20	0	0.1	0.1	0	0.1	0.1	0
BECKLEY JCT	WV	CRANBERRY	WV	CSXT	6	0	0.1	0.1	0	0.1	0.1	0
GLEN DANIELS JC	WV	MAPLE MEADOW	WV	CSXT	4	0	2.5	2.5	0	2.5	2.5	0
GAULEY BR	WV	RICH CRK JCT	WV	CSXT	7	0	0.1	0.1	0	0.1	0.1	0
MADISON	WV	HARRIS	WV	CSXT	30	0	6.4	6.4	0	6.4	6.4	0
VAN JCT	WV	ROBIN HOOD	WV	CSXT	8	0	0.6	0.6	0	0.6	0.6	0
ROBINSON CRK JC	WV	HOLBROOK	WV	CSXT	2	0	0.6	0.6	0	0.6	0.6	0
SPROUL	WV	ELK RUN JCT	WV	CSXT	34	0	6.4	6.4	0	6.4	6.4	0
ELK RUN JCT	WV	JARROLDS VALL	WV	CSXT	3	0	1.9	1.9	0	1.9	1.9	0
SETH	WV	PRENTER NO 5	WV	CSXT	10	0	1.2	1.2	0	1.2	1.2	0
JARROLDS VALL	WV	PETTUS	WV	CSXT	1	0	1.9	1.9	0	1.9	1.9	0
PETTUS	WV	MARFORK	WV	CSXT	2	0	1.4	1.4	0	1.4	1.4	0
PETTUS	WV	SUNDIAL	WV	CSXT	6	0	0.6	0.6	0	0.6	0.6	0
WYLO	WV	ELK CRK NO 1	WV	CSXT	2	0	3.2	3.2	0	3.2	3.2	0
MAN	WV	BUFFALO MINE	WV	CSXT	16	0	1.9	1.9	0	1.9	1.9	0
SNAP CRK JCT	WV	DON	WV	CSXT	3	0	0.1	0.1	0	0.1	0.1	0
RUM JCT	WV	MACGREGOR	WV	CSXT	6	0	0.3	0.3	0	0.3	0.3	0
STOLLINGS	WV	BAND MILL JCT	WV	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
BAND MILL JCT	WV	MELVILLE	WV	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
LOGAN	WV	TRACE JCT	WV	CSXT	3	0	1.8	1.8	0	1.8	1.8	0
MONITOR JCT	WV	OMAR	WV	CSXT	8	0	1.4	1.4	0	1.4	1.4	0
LOGAN	WV	HOBET NO 7	WV	CSXT	6	0	1.4	1.4	0	1.4	1.4	0
LEVISA JCT	KY	SLONES BRANCH	KY	CSXT	1	0	0.3	0.3	0	0.3	0.3	0
RUN JCT	WV	ISLAND CRK NO 2	WV	CSXT	8	0	0.3	0.3	0	0.3	0.3	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
GLADE CRK JCT	WV	CAREN	WV	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
DAWKINS	KY	SKYLINE	KY	CSXT	35	0	0.7	0.7	0	0.7	0.7	0
SHELBY JCT	KY	MYRA 1	KY	CSXT	15	0	1.4	1.4	0	1.4	1.4	0
COALRUN	KY	BURKE STATION	KY	CSXT	31	0	3.8	3.8	0	3.8	3.8	0
PENNINGTON	VA	ST CHARLES	VA	CSXT	5	0	0.6	0.6	0	0.6	0.6	0
ST CHARLES	VA	TURNERS STA	VA	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
PASKERT	VA	ST CHARLES	VA	CSXT	1	0	0.5	0.5	0	0.5	0.5	0
SAVOY	KY	GATLIFF	KY	CSXT	18	0	1	1	0	1	1	0
HEIDRICK	KY	HORSE CRK JCT	KY	CSXT	22	0	0.2	0.2	0	0.2	0.2	0
PASKERT	VA	MAYFLOWER	VA	CSXT	2	0	0.5	0.5	0	0.5	0.5	0
HARBELL	KY	MIDDLESBORO	KY	CSXT	10	0	0.3	0.3	0	0.3	0.3	0
CATO	KY	POPEVILLE	KY	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
CATO	KY	CRUMMIES	KY	CSXT	2	0	0.1	0.1	0	0.1	0.1	0
MIDDLESBORO	KY	STONY FORK JCT	KY	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
STONY FORK JCT	KY	BURLEY	KY	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
GLIDDEN	KY	CREECH	KY	CSXT	2	0	0.3	0.3	0	0.3	0.3	0
STRAIGHT CRK	KY	CLOVER	KY	CSXT	21	0	3.7	3.7	0	3.7	3.7	0
STRAIGHT CRK	KY	HEYBURN	KY	CSXT	5	0	1.2	1.2	0	1.2	1.2	0
HEYBURN	KY	WEN-LAR	KY	CSXT	7	0	1.2	1.2	0	1.2	1.2	0
TYPO	KY	WAHOO	KY	CSXT	3	0	0.4	0.4	0	0.4	0.4	0
JEFF	KY	KENMONT	KY	CSXT	1	0	1.4	1.4	0	1.4	1.4	0
BLACKEY	KY	HOT SPOT	KY	CSXT	7	0	0.9	0.9	0	0.9	0.9	0
JEFF	KY	VICCO	KY	CSXT	6	0	1.6	1.6	0	1.6	1.6	0
PAT	KY	SAPPHIRE	KY	CSXT	2	0	2.2	2.2	0	2.2	2.2	0
BAXTER	KY	CLOVERLICK JCT	KY	CSXT	21	0	3.3	3.3	0	3.3	3.3	0
CLOVERLICK JCT	KY	LYNCH 3	KY	CSXT	1	0	3.1	3.1	0	3.1	3.1	0
HARLAN	KY	PARKDALE	KY	CSXT	8	0	1.2	1.2	0	1.2	1.2	0
PARKDALE	KY	PILLSBURY	KY	CSXT	1	0	0.9	0.9	0	0.9	0.9	0
PILLSBURY	KY	HIGHSPLINT	KY	CSXT	6	0	0.9	0.9	0	0.9	0.9	0
HIGHSPLINT	KY	GLENBROOK	KY	CSXT	13	0	0.3	0.3	0	0.3	0.3	0
BUFFEN	KY	BLUE GRASS 4	KY	CSXT	3	0	0.2	0.2	0	0.2	0.2	0
DRESSEN	KY	GULSTON	KY	CSXT	4	0	0	0	0	0	0	0
GULSTON	KY	BARDO	KY	CSXT	3	0	0	0	0	0	0	0
N. HAZARD	KY	DUANE	KY	CSXT	4	0	2.7	2.7	0	2.7	2.7	0
PARKDALE	KY	KENVIR 3	KY	CSXT	1	0	0	0	0	0	0	0
HIGH SPRINGS	FL	NEWBERRY	FL	CSXT	42	0	2.9	2.9	0	2.9	2.9	0
STARKE	FL	NEWBERRY	FL	CSXT	40	0	3.8	3.8	0	4.4	4.4	0.6
NEWBERRY	FL	DUNNELLON	FL	CSXT	47	0	2.9	2.9	0	3.5	3.5	0.6
DUNNELLON	FL	RED LEVEL JCT	FL	CSXT	10	0	2.9	2.9	0	3.5	3.5	0.6
VITIS	FL	LAKELAND	FL	CSXT	19	2	16.4	18.4	2	16.4	18.4	0
LAKELAND	FL	EATON PARK	FL	CSXT	5	0	0.2	0.2	0	0.2	0.2	0
BARTON	FL	BOWLING GREEN	FL	CSXT	19	0	3.2	3.2	0	3.2	3.2	0
BURNETTS LAKE	FL	GAINESVILLE	FL	CSXT	14	0	3.4	3.4	0	3.4	3.4	0
CLEARWATER	FL	ST PETERSBURG	FL	CSXT	15	0	0.6	0.6	0	0.6	0.6	0
HAWTHORNE	FL	KEUKA	FL	CSXT	11	0	0.9	0.9	0	0.9	0.9	0
WINSTON	FL	MULBERRY	FL	CSXT	12	0	8.9	8.9	0	8.9	8.9	0
ACHAN	FL	MULBERRY	FL	CSXT	6	0	24	24	0	24	24	0
ACHAN	FL	BONNIE	FL	CSXT	4	0	18	18	0	18	18	0
ACHAN	FL	GREEN BAY	FL	CSXT	4	0	8	8	0	8	8	0
GREEN BAY	FL	NORALYN	FL	CSXT	1	0	3	3	0	3	3	0
AGRICOLA	FL	GREEN BAY	FL	CSXT	4	0	6	6	0	6	6	0
YEOMAN YARD	FL	SUTTON	FL	CSXT	5	0	25.9	25.9	0	25.9	25.9	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
SUTTON	FL	BIG BEND JCT.	FL	CSXT	8	0	27.1	27.1	0	27.1	27.1	0
BIG BEND JCT	FL	ONECO	FL	CSXT	28	0	2.8	2.8	0	2.8	2.8	0
WELCOME JCT	FL	PLANT CITY	FL	CSXT	11	0	10.9	10.9	0	10.9	10.9	0
EDISON JCT	FL	WELCOME JCT	FL	CSXT	2	0	10.9	10.9	0	10.9	10.9	0
EDISON JCT	FL	MULBERRY	FL	CSXT	5	0	24	24	0	24	24	0
ALERT	FL	BARTOW	FL	CSXT	5	0	9.3	9.3	0	9.3	9.3	0
EDISON JCT	FL	BREWSTER	FL	CSXT	11	0	12	12	0	12	12	0
BREWSTER	FL	AGROCK	FL	CSXT	4	0	12	12	0	12	12	0
AGROCK	FL	FOUR CORNERS	FL	CSXT	12	0	1.1	1.1	0	1.1	1.1	0
AGROCK	FL	ARCADIA	FL	CSXT	35	0	0.6	0.6	0	0.6	0.6	0
BREWSTER	FL	LONESOME	FL	CSXT	12	0	1	1	0	1	1	0
BRADLEY JCT	FL	PIERCE	FL	CSXT	6	0	12	12	0	12	12	0
ACHAN	FL	PIERCE	FL	CSXT	5	0	1.5	1.5	0	1.5	1.5	0
ALERT	FL	BONNIE	FL	CSXT	2	0	4	4	0	4	4	0
BRADLEY JCT	FL	AGRICOLA	FL	CSXT	7	0	12	12	0	12	12	0
AGRICOLA	FL	ROCKLAND JCT	FL	CSXT	8	0	4	4	0	4	4	0
HIALEAH	FL	HOMESTEAD	FL	CSXT	30	0	0.8	0.8	0	0.8	0.8	0
GARY	FL	SULPHUR SPRGS	FL	CSXT	5	0	8.2	8.2	0	8.2	8.2	0
SULPHUR SPRGS	FL	CLEARWATER	FL	CSXT	26	0	2.2	2.2	0	2.2	2.2	0
WELCOME JCT	FL	VALRICO	FL	CSXT	12	0	20.4	20.4	0	20.4	20.4	0
SULPHUR SPRGS	FL	ROCK	FL	CSXT	45	0	1.2	1.2	0	1.2	1.2	0

ATTACHMENT 13-6

CR TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
Columbus	OH	Hocking	OH	CR	1	0	13.4	13.4	0	9.5	9.5	-3.9
Galion	OH	Columbus	OH	CR	57.7	0	13.4	13.4	0	7.5	7.5	-5.9
Berea	OH	Greenwich	OH	CR	42	0	14.5	14.5	0	54.2	54.2	39.7
Greenwich	OH	Crestline	OH	CR	21.2	0	14.5	14.5	0	31.3	31.3	16.8
Crestline	OH	Galion	OH	CR	3.3	0	28.3	28.3	0	26.5	26.5	-1.8
Galion	OH	Marion	OH	CR	22.5	0	18.6	18.6	0	23.6	23.6	5
Marion	OH	Ridgeway	OH	CR	23.2	0	16.1	16.1	0	31.8	31.8	15.7
Ridgeway	OH	Sidney	OH	CR	38.3	0	24.2	24.2	0	31	31	6.8
Sidney	OH	So. Anderson	IN	CR	85.6	0	29.4	29.4	0	26.7	26.7	-2.7
So. Anderson	IN	Indianapolis	IN	CR	35.1	0	32	32	0	25.7	25.7	-6.3
Indianapolis	IN	Avon	IN	CR	12.5	0	26	26	0	21.7	21.7	-4.3
Avon	IN	Greencastle	IN	CR	27.5	0	23	23	0	19.9	19.9	-3.1
Greencastle	IN	Terre Haute	IN	CR	32	0	26.4	26.4	0	19.9	19.9	-6.5
Terre Haute	IN	Effingham	IL	CR	68.6	0	23.8	23.8	0	16.1	16.1	-7.7
Effingham	IL	St. Elmo	IL	CR	13.7	0	22.3	22.3	0	14.1	14.1	-8.2
St. Elmo	IL	E. St. Louis	IL	CR	82.7	0	16	16	0	9.1	9.1	-6.9
Terre Haute	IN	Paris	IL	CR	21.5	0	1.6	1.6	0	1.7	1.7	0.1
Paris	IL	Chrisman	IL	CR	10.6	0	1.6	1.6	0	0	0	-1.6
Chrisman	IL	Danville	IL	CR	24.9	0	1.6	1.6	0	0	0	-1.6
Danville	IL	Olin	IN	CR	11.3	0	1.8	1.8	0	1.8	1.8	0
Indianapolis	IN	Kraft	IN	CR	3	1.4	7.8	9.2	1.4	9.8	11.2	2
Kraft	IN	Avon	IN	CR	5.6	1.4	9.6	11	1.4	11.6	13	2
Avon	IN	Clermont	IN	CR	4	1.4	8.8	10.2	1.4	8.9	10.3	0.1
Clermont	IN	Crawfordsville	IN	CR	34.2	1.4	7.4	8.8	1.4	7.5	8.9	0.1
Clermont	IN	Frankfort	IN	CR	37.2	0	1.4	1.4	0	1.4	1.4	0
Shelbyville	IN	Indianapolis	IN	CR	28.3	0	1.6	1.6	0	1.6	1.6	0
Stanley	OH	Dunkirk	OH	CR	57.2	0	11.6	11.6	0	1.4	1.4	-10.2
Dunkirk	OH	Ridgeway	OH	CR	21.1	0	13.2	13.2	0	1.4	1.4	-11.8
Ridgeway	OH	Marysville	OH	CR	22.2	0	22.2	22.2	0	9.4	9.4	-12.8
Marysville	OH	Darby	OH	CR	19.2	0	22.2	22.2	0	5	5	-17.2
Darby	OH	Mounds	OH	CR	2.6	0	2.2	2.2	0	2	2	-0.2
Mounds	OH	Scioto	OH	CR	5.8	0	2.2	2.2	0	2	2	-0.2
Crestline	OH	Bucyrus	OH	CR	11.9	0	6.5	6.5	0	14.5	14.5	8
Bucyrus	OH	Adams	IN	CR	113.5	0	5.9	5.9	0	13.9	13.9	8
Adams	IN	Ft. Wayne	IN	CR	5	0	5.9	5.9	0	13.9	13.9	8
Ft. Wayne	IN	Warsaw	IN	NS	39.7	0	2.4	2.4	0	6.4	6.4	4
Warsaw	IN	Tolleston	IN	NS	83.1	0	1	1	0	5	5	4
Tolleston	IN	Clark Jct	IN	CR	3.9	0	0	0	0	5	5	5
Decatur	IN	Adams	IN	CR	16.2	0	1.4	1.4	0	1.4	1.4	0
Buffalo	NY	Draw	NY	CR	1.7	2	55.8	57.8	2	53.5	60.5	2.7
Draw	NY	Buff Crk Jct	NY	CR	0.4	2	55.8	57.8	2	52.5	54.5	-3.3
Buff Crk Jct	NY	Buff Seneca	NY	CR	3.3	2	55.8	57.8	2	52.5	54.5	-3.3
Buff Seneca	NY	Ashtabula	OH	CR	122.8	2	50.1	52.1	2	50.8	52.8	0.7
Ashtabula	OH	Quaker	OH	CR	46.5	2	48.3	50.3	2	54.2	56.2	5.9
Quaker	OH	Drawbridge	OH	CR	7.6	2	53.4	55.4	2	12.9	14.9	-40.5
Porter	IN	Willow Creek	IN	CR	6	0	9.6	9.6	0	0	0	-9.6
Willow Creek	IN	Ivanhoe	IN	CR	12.8	0	9.6	9.6	0	11.4	11.4	1.8
Woodville	OH	Walbridge	OH	CR	13.5	0	2.8	2.8	0	2.8	2.8	0
CP Maumee	OH	Oak	OH	CR	1	0	15.2	15.2	0	4	4	-11.2
Oak	OH	Walbridge	OH	CR	1.7	0	15.2	15.2	0	4	4	-11.2
Quaker	OH	Mayfield	OH	CR	5.8	0	6.8	6.8	0	43.8	43.8	37
Mayfield	OH	Marcy	OH	CR	3.3	0	3.4	3.4	0	43.8	43.8	40.4

CR TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
Marcy	OH	Short	OH	CR	8.8	0	16.4	16.4	0	45.8	45.8	29.4
Short	OH	Berea	OH	CR	4	0	13.4	13.4	0	47.3	47.3	33.9
Readville	MA	Boston	MA	MBTA	9.1	120	0.1	120.1	120	0.1	120.1	0
Mansfield	MA	Readville	MA	MBTA	15.5	70	4	74	70	4	74	0
Attleboro	MA	Mansfield	MA	MBTA	7.2	44	4	48	44	4	48	0
MA/RI	RI	Attleboro	MA	MBTA	6.1	24	2	26	24	2	26	0
Bridgeport	CT	New Haven	CT	CDOT	16	102	3	105	102	3	105	0
Norwalk	CT	Bridgeport	CT	CDOT	15.5	92	2	94	92	2	94	0
New Rochelle	NY	Norwalk	CT	CDOT	25	192	5	197	192	5	197	0
Woodlawn	NY	New Rochelle	NY	MNR	4.5	176	2	178	176	2	178	0
MO	NY	Woodlawn	NY	MNR	6.4	332	2	334	332	2	334	0
Mill River	CT	Cedar Hill	CT	CR	7	0	2	2	0	2	2	0
Readville	MA	Walpole	MA	MBTA	10	32	6	38	32	6	38	0
Walpole	MA	Franklin	MA	MBTA	8.9	28	2	30	28	2	30	0
Transfer	MA	Tower	MA	MBTA	9.5	33	2	35	33	2	35	0
Attleboro	MA	Dean	MA	CR	11.4	0	3.6	3.6	0	3.6	3.6	0
Dean	MA	Cotley	MA	CR	1.9	0	3.6	3.6	0	3.6	3.6	0
Weir	MA	New Bedford	MA	CR	18.5	0	1	1	0	1	1	0
Swamp	MA	Warf	MA	CR	[illegible]	0	1	1	0	1	1	0
Fitchburg	MA	Leominster	MA	CR	[illegible]	0	1.6	1.6	0	1.6	1.6	0
Leominster	MA	Buro	MA	CR	28.2	0	1.6	1.6	0	1.6	1.6	0
Burc	MA	Framingham Center	MA	CR	4.5	0	1.6	1.6	0	1.6	1.6	0
Mansfield	MA	Walpole	MA	CR	8.5	0	4	4	0	4	4	0
Walpole	MA	Medfield Jct	MA	CR	5.2	0	6	6	0	6	6	0
Medfield Jct	MA	Framingham	MA	CR	7.3	0	6	6	0	6	6	0
Boston Beacon Park	MA	Framingham	MA	CR	18.3	38	9.3	47.3	38	8.7	46.7	-0.6
Framingham	MA	Westboro	MA	CR	11.9	12	15.3	27.3	12	14.4	26.4	-0.9
Westboro	MA	Worcester	MA	CR	11	12	15.3	27.3	12	14.4	26.4	-0.9
Worcester	MA	Palmer	MA	CR	39	4	20.3	24.3	4	19.9	23.9	-0.4
Palmer	MA	Springfield	MA	CR	15.3	6	22.3	28.3	6	21.9	27.9	-0.4
Springfield	MA	Westfield	MA	CR	11	2	22.3	24.3	2	22.1	24.1	-0.2
Westfield	MA	Selkirk	NY	CR	85	2	24.3	26.3	2	24.1	26.1	-0.2
Selkirk	NY	Port of Albany	NY	CR	7.1	0	3	3	0	3	3	0
Carm...	NY	S Schenectady	NY	R	3.7	0	1.6	1.6	0	1.6	1.6	0
MO	NY	Poughkeepsie	NY	MNR	70.1	140	6	146	140	6	146	0
Poughkeepsie	NY	Stuyvesant	NY	CR	50.1	20	4	24	20	4	24	0
Stuyvesant	NY	Rensselaer	NY	CR	16.4	20	1	21	20	1	21	0
Stuyvesant	NY	Selkirk	NY	CR	10.2	0	4	4	0	4	4	0
Selkirk	NY	Hoffmans	NY	CR	25.4	0	38.7	38.7	0	45.2	45.2	6.5
Rensselaer	NY	W Albany	NY	CR	4	14	3.4	17.4	14	3.4	17.4	0
W Albany	NY	Hoffmans	NY	AMTK	23	7.4	0.1	7.5	7.4	0.1	7.5	0
Hoffmans	NY	Utica	NY	CR	66.4	7.4	38.3	45.7	7.4	44.8	52.2	6.5
Utica	NY	Syracuse	NY	CR	50.6	7.4	36.9	44.3	7.4	43.4	50.8	6.5
Syracuse	NY	Syracuse Jct	NY	CR	5.5	7.1	40	47.1	7.1	46.6	53.7	6.6
Syracuse Jct	NY	Solvay	NY	CR	2	7.1	38.2	45.3	7.1	44.8	51.9	6.6
Solvay	NY	Lyons	NY	CR	42.3	7.1	39.5	46.6	7.1	44.8	51.9	5.3
Lyons	NY	Fairport	NY	CR	23.4	7.1	39.8	46.9	7.1	45.1	52.2	5.3
Fairport	NY	Rochester	NY	CR	10.7	7.1	31.8	38.9	7.1	36.5	43.6	4.7
Rochester	NY	Chili	NY	CR	12.7	7.1	33.4	40.5	7.1	36.9	44	3.5
Chili	NY	Frontier	NY	CR	50.5	7.1	40.6	47.7	7.1	45.9	53	5.3
Frontier	NY	Buffalo	NY	CR	4.1	7.1	52.8	59.9	[illegible]	49.5	56.6	-3.3
Lock	NY	CP59	NY	CR	2.7	0	6	6	[illegible]	6	6	0

CR TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
Woodard	NY	Fort	NY	CR	25.8	0	6	6	0	6	6	0
CP59	NY	CP22	NY	CR	11.6	0	7.2	7.2	0	7.2	7.2	0
Buffalo	NY	CP Sycamore	NY	CR	1.2	0	9	9	0	14	14	5
CP Sycamore	NY	Black Rock	NY	CR	6	0	13	13	0	18	18	5
Syracuse	NY	Oswego	NY	CR	30	0	1.8	1.8	0	1.8	1.8	0
Buffalo	NY	Black Rock	NY	CR	7.1	5.1	1.6	6.7	5.1	1.6	6.7	0
Black Rock	NY	Niagara Falls	NY	CR	21.1	5.1	23	28.1	5.1	22	27.1	-1
Fairport	NY	Genesee Jct	NY	CR	14.3	0	11.4	11.4	0	11.2	11.2	-0.2
Genesee Jct	NY	Chili	NY	CR	7.1	0	11.4	11.4	0	11.8	11.8	0.4
Syracuse	NY	Woodard	NY	CR	4.2	0	10	10	0	10	10	0
Woodard	NY	Philadelphia	NY	CR	83.6	0	7	7	0	7	7	0
Philadelphia	NY	Massena	NY	CR	71	0	11	11	0	11	11	0
Massena	NY	Huntingdon	PQ	CR	38.9	0	7	7	0	7	7	0
Huntingdon	PQ	Cecile Jct	PQ	CR	14.4	0	4	4	0	4	4	0
Cecile Jct	PQ	Adirondack Jct	PQ	CR	24.3	0	2	2	0	2	2	0
Regis	PA	Philadelphia	NY	CR	11.3	0	1.8	1.8	0	1.8	1.8	0
Ridgefield Heights	NJ	Newburgh	NY	CR	44.9	0	23.6	23.6	0	24.8	24.8	1.2
Newburgh	NY	Selkirk	NY	CR	80.1	0	22.2	22.2	0	23.4	23.4	1.2
Newtown Jct	PA	Quakertown	PA	SEPTA	35.8	145	1.6	146.6	145	1.6	146.6	0
Glenside	PA	Warminster	PA	SEPTA	8.4	40	1.6	41.6	40	1.6	41.6	0
Jenkintown	PA	Neshaminy Falls	PA	SEPTA	10.3	44	1.6	45.6	44	1.6	45.6	0
Lansdale	PA	Doylestown	PA	SEPTA	10.1	34	1.6	35.6	34	1.6	35.6	0
Park Jct	PA	Belmont	PA	CR	0.9	0	17	17	0	18.3	18.3	1.3
Belmont	PA	West Falls	PA	CR	1.3	0	24.5	24.5	0	27.1	27.1	2.6
West Falls	PA	CP Newtown Jct	PA	CR	3.7	0	11.1	11.1	0	11.4	11.4	0.3
CP Newtown Jct	PA	CP Wood	PA	CR	20.7	48	12	60	48	11.4	59.4	-0.6
CP Wood	PA	Trenton	NJ	CR	5.7	48	14.3	62.3	48	10	58	-4.3
Trenton	NJ	CP Pt Reading	NJ	CR	24.7	0	15.7	15.7	0	11.4	11.4	-4.3
RG	PA	Field	PA	CR	2	0	0	0	0	16	16	16
South Philadelphia	PA	Field	PA	CR	5	0	8.2	8.2	0	21.1	21.1	12.9
Field	PA	Belmont	PA	CR	4	0	8.2	8.2	0	15.8	15.8	7.6
Landover	MD	Anacostia	DC	CR	5.4	0	3.4	3.4	0	9.1	9.1	5.7
Anacostia	DC	Virginia Ave	DC	CR	2.8	0	19.3	19.3	0	28.6	28.6	9.3
Virginia Ave	DC	Potomac yard	VA	CR	6	35	17.9	52.9	35	28.6	63.6	10.7
Brandywine	DE	Chalk Pt	MD	CR	17.3	0	1.4	1.4	0	1.4	1.4	0
Bowie	MD	Brandywine	MD	CR	24.9	0	1.8	1.8	0	1.8	1.8	0
Brandywine	MD	Morgantown	MD	CR	20.7	0	1	1	0	1	1	0

ATTACHMENT 13-7

SHARED TERRITORY TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
W. Brownsville	PA	Waynesburg	PA	CR	27.6	0	19	19	0	19	19	0
W.Brownsville	PA	Catawba Jct.	PA	CR	66.4	0	5.6	5.6	0	7.4	7.4	1.8
Catawba Jct	PA	Loveridge Mine	WV	CR	13.2	0	3.6	3.6	0	3.6	3.6	0
Waynesburg	PA	Wana	PA	CR	19.2	0	6.4	6.4	0	6.4	6.4	0
Wana	PA	Clif	PA	CR	2.3	0	3.4	3.4	0	3.4	3.4	0
Clif	PA	Blacksville	PA	CR	4.8	0	3.4	3.4	0	3.4	3.4	0
Waynesburg	PA	Bailey	PA	CR	14.6	0	10.2	10.2	0	10.2	10.2	0
Clif	PA	Federal	PA	CR	5.9	0	1.8	1.8	0	1.8	1.8	0
W Detroit	MI	North Yard	MI	CR	6.7	0	7.9	7.9	0	13.2	13.2	5.3
North Yard	MI	Utica	MI	CR	17.1	0	8.3	8.3	0	9.6	9.6	1.3
West Detroit	MI	Delray	MI	CR	2.4	0	12.7	12.7	0	16.5	16.5	3.8
Delray	MI	Trenton	MI	CR	10.2	0	14.8	14.8	0	16.5	16.5	1.7
Carleton	MI	Ecorse	MI	CR	20	0	2	2	0	11.2	11.2	9.2
W Detroit	MI	Dearborn	MI	CR	4.5	6	1.6	7.6	6	3.4	9.4	1.8
Nave	NJ	N Bergen	NJ	CR	6	0	4.4	4.4	0	1.4	1.4	-3
N Bergen	NJ	Ridgefield Hts	NJ	CR	5.6	0	23.1	23.1	0	22.1	22.1	-1
Aldene	NJ	High Bridge	NJ	NJT	39	56	1.6	57.6	56	1.6	57.6	0
Union	NJ	Red Bank	NJ	NJT	15.9	60	1.6	61.6	60	1.6	61.6	0
Red Bank	NJ	Lakehurst	NJ	CR	28.9	0	1.6	1.6	0	1.6	1.6	0
CQ	NJ	Monmouth Jct	NJ	CR	18.8	0	3.4	3.4	0	3.4	3.4	0
PN	NJ	Bayway	NJ	CR	9.1	0	10.9	10.9	0	16.2	16.2	5.3
Bayway	NJ	PD	NJ	CR	6.4	0	6	6	0	7.7	7.7	1.7
PD	NJ	Wood	NJ	CR	3.1	0	4	4	0	4	4	0
Jamesburg	NJ	Farmingdale	NJ	CR	19	0	1.6	1.6	0	1.6	1.6	0
Nave	NJ	CP Green	NJ	CR	4.2	0	18.5	18.5	0	16.5	16.5	-2
Nave	NJ	Croxton	NJ	CR	1.8	0	18.5	18.5	0	15.5	15.5	-3
Green	NJ	Oak Island	NJ	CR	1.3	0	18.5	18.5	0	18.5	18.5	0
Hack	NJ	Croxton	NJ	CR	1.3	0	17.7	17.7	0	8.2	8.2	-9.5
Croxton	NJ	North Bergen	NJ	CR	2.7	0	19.1	19.1	0	19.2	19.2	0.1
Waldo	NJ	Hack	NJ	CR	1.6	0	4.8	4.8	0	2.8	2.8	-2
Hack	NJ	Kearny	NJ	CR	1.7	0	17.4	17.4	0	8.2	8.2	-9.2
Kearny	NJ	Valley	NJ	CR	3.6	0	19.6	19.6	0	5.9	5.9	-13.7
Valley	NJ	NK	NJ	CR	0.8	0	24.5	24.5	0	23.7	23.7	-0.8
Pt Reading Jct	NJ	Port Reading	NJ	CR	16	0	3.6	3.6	0	5.3	5.3	1.7
NK	NJ	Boundbrook	NJ	CR	21.7	56	36	92	56	25.5	81.5	-10.5
Boundbrook	NJ	Pt Reading Jct	NJ	CR	2.7	0	34.2	34.2	0	27.4	27.4	-6.8
Park Jct	PA	Phil Frankfort	PA	CR	6.1	0	7.8	7.8	0	10.7	10.7	2.9
Phil Frankfort	PA	Camden	NJ	CR	4.1	0	7.8	7.8	0	10.7	10.7	2.9
Eastwick	PA	Lester	PA	CR	6.1	0	3.2	3.2	0	3.2	3.2	0
Woodbury	NJ	Paulsboro	NJ	CR	5.5	0	3.2	3.2	0	3.2	3.2	0
Paulsboro	NJ	Deepwater	NJ	CR	15.7	0	2	2	0	2	2	0
Cooper	NJ	Woodbury	NJ	CR	8.8	0	2	2	0	2	2	0
Lane	NJ	Union	NJ	AMTK	7.1	240	3.4	243.4	240	11	251	7.6
Union	NJ	Midway	NJ	AMTK	21.6	166	3.4	169.4	166	11	177	7.6
Midway	NJ	Morrisville	PA	AMTK	17.3	156	3.4	159.4	156	11	167	7.6
Morrisville	PA	Zoo	PA	AMTK	28.5	132	3.4	135.4	132	7.1	139.1	3.7
Arsenal	PA	Davis	DE	AMTK	25	116	2.3	118.3	116	10.5	126.5	8.2
Davis	DE	Perryville	MD	AMTK	21.2	67	4.5	71.5	67	12.4	79.4	7.9
Perryville	MD	Baltimore	MD	AMTK	32.4	77	14.3	91.3	77	15.6	92.6	1.3
Baltimore	MD	Bowie	MD	AMTK	28.6	99	2.4	101.4	99	7.7	106.7	5.3
Bowie	MD	Landover	MD	AMTK	8.3	99	3.2	102.2	99	12.5	111.5	9.3

Operating Plan
Attachment 13.7

ATTACHMENT 13-8

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
PARK JCT	PA	RG	PA	CSXT	4	45	24	-47%
RG	PA	WILSMERE	DE	CSXT	26	40	49	23%
WILSMERE	DE	BALTIMORE	MD	CSXT	68	44	50	14%
BALTIMORE	MD	RELAY	MD	CSXT	7	64	70	11%
RELAY	MD	JESSUP	MD	CSXT	7	46	58	26%
JESSUP	MD	ALEXANDRIA JCT	MD	CSXT	17	48	70	45%
ALEXANDRIA JCT	MD	WASHINGTON	DC	CSXT	5	35	56	63%
WASHINGTON	DC	PT OF ROCK	MD	CSXT	43	38	56	48%
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	13	58	76	30%
HARPERS FERRY	WV	CHERRY RUN	WV	CSXT	32	58	75	29%
CHERRY RUN	WV	CUMBERLAND	MD	CSXT	65	62	67	9%
CUMBERLAND	MD	SINNS	PA	CSXT	133	41	54	33%
SINNS	PA	RANKIN JCT	PA	CSXT	9	40	72	77%
RANKIN JCT	PA	NEW CASTLE	PA	CSXT	51	41	72	74%
NEW CASTLE	PA	YOUNGSTOWN	OH	CSXT	18.3	54	79	46%
YOUNGSTOWN	OH	STERLING	OH	CSXT	79.1	54	66	24%
STERLING	OH	GREENWICH	OH	CSXT	37.1	55	62	13%
GREENWICH	OH	WILLARD	OH	CSXT	11.6	56	109	96%
WILLARD	OH	FOSTORIA	OH	CSXT	36.8	56	110	97%
FOSTORIA	OH	DESHLER	OH	CSXT	26	61	70	15%
DESHLER	OH	WILLOW CREEK	IN	CSXT	174	45	94	111%
WILLOW CREEK	IN	PINE JCT	IN	CSXT	12	34	70	105%
PINE JCT	IN	BARR YD	IL	CSXT	11	41	65	58%
RELAY	MD	PT OF ROCK	MD	CSXT	58	19	21	8%
HAGERSTOWN	MD	LURGAN	PA	CSXT	34	4	2	-33%
HAGERSTOWN	MD	CHERRY RUN	MD	CSXT	19	6	2	-59%
ROCKWOOD	PA	JOHNSTOWN	PA	CSXT	45	1	1	0%
LESTER	OH	LORAIN	OH	CSXT	23	1	1	0%
STERLING	OH	LESTER	OH	CSXT	16	7	7	7%
LESTER	OH	CLEVELAND	OH	CSXT	30	6	7	19%
DETROIT	MI	PLYMOUTH	MI	CSXT	25	13	11	-13%
PLYMOUTH	MI	GRAND RAPIDS	MI	CSXT	124	13	10	-27%
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	8	6	-32%
WAVERLY	MI	PORTER	IN	CSXT	110	9	3	-62%
SAGINAW	MI	FLINT	MI	CSXT	29	10	12	18%
FLINT	MI	HOLLY	MI	CSXT	28	15	18	22%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
HOLLY	MI	WIXOM	MI	CSXT	20	15	17	20%
WIXOM	MI	PLYMOUTH	MI	CSXT	12	16	19	14%
PLYMOUTH	MI	WAYNE	MI	CSXT	8	51	53	4%
WAYNE	MI	CARLETON	MI	CSXT	15	44	57	30%
CARLETON	MI	TOLEDO	MI	CSXT	16.5	40	64	61%
CINCINNATI	OH	HAMILTON	OH	CSXT	21	55	64	16%
HAMILTON	OH	DAYTON	OH	CSXT	34	50	50	1%
DAYTON	OH	SIDNEY	OH	CSXT	37.3	44	63	42%
SIDNEY	OH	LIMA	OH	CSXT	35.2	44	44	0%
LIMA	OH	DESHLER	OH	CSXT	33	44	40	-8%
DESHLER	OH	TOLEDO	OH	CSXT	36	0	50	10000%
FOSTORIA	OH	TOLEDO	OH	CSXT	29	67	79	19%
MARION	OH	FOSTORIA	OH	CSXT	40	40	63	56%
COLUMBUS	OH	MARION	OH	CSXT	20	40	44	10%
N J CABIN	KY	COLUMBUS	OH	CSXT	53	40	42	4%
CINCINNATI	OH	COLUMBUS	OH	CSXT	112	4	5	25%
HAMPTON	VA	RIVANNA JCT	VA	CSXT	80	38	38	-1%
RIVANNA JCT	VA	CLIFTON FORGE	VA	CSXT	229	54	53	-1%
CLIFTON FORGE	VA	ST ALBANS	WV	CSXT	195	57	60	5%
ST ALBANS	WV	BARBOURSVILLE	WV	CSXT	29	68	66	-3%
BARBOURSVILLE	WV	HUNTINGTON	WV	CSXT	10	71	69	-2%
HUNTINGTON	WV	KENOVA	WV	CSXT	8	62	67	8%
KENOVA	WV	BIG SANDY JCT	WV	CSXT	1	59	66	11%
BIG SANDY JCT	KY	ASHLAND	KY	CSXT	6	98	95	-3%
ASHLAND	KY	RUSSELL	KY	CSXT	4	107	103	-4%
RUSSELL	KY	N J CABIN	KY	CSXT	19	67	68	2%
N J CABIN	KY	COVINGTON	KY	CSXT	121	27	31	14%
CUMBERLAND	MD	W VIRGINIA C	WV	CSXT	28	23	31	32%
W VIRGINIA C	WV	MK JCT	WV	CSXT	46	20	27	36%
MK JCT	WV	GRAFTON	WV	CSXT	26	20	27	36%
GRAFTON	WV	BERKELEY JCT	WV	CSXT	2	21	23	11%
BERKELEY JCT	WV	SHORT LINE JCT	WV	CSXT	21	7	7	-8%
BROOKLYN JCT	WV	SHORT LINE JCT	WV	CSXT	58	6	6	-5%
PARKERSBURG	WV	BROOKLYN JCT	WV	CSXT	55	7	7	0%
PARKERSBURG	WV	HUNTINGTON	WV	CSXT	119	9	9	0%
BROOKLYN JCT	WV	BENWOOD JCT	WV	CSXT	34	4	5	4%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
RIVANNA JCT	VA	CHARLOTTESVILLE	VA	CSXT	98	3	3	9%
CHARLOTTESVILLE	VA	CLIFTON FORGE	VA	CSXT	103	3	3	5%
MUNSTER	IN	MONON	IN	CSXT	62	3	4	19%
MONON	IN	LAFAYETTE	IN	CSXT	30	4	5	25%
LAFAYETTE	IN	CRAWFORDSVILLE	IN	CSXT	29	9	10	7%
CRAWFORDSVILLE	IN	GREENCASTLE	IN	CSXT	31	4	2	-54%
HAMILTON	OH	INDIANAPOLIS	IN	CSXT	99	6	8	34%
CINCINNATI	OH	MITCHELL	IN	CSXT	128	14	1	-94%
MITCHELL	IN	VINCENNES	IN	CSXT	62	21	4	-82%
VINCENNES	IN	SALEM	IL	CSXT	79	24	13	-43%
SALEM	IL	E. ST LOUIS	IL	CSXT	68	20	13	-34%
DOLTON	IL	DANVILLE	IL	CSXT	106	31	40	29%
DANVILLE	IL	TERRE HAUTE	IN	CSXT	57	40	52	28%
TERRE HAUTE	IN	VINCENNES	IN	CSXT	54	40	63	56%
VINCENNES	IN	EVANSVILLE	IN	CSXT	53	45	78	75%
EVANSVILLE	IN	AMQUI	TN	CSXT	137	48	74	53%
AMQUI	TN	NASHVILLE	TN	CSXT	16	80	104	30%
NASHVILLE	TN	DECATUR	AL	CSXT	118	41	60	47%
DECATUR	AL	BLACK CREEK	AL	CSXT	89	38	60	55%
BLACK CRK	AL	BIRMINGHAM	AL	CSXT	5	49	67	37%
BIRMINGHAM	AL	PARKWOOD	AL	CSXT	12	49	67	38%
PARKWOOD	AL	MONTGOMERY	AL	CSXT	87	23	28	23%
MONTGOMERY	AL	FLOMATON	AL	CSXT	110	23	34	46%
ANCHORAGE	KY	WINCHESTER	KY	CSXT	95	3	5	39%
WINCHESTER	KY	TYPO	KY	CSXT	123	29	29	0%
TYPO	KY	N. HAZARD	KY	CSXT	5	23	23	0%
N. HAZARD	KY	LOTHAIR	KY	CSXT	2	24	24	0%
LOTHAIR	KY	JEFF	KY	CSXT	5	18	18	0%
JEFF	KY	DENT	KY	CSXT	11	15	15	0%
DENT	KY	BLACKEY	KY	CSXT	8	11	11	0%
BLACKEY	KY	DUO	KY	CSXT	2	9	9	0%
DUO	KY	PAT	KY	CSXT	10	9	9	0%
PAT	KY	DEANE	KY	CSXT	6	10	10	0%
BCC JCT	KY	DEANE	KY	CSXT	22	12	12	0%
PORTER JCT	KY	B C C JCT	KY	CSXT	6	13	13	0%
STEVENS BRANCH	KY	PORTER JCT	KY	CSXT	12	17	17	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
MARTIN	KY	STEVENS BRANCH	KY	CSXT	1	17	17	0%
BEAVER JCT	KY	MARTIN	KY	CSXT	5	18	18	0%
LATONIA	KY	ANCHORAGE	KY	CSXT	36	31	27	-13%
ANCHORAGE	KY	LOUISVILLE	KY	CSXT	13	35	35	-2%
LOUISVILLE	KY	AMQUI	TN	CSXT	173	35	32	-9%
CINCINNATI	OH	COVINGTON	KY	CSXT	6	76	81	7%
COVINGTON	KY	LATONIA	KY	CSXT	1	57	59	3%
LATONIA	KY	WINCHESTER	KY	CSXT	93	27	29	7%
WINCHESTER	KY	SINKS	KY	CSXT	56	40	42	4%
SINKS	KY	CORBIN	KY	CSXT	35	41	41	2%
CORBIN	KY	CARTERSVILLE	GA	CSXT	263	54	53	-2%
CARTERSVILLE	GA	ATLANTA	GA	CSXT	46	82	79	-3%
ATLANTA	GA	MANCHESTER	GA	CSXT	78	35	34	-3%
MANCHESTER	GA	WAYCROSS	GA	CSXT	203	53	57	9%
CORBIN	KY	HEIDRICK	KY	CSXT	15	20	20	0%
HEIDRICK	KY	ELYS	KY	CSXT	10	20	20	0%
ELYS	KY	YINGLING	KY	CSXT	2	20	20	0%
YINGLING	KY	PINEVILLE	KY	CSXT	4	20	20	0%
PINEVILLE	KY	HARBELL	KY	CSXT	3	13	13	0%
HARBELL	KY	PONZA	KY	CSXT	2	12	12	0%
PONZA	KY	CROSBY	KY	CSXT	11	12	12	0%
BLACKMONT	KY	CROSBY	KY	CSXT	4	12	12	0%
BLACKMONT	KY	KERR	KY	CSXT	9	12	12	0%
KERR	KY	BAXTER	KY	CSXT	8	12	12	0%
BAXTER	KY	HARLAN	KY	CSXT	2	13	13	0%
DRESSEN	KY	HARLAN	KY	CSXT	1	10	10	0%
DRESSEN	KY	GLIDDEN	KY	CSXT	5	9	9	0%
GLIDDEN	KY	POPEVILLE	KY	CSXT	2	9	9	0%
POPEVILLE	KY	KY-VA ST-LN	KY	CSXT	7	9	9	0%
KY-VA ST-LN	VA	HAGANS	VA	CSXT	3	9	9	0%
HAGANS	VA	PENNINGTON	VA	CSXT	16	9	9	0%
PENNINGTON	VA	BIG STONE GAP	VA	CSXT	16	9	9	0%
LOUISVILLE	KY	LONG BRANCH	KY	CSXT	18	6	6	-4%
LONG BRANCH	KY	SKILLMAN	KY	CSXT	49	9	10	5%
SKILLMAN	KY	HENDERSON	KY	CSXT	60	7	7	1%
BIG SANDY JCT	KY	ELKHORN CITY	KY	CSXT	127	43	44	2%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
ELKHORN CITY	KY	FRISCO	TN	CSXT	89	31	33	7%
FRISCO	TN	BOSTIC	NC	CSXT	157	42	45	9%
BOSTIC	NC	SPARTANBURG	SC	CSXT	32	28	30	9%
LAURENS	SC	SPARTANBURG	SC	CSXT	38	27	23	-17%
CLINTON	SC	LAURENS	SC	CSXT	11	7	7	0%
COLUMBIA	SC	CLINTON	SC	CSXT	63	12	12	0%
EASTOVER JCT	SC	COLUMBIA	SC	CSXT	27	7	7	0%
SUMTER	SC	EASTOVER JCT	SC	CSXT	19	5	5	0%
SUMTER	SC	LANE	SC	CSXT	40	5	5	0%
CHARLOTTE	NC	BOSTIC	NC	CSXT	73	15	17	13%
MONROE	NC	CHARLOTTE	NC	CSXT	24	18	20	10%
AUGUSTA	GA	GREENWOOD	SC	CSXT	68	18	17	-2%
GREENWOOD	SC	LAURENS	SC	CSXT	28	22	20	-9%
ALEXANDRIA JCT	MD	BENNING	DC	CSXT	6	40	51	27%
FREDERICKSBURG	VA	POTOMAC YARD	VA	CSXT	49	40	52	29%
DOSWELL	VA	FREDERICKSBURG	VA	CSXT	37	41	52	28%
RICHMOND	VA	DOSWELL	VA	CSXT	24	44	54	22%
S. RICHMOND	VA	WELDON	NC	CSXT	82	47	56	18%
WELDON	NC	ROCKY MT	NC	CSXT	37	50	56	12%
ROCKY MT	NC	CONTENTNEA	NC	CSXT	19	50	53	6%
CONTENTNEA	NC	SELMA	NC	CSXT	22	44	45	2%
SELMA	NC	FAYETTEVILLE	NC	CSXT	49	45	45	0%
FAYETTEVILLE	NC	PEMBROKE	NC	CSXT	31	44	45	3%
PEMBROKE	NC	DILLON	SC	CSXT	21	23	28	24%
DILLON	SC	FLORENCE	SC	CSXT	31	34	35	3%
FLORENCE	SC	LANE	SC	CSXT	49	29	31	8%
LANE	SC	ST STEPHEN	SC	CSXT	8	33	36	7%
ST STEPHEN	SC	ASHLEY JCT	SC	CSXT	39	29	31	7%
ASHLEY JCT	SC	YEMASSEE	SC	CSXT	54	32	38	17%
YEMASSEE	SC	SAVANNAH	GA	CSXT	55	27	33	21%
SAVANNAH	GA	JESUP	GA	CSXT	52	47	51	9%
JESUP	GA	WAYCROSS	GA	CSXT	39	20	22	10%
PEMBROKE	NC	WILMINGTON	NC	CSXT	81	9	11	14%
HAMLET	NC	PEMBROKE	NC	CSXT	34	32	32	1%
HAMLET	NC	MONROE	NC	CSXT	53	42	43	4%
MONROE	NC	CLINTON	NC	CSXT	92	22	29	29%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
CLINTON	SC	GREENWOOD	SC	CSXT	28	28	30	7%
GREENWOOD	SC	ATHENS	GA	CSXT	66	28	31	8%
ATHENS	GA	ATLANTA	GA	CSXT	69	33	38	14%
ATLANTA	GA	LAGRANGE	GA	CSXT	70	23	25	10%
LAGRANGE	GA	MONTGOMERY	AL	CSXT	100	17	19	7%
HAMLET	NC	MCBEE	SC	CSXT	108	5	6	7%
MCBEE	SC	COLUMBIA	SC	CSXT	108	5	6	9%
COLUMBIA	SC	FAIRFAX	SC	CSXT	76	4	4	3%
FAIRFAX	SC	SAVANNAH	GA	CSXT	62	23	21	-8%
HAMLET	NC	DILLON	SC	CSXT	42	18	19	4%
DILLON	SC	ANDREWS	SC	CSXT	74	9	7	-13%
ANDREWS	SC	STATE JCT	SC	CSXT	28	1	1	0%
STATE JCT	SC	REMOUNT	SC	CSXT	20	2	3	4%
REMOUNT	SC	CHARLESTON	SC	CSXT	10	4	4	0%
CAMAK	GA	ATLANTA	GA	CSXT	126	16	14	-10%
AUGUSTA	GA	CAMAK	GA	CSXT	46	14	13	-5%
ROBBINS	SC	AUGUSTA	GA	CSXT	28	26	23	-12%
FAIRFAX	SC	ROBBINS	SC	CSXT	29	26	23	-11%
YEMASSEE	SC	FAIRFAX	SC	CSXT	31	7	6	-8%
MCKENZIE	TN	MEMPHIS	TN	CSXT	116	19	21	8%
NASHVILLE	TN	MCKENZIE	TN	CSXT	117	21	25	21%
NASHVILLE	TN	STEVENSON	AL	CSXT	113	40	42	4%
STEVENSON	AL	CHATTANOOGA	TN	CSXT	39	38	38	2%
CHATTANOOGA	TN	CARTERSVILLE	GA	CSXT	87	36	36	-2%
LAGRANGE	AL	PARKWOOD	AL	CSXT	142	24	29	21%
MANCHESTER	GA	LAGRANGE	GA	CSXT	45	21	23	11%
WAYCROSS	GA	THOMASVILLE	GA	CSXT	105	11	12	4%
THOMASVILLE	GA	METCALF	GA	CSXT	11	0	0	0%
THOMASVILLE	GA	MONTGOMERY	AL	CSXT	210	11	11	0%
JESUP	GA	FOLKSTON	GA	CSXT	54	26	26	0%
JACKSONVILLE	FL	BALDWIN	FL	CSXT	18	19	20	9%
BALDWIN	FL	CHATTAHOOCHEE	FL	CSXT	189	24	21	-13%
CHATTAHOOCHEE	FL	PENSACOLA	FL	CSXT	161	18	16	-12%
PENSACOLA	FL	FLOMATON	AL	CSXT	43	20	21	5%
FLOMATON	AL	MOBILE	AL	CSXT	59	38	48	24%
MOBILE	AL	NEW ORLEANS	LA	CSXT	143	23	35	48%

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CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
WAYCROSS	GA	FOLKSTON	GA	CSXT	35	65	66	2%
FOLKSTON	GA	CALLAHAN	FL	CSXT	22	96	84	-12%
CALLAHAN	FL	BALDWIN	FL	CSXT	21	44	51	15%
BALDWIN	FL	STARKE	FL	CSXT	26	47	52	11%
STARKE	FL	VITIS	FL	CSXT	126	39	40	3%
VITIS	FL	PLANT CITY	FL	CSXT	19	25	26	2%
PLANT CITY	FL	UCETA YARD	FL	CSXT	17	26	28	8%
CALLAHAN	FL	JACKSONVILLE	FL	CSXT	16	47	46	-3%
JACKSONVILLE	FL	PALATKA	FL	CSXT	54	22	21	-2%
PALATKA	FL	SANFORD	FL	CSXT	68	16	16	-1%
SANFORD	FL	ALOMA	FL	CSXT	27	0	0	0%
SANFORD	FL	ORLANDO	FL	CSXT	22	14	13	-8%
ORLANDO	FL	AUBURNDALE	FL	CSXT	51	8	8	13%
AUBURNDALE	FL	LAKELAND	FL	CSXT	12	16	16	1%
LAKELAND	FL	WINSTON	FL	CSXT	4	19	23	20%
WINSTON	FL	PLANT CITY	FL	CSXT	5	18	20	10%
AUBURNDALE	FL	SEBRING	FL	CSXT	47	13	14	2%
SEBRING	FL	W. PALM BCH	FL	CSXT	103	11	11	2%
W. PALM BCH	FL	MIAMI	FL	CSXT	70	12	12	1%
BALTIMORE	MD	HANOVER	PA	CSXT	55	5	6	7%
HANOVER	PA	HAGERSTOWN	MD	CSXT	57	2	2	0%
HARPERS FERRY	WV	STRASBURG JCT	VA	CSXT	51	2	2	0%
GREEN JCT	PA	BROWNFIELD	PA	CSXT	15	0	0	0%
SINNS	PA	BROWNSVILLE	PA	CSXT	38	2	23	1055%
RANKIN JCT	PA	WILLOW GROVE	PA	CSXT	11	3	3	0%
GLENWOOD JCT	PA	TYLERDALE	PA	CSXT	32	2	2	0%
WILLOW GROVE	PA	NEW CASTLE	PA	CSXT	56	1	1	0%
WELLSBORO	IN	N. JUDSON	IN	CSXT	15	0	0	0%
PINE JCT	IN	ROCK ISLAND JCT	IL	CSXT	10	1	1	0%
BARR YD	IL	BLUE ISLAND JCT	IL	CSXT	3	7	39	490%
DOLTON	IL	75TH STREET	IL	CSXT	8	7	4	-35%
BLUE ISLAND JCT	IL	59TH STREET	IL	CSXT	15	3	12	351%
BLUE ISLAND JCT	IL	CLEARING	IL	CSXT	15	35	37	5%
JOLIET	IL	OTTAWA	IL	CSXT	45	5	5	1%
OTTAWA	IL	HENRY	IL	CSXT	44	1	1	0%
GRAND RAPIDS	MI	BALDWIN	MI	CSXT	75	2	2	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
BALDWIN	MI	WALHALLA	MI	CSXT	13	2	2	0%
WALHALLA	MI	LUDINGTON	MI	CSXT	14	1	1	0%
WALHALLA	MI	MANISTEE	MI	CSXT	27	1	1	0%
WAVERLY	MI	GRAND HAVEN	MI	CSXT	26	4	4	0%
GRAND HAVEN	MI	MUSKEGON	MI	CSXT	13	2	2	0%
MUSKEGON	MI	BERRY	MI	CSXT	5	0	0	0%
BERRY	MI	MONTAGUE	MI	CSXT	11	0	0	0%
BERRY	MI	FREMONT	MI	CSXT	20	0	0	0%
SAGINAW	MI	MIDLAND	MI	CSXT	20	1	1	0%
SAGINAW	MI	BAY CITY	MI	CSXT	17	2	2	0%
SAGINAW	MI	YALE	MI	CSXT	19	1	1	0%
PORT HURON	MI	BELLE RIVER	MI	CSXT	15	5	5	0%
FARGO	ON	BLENHEIM	ON	CSXT	4	0	0	0%
CHATHAM	ON	FARGO	ON	CSXT	7	0	0	0%
CHATHAM	ON	SARNIA	ON	CSXT	53	0	0	0%
BLENHEIM	ON	W. LORNE	ON	CSXT	28	0	0	0%
CAMBRIDGE	OH	NEWARK	OH	CSXT	52	1	1	0%
NEWARK	OH	COLUMBUS	OH	CSXT	35	2	2	0%
MIDDLETOWN JCT	OH	MIDDLETOWN	OH	CSXT	11	13	9	-30%
S. RICHMOND	VA	BELLWOOD	VA	CSXT	8	5	5	0%
BELLWOOD	VA	HOPEWELL	VA	CSXT	16	4	4	0%
BELLWOOD	VA	CENTRALIA	VA	CSXT	3	1	1	0%
WELDON	NC	ROANOKE RAPIDS	NC	CSXT	5	1	1	0%
WELDON	NC	FRANKLIN	VA	CSXT	41	8	7	-15%
FRANKLIN	VA	PORTSMOUTH	VA	CSXT	37	7	7	-9%
ROCKY MT	NC	PARMELE	NC	CSXT	32	2	2	0%
PARMELE	NC	PLYMOUTH	NC	CSXT	37	2	2	0%
PARMELE	NC	ELMER	NC	CSXT	38	2	2	0%
CONTENTNEA	NC	WALLACE	NC	CSXT	69	5	5	0%
WARSAW	NC	MOLTONVILLE	NC	CSXT	10	1	1	0%
FAYETTEVILLE	NC	FORT JCT	NC	CSXT	9	0	0	0%
FAYETTEVILLE	NC	VANDER	NC	CSXT	6	0	0	0%
ST STEPHEN	SC	CROSS	SC	CSXT	10	4	4	0%
WAYCROSS	GA	BRUNSWICK	GA	CSXT	63	3	3	0%
WAYCROSS	GA	PEARSON	GA	CSXT	30	0	0	0%
YULEE	FL	FERNANDINA BCH	FL	CSXT	12	4	4	0%

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CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
JACKSONVILLE	FL	SEALS	GA	CSXT	41	6	6	0%
VALRICO	FL	YEOMAN YARD	FL	CSXT	9	32	33	3%
ORANGEBURG	SC	SUMTER	SC	CSXT	44	0	0	0%
BELTON	SC	GREENVILLE	SC	CSXT	28	1	1	0%
GREENVILLE	SC	SPARTANBURG	SC	CSXT	34	1	1	0%
ANDERSON	SC	BELTON	SC	CSXT	12	0	0	0%
DURHAM	NC	JOYLAND	NC	CSXT	7	0	0	0%
APEX	NC	DURHAM	NC	CSXT	22	1	1	0%
NORLINA	NC	RALEIGH	NC	CSXT	55	1	1	0%
RALEIGH	NC	HAMLET	NC	CSXT	97	5	4	-4%
MCBEE	SC	ROBINSON	SC	CSXT	7	0	0	0%
MT HOLLY	NC	TERRELL	NC	CSXT	24	2	2	0%
MONTGOMERY	AL	WESTERN JCT	AL	CSXT	51	2	2	0%
CAMAK	GA	HARLLEE	GA	CSXT	56	5	5	0%
ANDREWS	SC	PENNYROYAL JCT	SC	CSXT	8	6	6	0%
PENNYROYAL JCT	SC	GEORGETOWN	SC	CSXT	8	3	3	0%
DAMES PT JCT	FL	N. SHORE JCT	FL	CSXT	5	4	4	0%
BAINBRIDGE	GA	TALLAHASSEE	FL	CSXT	43	2	2	0%
HILLSDALE	IN	CHRISMAN	IL	CSXT	16.3	4	4	8%
CHRISMAN	IL	DECATUR	IL	CSXT	68.5	4	4	8%
BRENTWOOD	TN	COLUMBIA	AL	CSXT	35	2	2	0%
WELLINGTON	AL	BIRMINGHAM	AL	CSXT	64	4	4	0%
BAKERS SIDING	IN	CHINOOK	IN	CSXT	11	1	1	0%
EVANSVILLE	IN	ADAMS	IN	CSXT	9	6	6	0%
ADAMS	IN	CARMI	IL	CSXT	28	3	3	0%
ADAMS	IN	ABEE	IN	CSXT	6	1	1	0%
CARMI	IL	VENEDY	IL	CSXT	89	0	0	0%
KRONOS	KY	MOORMAN	KY	CSXT	5	2	2	0%
KRONOS	KY	WILSON STA	KY	CSXT	4	2	2	0%
MOORMAN	KY	DRAKESBORO	KY	CSXT	13	3	3	0%
MORTON	KY	ATKINSON	KY	CSXT	5	13	13	0%
ATKINSON	KY	PROVIDENCE	KY	CSXT	19	9	9	0%
PROVIDENCE	KY	DOTIKI	KY	CSXT	5	3	3	0%
MILLPORT	KY	ATKINSON	KY	CSXT	19	5	5	0%
COMO	KY	ZEIGLER 9 (NW)	KY	CSXT	4	2	2	0%
DRAKESBORO	KY	SINCLAIR	KY	CSXT	6	2	2	0%

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CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
DENT	KY	JIM HILL	KY	CSXT	6	4	4	0%
BLACK CRK	AL	CHETOPA	AL	CSXT	13	5	5	0%
MAGELLA	AL	BESSEMER	AL	CSXT	10	2	2	0%
ATTALLA	AL	GUNTERSVILLE	AL	CSXT	30	1	1	0%
ATTALLA	AL	WELLINGTON	AL	CSXT	22	3	3	0%
BOYLES	AL	BLUE CRK JCT	AL	CSXT	15	6	6	0%
BLUE CRK JCT	AL	VALLEY CRK	AL	CSXT	8	10	10	0%
BOYLES	AL	MT. PINSON	AL	CSXT	10	0	0	0%
SELMA	AL	WESTERN JCT	AL	CSXT	3	2	2	0%
SELMA	AL	MYRTLEWOOD	AL	CSXT	61	1	1	0%
MONTGOMERY	AL	AUTAUGA CRK	AL	CSXT	12	1	1	0%
CALHOUN	TN	PATTY	TN	CSXT	9	1	1	0%
DOSSETT	TN	HARRIMAN	TN	CSXT	24	1	1	0%
ETOWAH	TN	BLUE RIDGE	GA	CSXT	61	1	1	0%
WORTHVILLE	KY	WARSAW	KY	CSXT	20	1	1	0%
LOUISVILLE	KY	MEDORA	KY	CSXT	10	9	9	0%
LOUISVILLE	KY	WATSON	IN	CSXT	7	2	2	0%
MCKENZIE	TN	DRESDEN	TN	CSXT	16	1	1	0%
PARK CITY	KY	GLASGOW	KY	CSXT	10	0	0	0%
ROCKMART	GA	STILESBORO JCT	GA	CSXT	22	3	3	0%
STILESBORO JCT	GA	STILESBORO	GA	CSXT	3	11	11	0%
MONON	IN	MONTICELLO	IN	CSXT	10	0	0	0%
MONON	IN	MEDARYVILLE	IN	CSXT	15	1	1	0%
GREENCASTLE	IN	BLOOMINGTON	IN	CSXT	24	0	0	0%
MITCHELL	IN	LOUISVILLE	KY	CSXT	67	8	3	-63%
LONG BRANCH	KY	DOE RUN	KY	CSXT	1	1	1	0%
TWENTY FIRST ST	WV	HAMPSHIRE	WV	CSXT	11	1	1	0%
HAMPSHIRE	WV	MD-WV ST-LN	WV	CSXT	29	5	5	0%
MD-WV ST-LN	WV	BAYARD	WV	CSXT	33	5	5	0%
BAYARD	WV	HENRY	WV	CSXT	6	2	2	0%
MK JCT	WV	KINGWOOD	WV	CSXT	18	2	2	0%
GRAFTON	WV	WD TOWER	WV	CSXT	27	5	8	59%
WD TOWER	WV	RIVESVILLE	WV	CSXT	4	4	7	108%
W. MARIETTA	OH	RELIEF	OH	CSXT	27	2	2	0%
BELPRE	OH	W. MARIETTA	OH	CSXT	12	2	2	0%
BELPRE	OH	PARKERSBURG	OH	CSXT	1	3	3	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT							ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES				
BERKELEY JCT	WV	BERRYBURG JCT	WV	CSXT	11		14	14	0%
BERRYBURG JCT	WV	TYGART JCT	WV	CSXT	11		11	11	0%
TYGART JCT	WV	CENTURY JCT	WV	CSXT	4		11	11	0%
CENTURY JCT	WV	BUCKHANNON	WV	CSXT	13		10	10	0%
BUCKHANNON	WV	HAMPTON JCT	WV	CSXT	6		9	9	0%
HAMPTON JCT	WV	BURNSVILLE JCT	WV	CSXT	31		9	9	0%
BURNSVILLE JCT	WV	WN TOWER	WV	CSXT	42		7	7	0%
WN TOWER	WV	ALLINGDALE	WV	CSXT	11		0	0	0%
TYGART JCT	WV	NORTON	WV	CSXT	22		0	0	0%
NORTON	WV	ELKINS	WV	CSXT	8		0	0	0%
BURNSVILLE JCT	WV	GILMER	WV	CSXT	5		0	0	0%
HAMPTON JCT	WV	IC JCT	WV	CSXT	6		1	1	0%
IC JCT	WV	ALEXANDER	WV	CSXT	10		1	1	0%
BERRYBURG JCT	WV	SENTINAL	WV	CSXT	13		3	3	0%
CENTURY JCT	WV	CENTURY	WV	CSXT	5		0	0	0%
WN TOWER	WV	DONALDSON W	WV	CSXT	3		0	0	0%
DONALDSON W	WV	BECKLEY NO 1	WV	CSXT	19		0	0	0%
ST ALBANS	WV	SPROUL	WV	CSXT	15		53	53	0%
SPROUL	WV	MADISON	WV	CSXT	22		33	33	0%
MADISON	WV	CLOTHIER	WV	CSXT	12		10	10	0%
CLOTHIER	WV	SHARPLES	WV	CSXT	3		9	9	0%
SHARPLES	WV	MONCLO	WV	CSXT	1		9	9	0%
BARBOURSVILLE	WV	LOGAN	WV	CSXT	65		21	21	0%
LOGAN	WV	STOLLINGS	WV	CSXT	2		13	13	0%
STOLLINGS	WV	RUM JCT	WV	CSXT	3		13	13	0%
RUM JCT	WV	GILBERT YARD	WV	CSXT	21		8	8	0%
MEADOW CRK	WV	RAINELLE JCT	WV	CSXT	20		3	3	0%
RAINELLE JCT	WV	SWISS JCT	WV	CSXT	47		2	2	0%
RAINELLE JCT	WV	CLEARCO	WV	CSXT	24		0	0	0%
GREENBRIR E J	WV	PEASER JCT	WV	CSXT	13		0	0	0%
PEASER JCT	WV	LEE	WV	CSXT	1		0	0	0%
PRINCE	WV	GLEN DANIELS JC	WV	CSXT	27		5	5	0%
RALEIGH	WV	STONE COAL JCT	WV	CSXT	20		1	1	0%
BECKLEY JCT	WV	CRANBERRY	WV	CSXT	6		0	0	0%
GLEN DANIELS JC	WV	MAPLE MEADOW	WV	CSXT	4		2	2	0%
GAULEY BR	WV	RICH CRK JCT	WV	CSXT	7		0	0	0%

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CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
MADISON	WV	HARRIS	WV	CSXT	30	17	17	0%
VAN JCT	WV	ROBIN HOOD	WV	CSXT	8	2	2	0%
ROBINSON CRK JC	WV	HOLBROOK	WV	CSXT	2	2	2	0%
SPROUL	WV	ELK RUN JCT	WV	CSXT	34	19	19	0%
ELK RUN JCT	WV	JARROLDS VALL	WV	CSXT	3	5	5	0%
SETH	WV	PRENTER NO 5	WV	CSXT	10	3	3	0%
JARROLDS VALL	WV	PETTUS	WV	CSXT	1	5	5	0%
PETTUS	WV	MARFORK	WV	CSXT	2	3	3	0%
PETTUS	WV	SUNDIAL	WV	CSXT	8	2	2	0%
WYLO	WV	ELK CRK NO 1	WV	CSXT	2	3	3	0%
MAN	WV	BUFFALO MINE	WV	CSXT	16	6	6	0%
SNAP CRK JCT	WV	DON	WV	CSXT	3	0	0	0%
RUM JCT	WV	MACGREGOR	WV	CSXT	6	2	2	0%
STOLLINGS	WV	BAND MILL JCT	WV	CSXT	1	0	0	0%
BAND MILL JCT	WV	MELVILLE	WV	CSXT	1	0	0	0%
LOGAN	WV	TRACE JCT	WV	CSXT	3	6	6	0%
MONITOR JCT	WV	OMAR	WV	CSXT	8	4	4	0%
LOGAN	WV	HOBET NO 7	WV	CSXT	6	4	4	0%
LEVISA JCT	KY	SLONES BRANCH	KY	CSXT	1	2	2	0%
RUN JCT	WV	ISLAND CRK NO 2	WV	CSXT	8	1	1	0%
GLADE CRK JCT	WV	CAREN	WV	CSXT	3	2	2	0%
DAWKINS	KY	SKYLINE	KY	CSXT	35	1	1	0%
SHELBY JCT	KY	MYRA 1	KY	CSXT	15	5	5	0%
COALRUN	KY	BURKE STATION	KY	CSXT	31	14	14	0%
PENNINGTON	VA	ST CHARLES	VA	CSXT	5	1	1	0%
ST CHARLES	VA	TURNERS STA	VA	CSXT	1	0	0	0%
PASKERT	VA	ST CHARLES	VA	CSXT	1	1	1	0%
SAVOY	KY	GATLIFF	KY	CSXT	18	2	2	0%
HEIDRICK	KY	HORSE CRK JCT	KY	CSXT	22	0	0	0%
PASKERT	VA	MAYFLOWER	VA	CSXT	2	1	1	0%
HARBELL	KY	MIDDLESBORO	KY	CSXT	10	1	1	0%
CATO	KY	POPEVILLE	KY	CSXT	1	0	0	0%
CATO	KY	CRUMMIES	KY	CSXT	2	0	0	0%
MIDDLESBORO	KY	STONY FORK JCT	KY	CSXT	3	1	1	0%
STONY FORK JCT	KY	BURLEY	KY	CSXT	3	1	1	0%
GLIDDEN	KY	CREECH	KY	CSXT	2	1	1	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT							ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES				
STRAIGHT CRK	KY	CLOVER	KY	CSXT	21		8	8	0%
STRAIGHT CRK	KY	HEYBURN	KY	CSXT	5		3	3	0%
HEYBURN	KY	WEN-LAR	KY	CSXT	7		3	3	0%
TYPO	KY	WAHOO	KY	CSXT	3		1	1	0%
JEFF	KY	KENMONT	KY	CSXT	1		3	3	0%
BLACKEY	KY	HOT SPOT	KY	CSXT	7		2	2	0%
JEFF	KY	VICCO	KY	CSXT	6		4	4	0%
PAT	KY	SAPPHIRE	KY	CSXT	2		5	5	0%
BAXTER	KY	CLOVERLICK JCT	KY	CSXT	21		7	7	0%
CLOVERLICK JCT	KY	LYNCH 3	KY	CSXT	1		7	7	0%
HARLAN	KY	PARKDALE	KY	CSXT	8		3	3	0%
PARKDALE	KY	PILLSBURY	KY	CSXT	1		2	2	0%
PILLSBURY	KY	HIGHSPLINT	KY	CSXT	6		2	2	0%
HIGHSPLINT	KY	GLENBROOK	KY	CSXT	13		1	1	0%
BUF EN	KY	BLUE GRASS 4	KY	CSXT	3		1	1	0%
DRESSEN	KY	GULSTON	KY	CSXT	4		0	0	0%
GULSTON	KY	BARDO	KY	CSXT	3		0	0	0%
N. HAZARD	KY	DUANE	KY	CSXT	4		6	6	0%
PARKDALE	KY	KENVIR 3	KY	CSXT	1		0	0	0%
HIGH SPRINGS	FL	NEWBERRY	FL	CSXT	42		0	0	0%
STARKE	FL	NEWBERRY	FL	CSXT	40		7	8	15%
NEWBERRY	FL	DUNNELLON	FL	CSXT	47		5	6	19%
DUNNELLON	FL	RED LEVEL JCT	FL	CSXT	10		5	6	19%
VITIS	FL	LAKELAND	FL	CSXT	19		17	18	5%
LAKELAND	FL	EATON PARK	FL	CSXT	5		0	0	0%
BARTOW	FL	BOWLING GREEN	FL	CSXT	19		3	3	0%
BURNETTS LAKE	FL	GAINESVILLE	FL	CSXT	14		0	0	0%
CLEARWATER	FL	ST PETERSBURG	FL	CSXT	15		0	0	0%
HAWTHORNE	FL	KEUKA	FL	CSXT	11		0	0	0%
WINSTON	FL	MULBERRY	FL	CSXT	12		15	15	0%
ACHAN	FL	MULBERRY	FL	CSXT	6		9	9	0%
ACHAN	FL	BONNIE	FL	CSXT	4		6	6	0%
ACHAN	FL	GREEN BAY	FL	CSXT	4		14	14	0%
GREEN BAY	FL	NORALYN	FL	CSXT	1		4	4	0%
AGRICOLA	FL	GREEN BAY	FL	CSXT	4		10	10	0%
YEOMAN YARD	FL	SUTTON	FL	CSXT	5		38	38	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
SUTTON	FL	BIG BEND JCT.	FL	CSXT	8	18	18	0%
BIG BEND JCT	FL	ONECO	FL	CSXT	28	3	3	0%
WELCOME JCT	FL	PLANT CITY	FL	CSXT	11	3	3	0%
EDISON JCT	FL	WELCOME JCT	FL	CSXT	2	35	35	0%
EDISON JCT	FL	MULBERRY	FL	CSXT	5	19	19	0%
ALERT	FL	BARTOW	FL	CSXT	5	5	5	0%
EDISON JCT	FL	BREWSTER	FL	CSXT	11	25	25	0%
BREWSTER	FL	AGROCK	FL	CSXT	4	18	18	0%
AGROCK	FL	FOUR CORNERS	FL	CSXT	12	4	4	0%
AGROCK	FL	ARCADIA	FL	CSXT	35	1	1	0%
BREWSTER	FL	LONESOME	FL	CSXT	12	2	2	0%
BRADLEY JCT	FL	PIERCE	FL	CSXT	6	3	3	0%
ACHAN	FL	PIERCE	FL	CSXT	5	3	3	0%
ALERT	FL	BONNIE	FL	CSXT	2	7	7	0%
BRADLEY JCT	FL	AGRICOLA	FL	CSXT	7	13	13	0%
AGRICOLA	FL	ROCKLAND JCT	FL	CSXT	8	5	5	0%
HIALEAH	FL	HOMESTEAD	FL	CSXT	30	1	1	0%
GARY	FL	SULPHUR SPRGS	FL	CSXT	5	6	6	0%
SULPHUR SPRGS	FL	CLEARWATER	FL	CSXT	26	1	1	0%
WELCOME JCT	FL	VALRICO	FL	CSXT	12	32	32	0%
SULPHUR SPRGS	FL	ROCK	FL	CSXT	45	2	2	0%

ATTACHMENT 13-9

CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT							ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES				
Columbus	OH	Hocking	OH	CR	1		29	12	-60%
Galion	OH	Columbus	OH	CR	57.7		29	12	-59%
Berea	OH	Greenwich	OH	CR	42		31	108	250%
Greenwich	OH	Crestline	OH	CR	21.2		31	58	88%
Crestline	OH	Galion	OH	CR	3.3		67	52	-22%
Galion	OH	Marion	OH	CR	22.5		39	42	6%
Marion	OH	Ridgeway	OH	CR	23.2		39	51	31%
Ridgeway	OH	Sidney	OH	CR	38.3		51	55	8%
Sidney	OH	So. Anderson	IN	CR	85.6		51	40	-22%
So. Anderson	IN	Indianapolis	IN	CR	35.1		63	41	-34%
Indianapolis	IN	Avon	IN	CR	12.5		61	38	-38%
Avon	IN	Greencastle	IN	CR	27.5		52	42	-19%
Greencastle	IN	Terre Haute	IN	CR	32		52	42	-20%
Terre Haute	IN	Effingham	IL	CR	68.6		49	32	-35%
Effingham	IL	St. Elmo	IL	CR	13.7		48	28	-42%
St. Elmo	IL	E. St. Louis	IL	CR	82.7		32	12	-60%
Terre Haute	IN	Paris	IL	CR	21.5		2	0	-75%
Paris	IL	Chrisman	IL	CR	10.6		1	0	-100%
Chrisman	IL	Danville	IL	CR	24.9		1	0	-100%
Danville	IL	Olin	IN	CR	11.3		0	0	0%
Indianapolis	IN	Kraft	IN	CR	3		9	9	5%
Kraft	IN	Avon	IN	CR	5.6		9	10	10%
Avon	IN	Clermont	IN	CR	4		12	13	6%
Clermont	IN	Crawfordsville	IN	CR	34.2		12	12	1%
Clermont	IN	Frankfort	IN	CR	37.2		1	1	0%
Shelbyville	IN	Indianapolis	IN	CR	28.3		0	0	0%
Stanley	OH	Dunkirk	OH	CR	57.2		19	0	-98%
Dunkirk	OH	Ridgeway	OH	CR	21.1		19	0	-98%
Ridgeway	OH	Marysville	OH	CR	22.2		27	14	-49%
Marysville	OH	Darby	OH	CR	19.2		27	5	-82%
Darby	OH	Mounds	OH	CR	2.6		3	1	-48%
Mounds	OH	Scioto	OH	CR	5.8		3	1	-49%
Crestline	OH	Bucyrus	OH	CR	11.9		4	19	417%
Bucyrus	OH	Adams	IN	CR	113.5		4	19	412%
Adams	IN	Ft. Wayne	IN	CR	5		3	19	460%
Ft. Wayne	IN	Warsaw	IN	NS	39.7		4	13	214%

CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
Warsaw	IN	Tolleston	IN	NS	83.1	4	12	206%
Tolleston	IN	Clark Jct	IN	CR	3.9	0	12	10000%
Decatur	IN	Adams	IN	CR	16.2	1	1	0%
Buffalo	NY	Draw	NY	CR	1.7	92	110	20%
Draw	NY	Buff Crk Jct	NY	CR	0.4	97	101	4%
Buff Crk Jct	NY	Buff Seneca	NY	CR	3.3	104	101	-2%
Buff Seneca	NY	Ashtabula	OH	CR	122.8	103	100	-2%
Ashtabula	OH	Quaker	OH	CR	46.5	103	108	5%
Quaker	OH	Drawbridge	OH	CR	7.6	111	16	-85%
Porter	IN	Willow Creek	IN	CR	6	21	0	-100%
Willow Creek	IN	Ivanhoe	IN	CR	12.8	21	23	6%
Woodville	OH	Walbridge	OH	CR	13.5	2	2	0%
CP Maumee	OH	Oak	OH	CR	1	39	1	-97%
Oak	OH	Walbridge	OH	CR	1.7	39	1	-97%
Quaker	OH	Mayfield	OH	CR	5.8	9	93	933%
Mayfield	OH	Marcy	OH	CR	3.3	9	93	933%
Marcy	OH	Short	OH	CR	8.8	26	95	267%
Short	OH	Berea	OH	CR	4	15	102	578%
Readville	MA	Boston	MA	MBTA	9.1	26	26	0%
Mansfield	MA	Readville	MA	MBTA	15.5	16	16	0%
Attleboro	MA	Mansfield	MA	MBTA	7.2	11	11	0%
MA/RI	RI	Attleboro	MA	MBTA	6.1	5	5	0%
Bridgeport	CT	New Haven	CT	CDOT	16	23	23	0%
Norwalk	CT	Bridgeport	CT	CDOT	15.5	20	20	0%
New Rochelle	NY	Norwalk	CT	CDOT	25	42	42	0%
Woodlawn	NY	New Rochelle	NY	MNR	4.5	39	39	0%
MO	NY	Woodlawn	NY	MNR	6.4	72	72	0%
Mill River	CT	Cedar Hill	CT	CR	7	1	1	0%
Readville	MA	Walpole	MA	MBTA	10	10	10	0%
Walpole	MA	Franklin	MA	MBTA	8.9	7	7	0%
Transfer	MA	Tower	MA	MBTA	9.5	9	9	0%
Attleboro	MA	Dean	MA	CR	11.4	2	2	0%
Dean	MA	Cotley	MA	CR	1.9	1	1	0%
Weir	MA	New Bedford	MA	CR	18.5	0	0	0%
Swamp	MA	Warf	MA	CR	12	0	0	0%
Fitchburg	MA	Leominster	MA	CR	4.3	0	0	0%

CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
Leominster	MA	Buro	MA	CR	26.2	1	1	0%
Buro	MA	Framingham Cente	MA	CR	4.5	1	1	0%
Mansfield	MA	Walpole	MA	CR	8.5	5	5	0%
Walpole	MA	Medfield Jct	MA	CR	5.2	5	5	0%
Medfield Jct	MA	Framingham	MA	CR	7.3	5	5	0%
Boston Beacon Pa	MA	Framingham	MA	CR	18.3	22	24	9%
Framingham	MA	Westboro	MA	CR	11.9	21	25	19%
Westboro	MA	Worcester	MA	CR	11	24	26	9%
Worcester	MA	Palmer	MA	CR	39	28	30	10%
Palmer	MA	Springfield	MA	CR	15.3	28	30	7%
Springfield	MA	Westfield	MA	CR	11	33	34	3%
Westfield	MA	Selkirk	NY	CR	85	36	39	7%
Selkirk	NY	Port of Albany	NY	CR	7.1	1	1	0%
Carman	NY	S Schenectady	NY	CR	3.7	0	0	0%
MO	NY	Poughkeepsie	NY	MNR	70.1	34	35	3%
Poughkeepsie	NY	Stuyvesant	NY	CR	50.1	12	13	8%
Stuyvesant	NY	Rensselaer	NY	CR	16.4	10	10	0%
Stuyvesant	NY	Selkirk	NY	CR	10.2	6	6	0%
Selkirk	NY	Hoffmans	NY	CR	25.4	79	88	13%
Rensselaer	NY	W Albany	NY	CR	4	8	8	0%
W Albany	NY	Hoffmans	NY	AMTK	23	7	7	0%
Hoffmans	NY	Utica	NY	CR	66.4	76	89	17%
Utica	NY	Syracuse	NY	CR	50.6	78	88	14%
Syracuse	NY	Syracuse Jct	NY	CR	5.5	82	89	9%
Syracuse Jct	NY	Solvay	NY	CR	2	80	91	14%
Solvay	NY	Lyons	NY	CR	42.3	80	91	14%
Lyons	NY	Fairport	NY	CR	23.4	80	91	14%
Fairport	NY	Rochester	NY	CR	10.7	66	73	10%
Rochester	NY	Chili	NY	CR	12.7	69	76	10%
Chili	NY	Frontier	NY	CR	50.5	80	92	16%
Frontier	NY	Buffalo	NY	CR	4.1	101	98	-3%
Lock	NY	CP59	NY	CR	2.7	5	6	5%
Woodard	NY	Fort	NY	CR	25.8	2	2	0%
CP59	NY	CP22	NY	CR	11.6	5	5	0%
Buffalo	NY	CP Sycamore	NY	CR	1.2	7	15	109%
CP Sycamore	NY	Black Rock	NY	CR	6	15	26	73%

CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
Syracuse	NY	Oswego	NY	CR	30	1	1	0%
Buffalo	NY	Black Rock	NY	CR	7.1	1	1	0%
Black Rock	NY	Niagara Falls	NY	CR	21.1	17	19	12%
Fairport	NY	Genesee Jct	NY	CR	14.3	20	19	-4%
Genesee Jct	NY	Chili	NY	CR	7.1	21	21	-1%
Syracuse	NY	Woodard	NY	CR	4.2	14	14	1%
Woodard	NY	Philadelphia	NY	CR	83.6	10	11	1%
Philadelphia	NY	Massena	NY	CR	71	9	9	0%
Massena	NY	Huntingdon	PQ	CR	38.9	5	5	0%
Huntingdon	PQ	Cecile Jct	PQ	CR	14.4	1	1	0%
Cecile Jct	PQ	Adirondack Jct	PQ	CR	24.3	1	1	0%
Regis	NY	Philadelphia	NY	CR	11.3	0	0	0%
Ridgefield Heigh	NJ	Newburgh	NY	CR	44.9	41	48	19%
Newburgh	NY	Selkirk	NY	CR	80.1	42	48	13%
Newtown Jct	PA	Quakertown	PA	SEPTA	35.8	32	32	0%
Glenside	PA	Warminster	PA	SEPTA	8.4	9	9	0%
Jenkintown	PA	Neshaminy Falls	PA	SEPTA	10.3	10	10	0%
Lansdale	PA	Doylestown	PA	SEPTA	10.1	7	7	0%
Park Jct	PA	Belmont	PA	CR	0.9	33	34	4%
Belmont	PA	West Falls	PA	CR	1.3	44	50	13%
West Falls	PA	CP Newtown Jct	PA	CR	3.7	13	16	18%
CP Newtown Jct	PA	CP Wood	PA	CR	20.7	15	16	1%
CP Wood	PA	Trenton	NJ	CR	5.7	17	16	-7%
Trenton	NJ	CP Pt Reading	NJ	CR	24.7	17	16	-8%
RG	PA	Field	PA	CR	2	0	17	10000%
South Philadelph	PA	Field	PA	CR	5	6	25	303%
Field	PA	Belmont	PA	CR	4	11	20	80%
Landover	MD	Anacostia	DC	CR	5.4	5	11	117%
Anacostia	DC	Virginia Ave	DC	CR	2.5	40	45	12%
Virginia Ave	DC	Potomac yard	VA	CR	6	40	48	18%
Brandywine	DE	Chalk Pt	MD	CR	17.3	2	2	0%
Bowie	MD	Brandywine	MD	CR	24.9	3	3	0%
Brandywine	MD	Morgantown	MD	CR	20.7	2	2	0%

ATTACHMENT 13-10

SHARED TERRITORY TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
W. Brownsville	PA	Waynesburg	PA	CR	27.6	47	47	0%
W.Brownsville	PA	Catawba Jct.	PA	CR	66.4	6	8	33%
Catawba Jct	PA	Loveridge Mine	WV	CR	13.2	6	6	0%
Waynesburg	PA	Wana	PA	CR	19.2	21	21	0%
Wana	PA	Clif	PA	CR	2.3	6	6	0%
Clif	PA	Blacksville	PA	CR	4.8	4	4	0%
Waynesburg	PA	Bailey	PA	CR	14.6	24	24	0%
Clif	PA	Federal	PA	CR	5.9	6	6	0%
W Detroit	MI	North Yard	MI	CR	6.7	6	14	119%
North Yard	MI	Utica	MI	CR	17.1	6	6	-2%
West Detroit	MI	Delray	MI	CR	2.4	11	17	53%
Delray	MI	Trenton	MI	CR	10.2	28	24	-14%
Carleton	MI	Ecorse	MI	CR	20	1	15	2802%
W Detroit	MI	Dearborn	MI	CR	4.5	3	3	0%
Nave	NJ	N Bergen	NJ	CR	6	13	0	-97%
N Bergen	NJ	Ridgefield Heigh	NJ	CR	5.6	41	42	4%
Aldene	NJ	High Bridge	NJ	NJT	39	13	13	0%
Union	NJ	Red Bank	NJ	NJT	15.9	13	13	0%
Red Bank	NJ	Lakehurst	NJ	CR	28.9	0	0	0%
CQ	NJ	Monmouth Jct	NJ	CR	18.8	0	0	0%
PN	NJ	Bayway	NJ	CR	9.1	10	16	62%
Bayway	NJ	PD	NJ	CR	6.4	7	10	47%
PD	NJ	Wood	NJ	CR	3.1	4	4	1%
Jamesburg	NJ	Farmingdale	NJ	CR	19	0	0	0%
Nave	NJ	CP Green	NJ	CR	4.2	25	25	1%
Nave	NJ	Croxton	NJ	CR	1.8	25	25	0%
Green	NJ	Oak Island	NJ	CR	1.3	25	28	11%
Hack	NJ	Croxton	NJ	CR	1.3	17	8	-52%
Croxton	NJ	North Bergen	NJ	CR	2.7	25	28	13%
Waldo	NJ	Hack	NJ	CR	1.6	7	1	-90%
Hack	NJ	Kearny	NJ	CR	1.7	27	8	-69%
Kearny	NJ	Valley	NJ	CR	3.6	21	4	-81%
Valley	NJ	NK	NJ	CR	0.8	43	39	-9%
Pt Reading Jct	NJ	Port Reading	NJ	CR	16	6	8	43%
NK	NJ	Boundbrook	NJ	CR	21.7	46	43	-8%
Boundbrook	NJ	Pt Reading Jct	NJ	CR	2.7	44	45	3%

SHARED TERRITORY TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

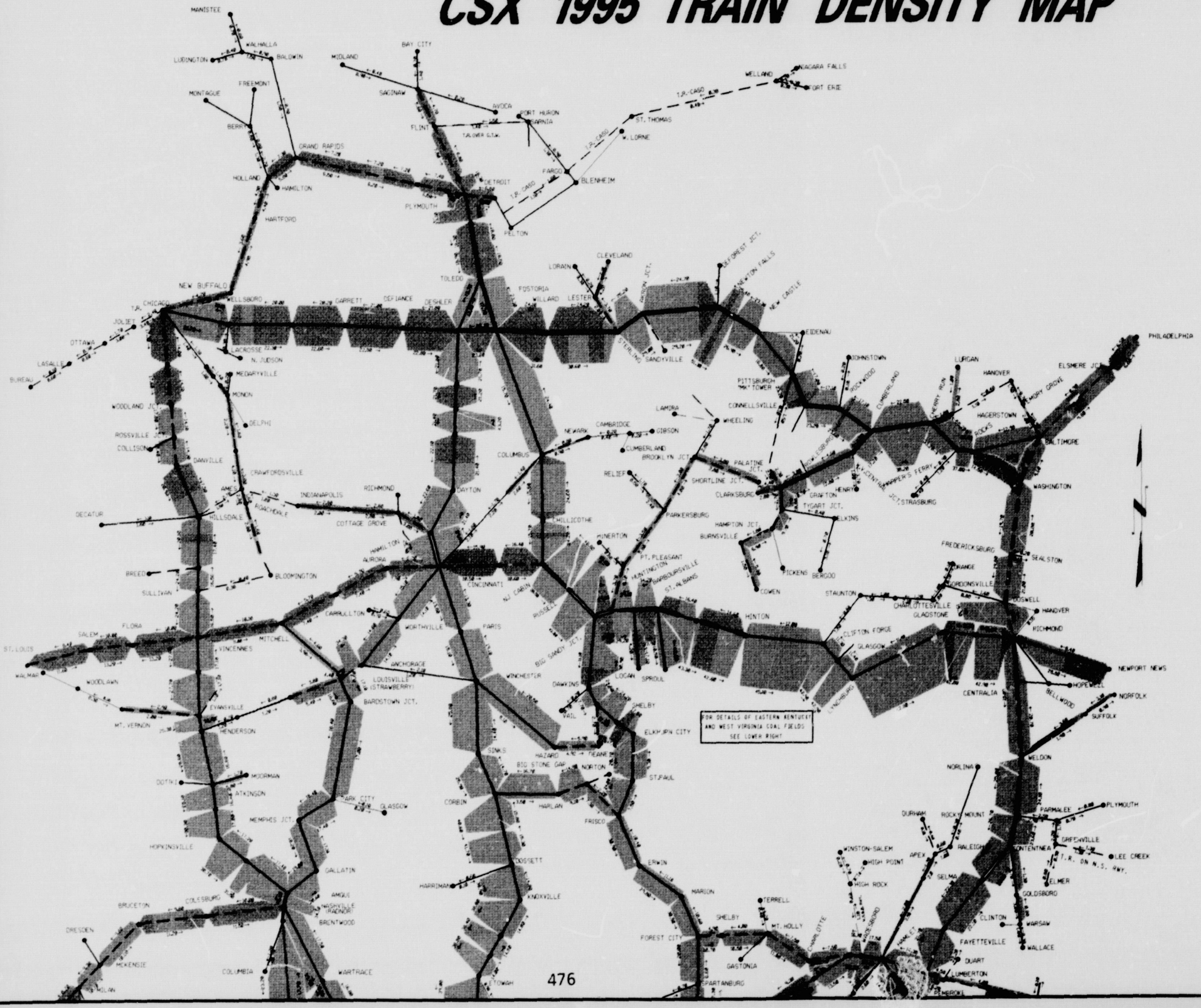
SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
Park Jct	PA	Phil Frankfort	PA	CR	6.1	14	17	27%
Phil Frankfort	PA	Camden	NJ	CR	4.1	13	17	29%
Eastwick	PA	Lester	PA	CR	6.1	6	6	1%
Woodbury	NJ	Paulsboro	NJ	CR	5.5	4	4	0%
Paulsboro	NJ	Deepwater	NJ	CR	15.7	4	4	0%
Cooper	NJ	Woodbury	NJ	CR	8.8	5	5	0%
Lane	NJ	Union	NJ	AMTK	7.1	59	76	29%
Union	NJ	Midway	NJ	AMTK	21.6	41	58	41%
Midway	NJ	Morrisville	PA	AMTK	17.3	37	54	46%
Morrisville	PA	Zoo	PA	AMTK	28.5	33	41	25%
Arsenal	PA	Davis	DE	AMTK	25	28	46	63%
Davis	DE	Perryville	MD	AMTK	21.1	26	45	74%
Perryville	MD	Baltimore	MD	AMTK	32.4	42	45	7%
Baltimore	MD	Bowie	MD	AMTK	28.6	25	37	49%
Bowie	MD	Landover	MD	AMTK	8.3	29	43	51%

SECTION 1180.8(a)(5)

DENSITY CHARTS - EXHIBIT 14-CSX

CSX 1995 TRAIN DENSITY MAP

CSX 1995 TRAIN DENSITY MAP



RAIL WEIGHTS

- JOINTED RAIL 110 LB. OR LESS
- JOINTED RAIL 112-130 LBS.
- JOINTED RAIL 131 LBS. OR MORE
- WELDED RAIL 110 LB. OR LESS
- WELDED RAIL 112-130 LBS.
- WELDED RAIL 131 LBS. OR MORE

F.R.A. CLASS

- DOUBLE TRACK
- F.R.A. CLASS D, LESS THAN 1 MGT.
- F.R.A. CLASS C, 1 TO 5 MGT.
- F.R.A. CLASS B, 5 TO 20 MGT.
- F.R.A. CLASS A, OVER 20 MGT.

EXHIBIT 14

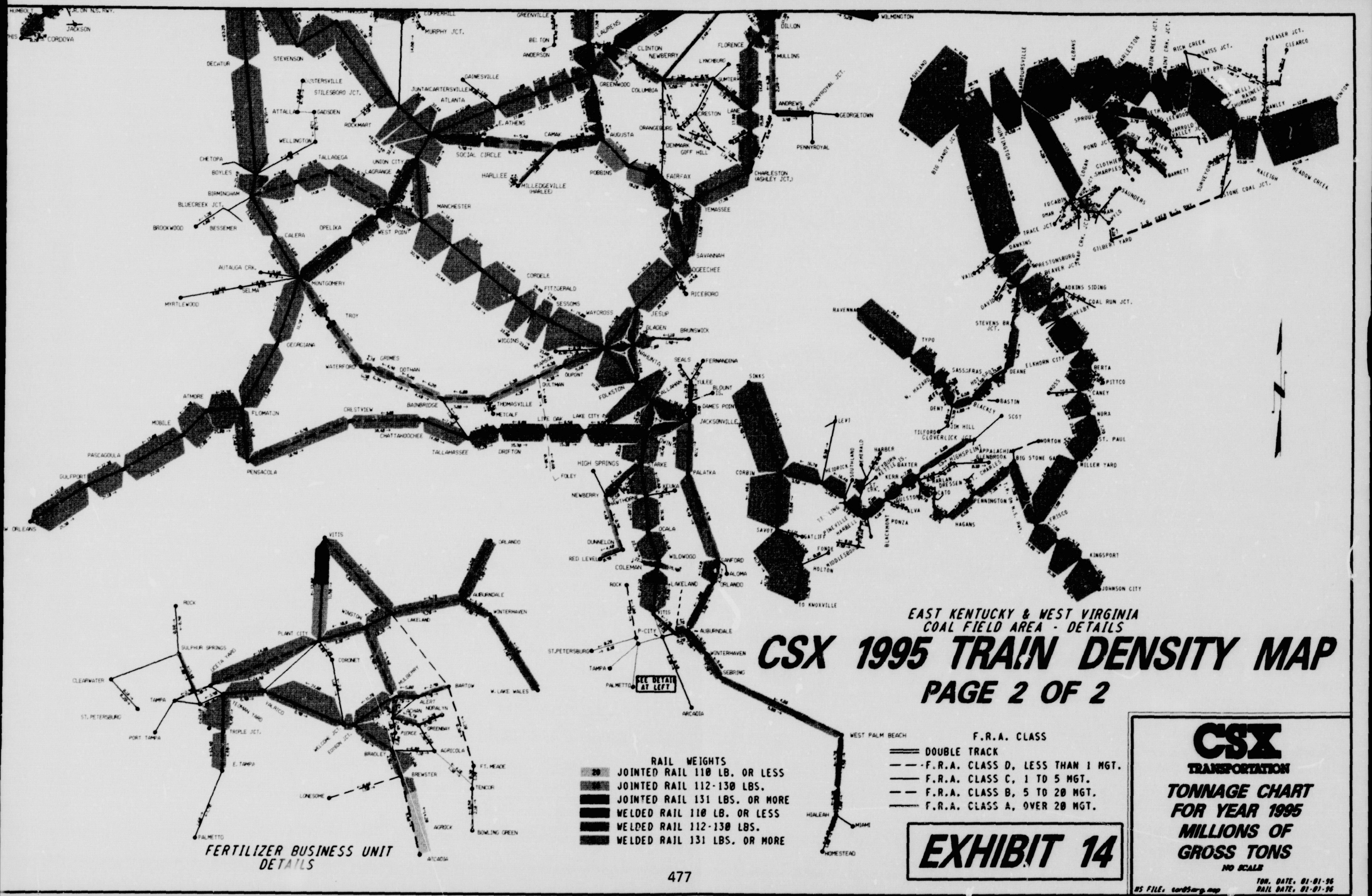
CSX TRANSPORTATION

TONNAGE CHART FOR YEAR 1995 MILLIONS OF GROSS TONS

NO SCALE

TDH. DATE. 01-01-96
RAIL DATE. 01-01-96

MS FILE. tard5arg.map


EAST KENTUCKY & WEST VIRGINIA
COAL FIELD AREA - DETAILS
CSX 1995 TRAIN DENSITY MAP
PAGE 2 OF 2
FERTILIZER BUSINESS UNIT
DETAILS
RAIL WEIGHTS
JOINTED RAIL 110 LB. OR LESS
JOINTED RAIL 112-130 LBS.
JOINTED RAIL 131 LBS. OR MORE
WELDED RAIL 110 LB. OR LESS
WELDED RAIL 112-130 LBS.
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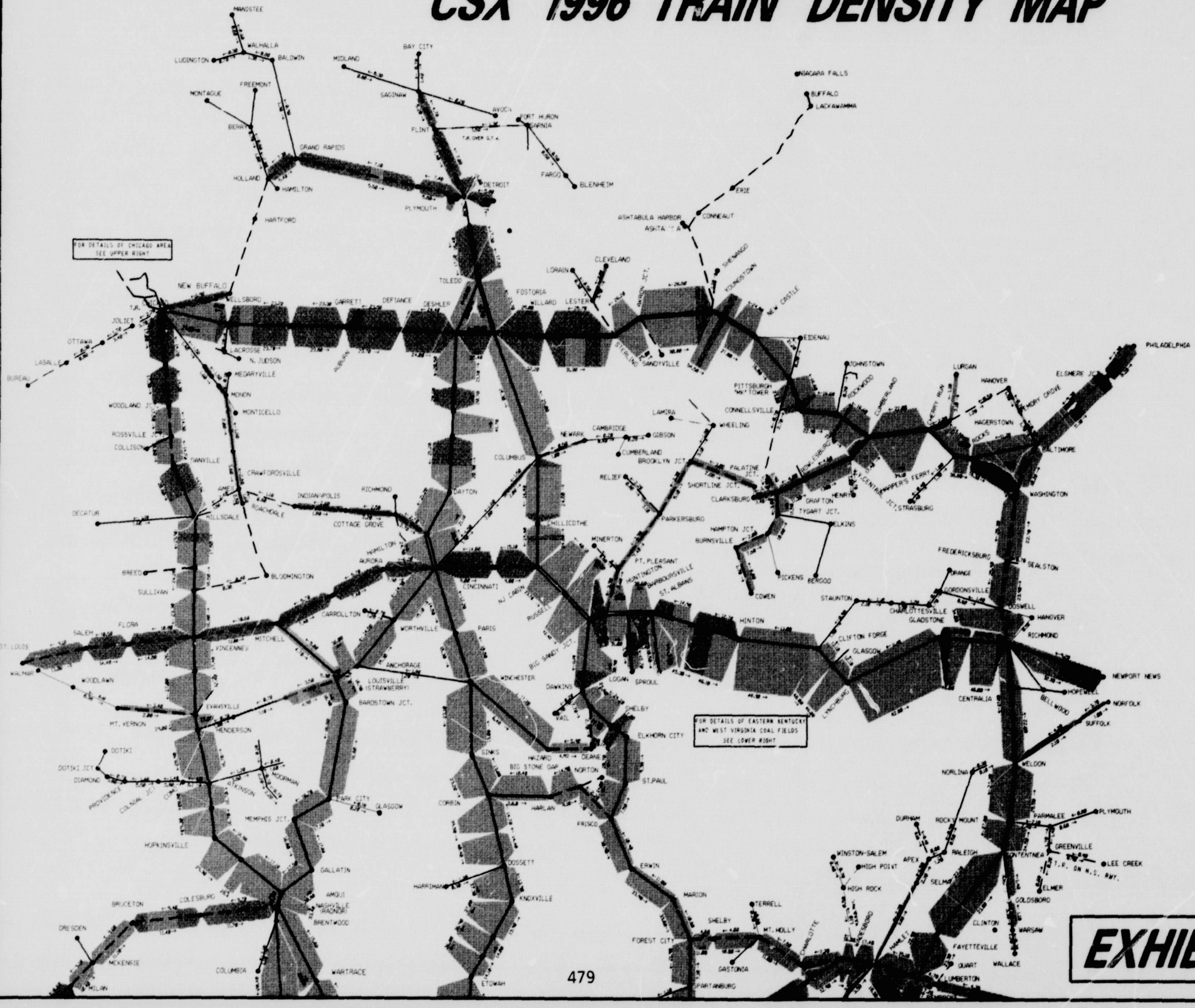
F.R.A. CLASS B, 5 TO 20 MGT.
F.R.A. CLASS A, OVER 20 MGT.
EXHIBIT 14
CSX
TRANSPORTATION
TONNAGE CHART
FOR YEAR 1995
MILLIONS OF
GROSS TONS
NO SCALE
SEE DETAIL AT LEFT

CSX 1996 TRAIN DENSITY MAP

CSX 1996 TRAIN DENSITY MAP



CSX TRANSPORTATION

TONNAGE CHART FOR YEAR 1996 MILLIONS OF GROSS TONS

NO SCALE

NS FILE, TONSHRG.MAP

TON. DATE. 01-01-97
RAIL DATE. 01-01-97

EXHIBIT 14

EAST KENTUCKY & WEST VIRGINIA
COAL FIELD AREA - DETAILS

FERTILIZER BUSINESS UNIT
DETAILS

CSX 1996 TRAIN DENSITY MAP

PAGE 2 OF 2

RAIL WEIGHTS

- 20 JOINTED RAIL 110 LB. OR LESS
- 80 JOINTED RAIL 112-130 LBS.
- JOINTED RAIL 131 LBS. OR MORE
- WELDED RAIL 110 LB. OR LESS
- WELDED RAIL 112-130 LBS.
- WELDED RAIL 131 LBS. OR MORE

F.R.A. CLASS

- DOUBLE TRACK
- F.R.A. CLASS D, LESS THAN 1 MGT.
- F.R.A. CLASS C, 1 TO 5 MGT.
- F.R.A. CLASS B, 5 TO 20 MGT.
- F.R.A. CLASS A, OVER 20 MGT.

EXHIBIT 14

CSX TRANSPORTATION

TONNAGE CHART
FOR YEAR 1996
MILLIONS OF
GROSS TONS
NO SCALE

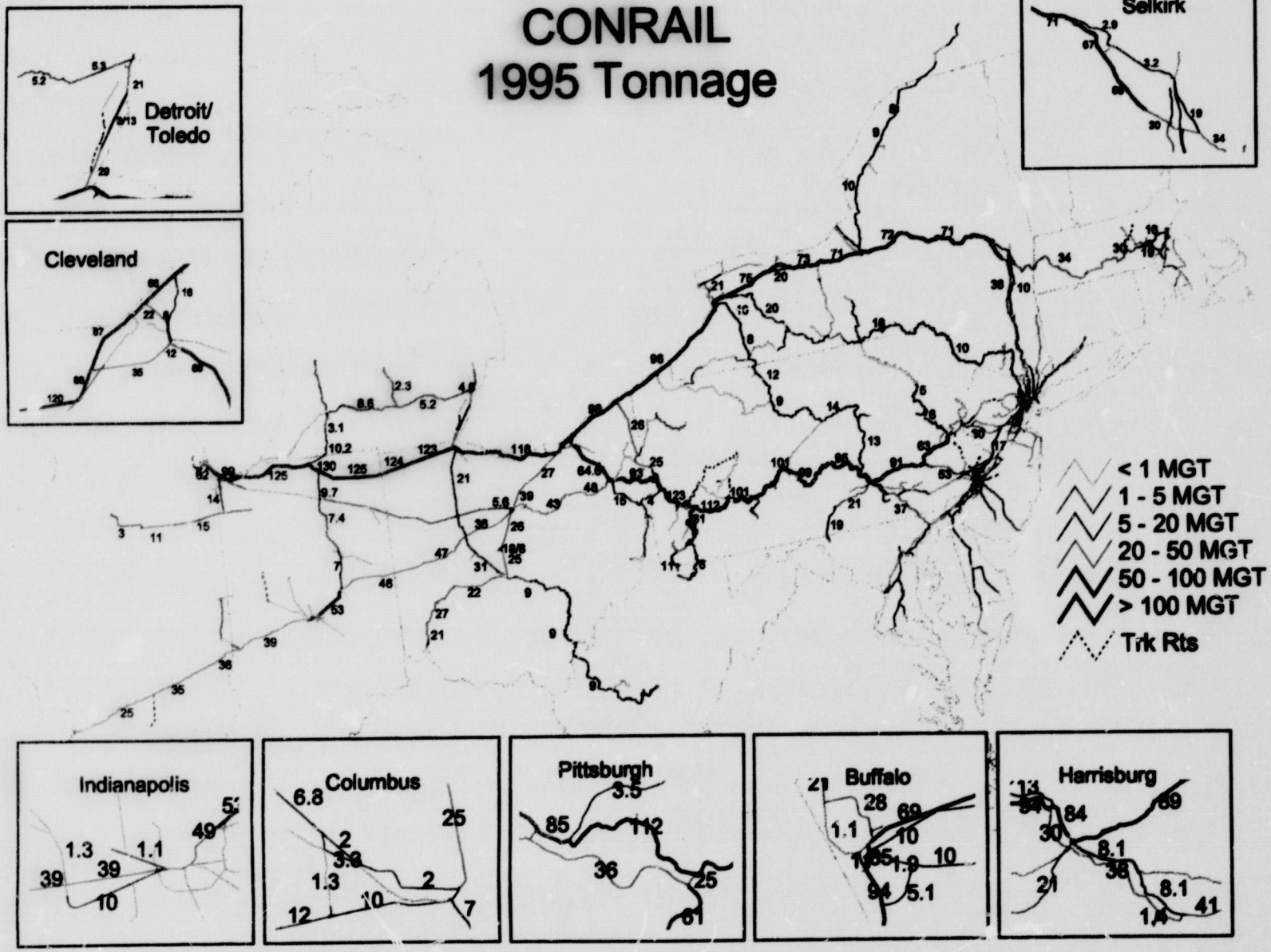
TON. DATE. 01-01-97
RAIL DATE. 01-01-97

MS FILE. TONDENS.MAP

CONRAIL 1995 TONNAGE

EXHIBIT 14

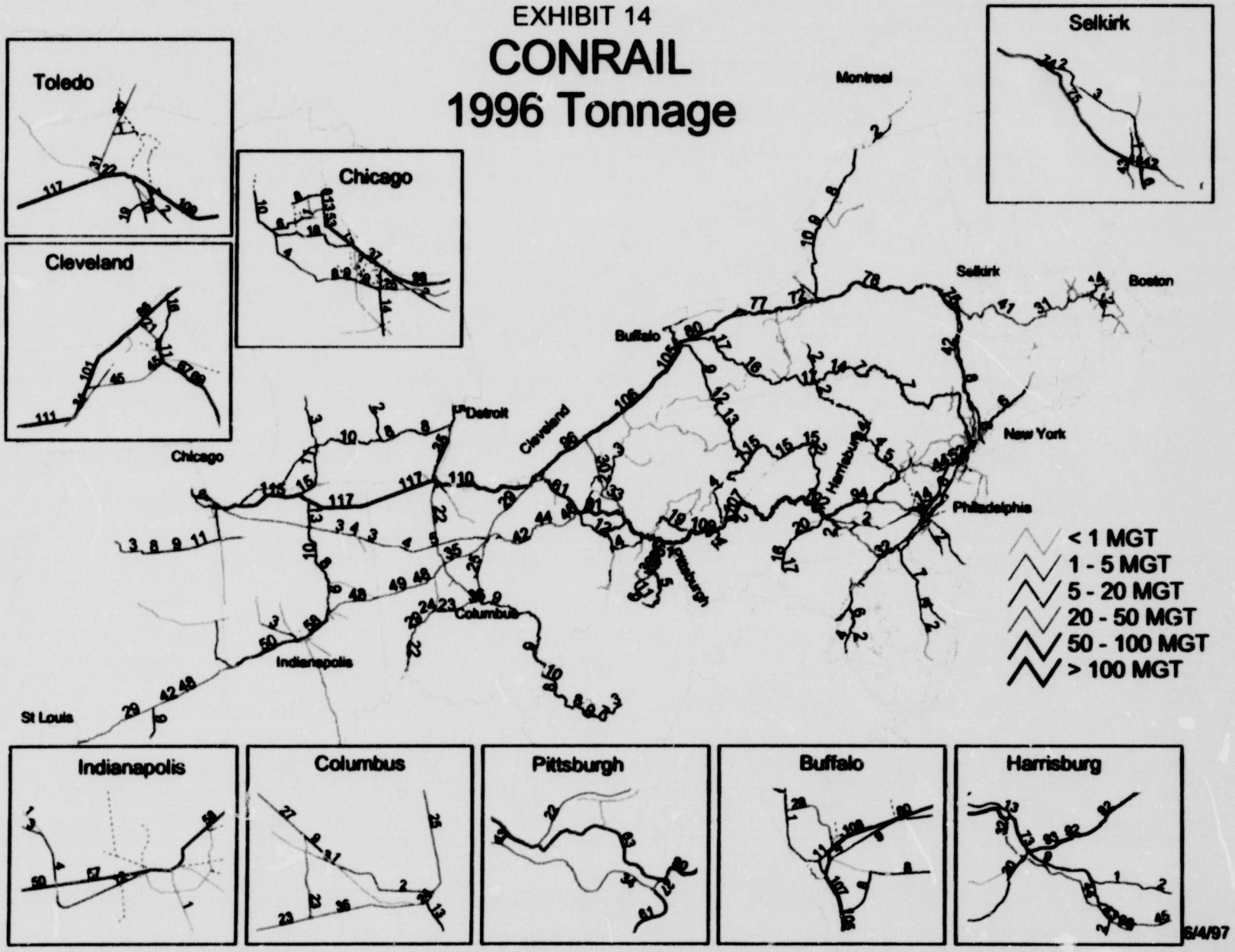
CONRAIL
1995 Tonnage



CONRAIL 1996 TONNAGE

EXHIBIT 14

CONRAIL
1996 Tonnage



APPENDIX A

Projected Seniority, Agreement and Territory Changes Required for the Operating Plan

I. Introduction

The Operating Plan shows how the expanded CSX system, created from the combined operation of CSX's allocated portion of Conrail and the existing CSX system, will enable CSX to take advantage of new and alternative routes. These additional routes provide the opportunity for both new and improved rail service, enabling CSX to make more efficient use of rail lines, facilities, equipment and workforces. In order for the expanded CSX system to realize the benefits and efficiencies afforded by the Operating Plan, a significant rearrangement of the districts for the train and engine, maintenance of way, signal, clerical, mechanical and other employees will be necessary. The Operating Plan also requires a repositioning of the combined workforce. These changes are necessary in order that the deployment of labor corresponds with the new and more efficient operations of the expanded CSX system. This operating strategy will provide many employees with expanded work opportunities, while reducing their risk of being furloughed. Also, it will assure that the expanded CSX system has sufficient manpower and flexibility to meet customer demands and any future changes in those demands. Some examples of the changes necessitated by the Operating Plan are set forth in this Appendix.

II. Train and Engine Service Changes

The expanded CSX system relies greatly on the integration of complementary CSX and Conrail routes and facilities, in order to achieve significant improvements in service. CSX will use its expanded rail system capacity more efficiently through directional routing of trains; segregating types of traffic over different routes; creating larger consolidated terminals; establishing integrated and productive crew districts; and positioning manpower to achieve maximum operational flexibility.

The new train operations can be achieved only by reorganizing the train crew operating districts and terminals within CSX's allocated portion of Conrail and the corresponding areas of the CSX system. For example, at least twenty terminals will be consolidated initially. The expanded CSX will have multiple routes between Chicago and Cleveland, Chicago and Toledo, Chicago and Detroit, Cleveland and Cincinnati, and Cincinnati and St. Louis. In order to accomplish the service improvements envisioned in the Operating Plan, CSX must be able to use these alternative routes interchangeably. This requires that the expanded CSX be able to have its employees operate over CSX and former Conrail track without regard to their former seniority.

The existing collective bargaining agreements and crew districts would preclude the integrated and improved operations envisioned by the Operating Plan. Accordingly, the

northern portions of CSX will be integrated with CSX's allocated share of Conrail by creating three new seniority districts. The new districts will include certain portions of the current seniority districts on Conrail and the former C&O, L&N and SCL, and all of the current districts on the former B&O, WM, Pere Marquette, Hocking Valley, and C&EI. These new districts will expand the work opportunities for the train and engine service employees. They will also permit the establishment of crew bases and runs which will have sufficient employees to meet the anticipated manpower requirements of the new operations explained in the Operating Plan. A combined seniority roster will be established for each of the three new districts based on original hire dates.

The new districts are as follows:

Eastern District:	North of Newark, NJ south to Rocky Mount, NC and north to Cleveland, OH.
Western District:	St. Louis, MO to Chicago, IL to west of Cleveland, OH, and south to Columbus and Cincinnati, OH, and north of Corbin, KY and west to Louisville, KY and Evansville, IN and north of Nashville, TN.
Northern District:	North of Cleveland, OH to Buffalo, NY, east of Buffalo, NY, to Adirondack Junction, Quebec, Boston, MA, Albany, NY, to North of Newark, NJ.

CSX, like NS, will integrate sufficient former Conrail train and engine service employees into its own forces to handle the additional Conrail business it will acquire. Additionally, former Conrail employees who are allocated to

CSX, NS or who remain at Conrail working in Shared Assets Areas may be required or may be permitted, when furloughed, to take available positions on either of the other two companies. Also, when the NS's haulage on the Cleveland-Elkhart-Chicago line for CSX is terminated in whole or in part, former Conrail employees engaged in that service as needed will be required to follow the work to CSX.

Additionally, the expanded CSX will have the right to operate on the Monongahela territory which will be allocated to NS. CSX will employ Conrail employees including those based on the Monongahela territory and Conrail routes to Ashtabula, OH, Philadelphia, PA and Baltimore, MD/Washington, D.C. as needed to handle the Monongahela coal business which CSX acquires. A new terminal(s) will be created by CSX on the Monongahela or CSX lines for its mine and road operations to Grafton, WV, Cumberland, MD and New Castle/Conneaut, PA. Initially, CSX intends to operate with its own trains and crews on the Monongahela territory. However, CSX may later have these operations, in whole or in part, performed solely by or in conjunction with either NS or Conrail.

To achieve the service improvements envisioned in the Operating Plan, it is essential that the train and engine service employees be under the same collective bargaining agreements within each of the three districts, because the crews will be mixed and blended and will operate over rail lines without regard to former seniority districts or

corporate boundaries. Since the Northern District will be composed entirely of former Conrail lines and employees, the Conrail collective bargaining agreements will be applicable. Train and engine service employees in the Eastern and Western Districts will work under the CSX (former B&O) Agreements.

This consolidation will expand the work opportunities for the affected employees while mitigating the adverse effects that historically have befallen employees on smaller, isolated seniority districts when business declines or shifts in operations occur. Also, it will allow CSX to provide enhanced service to its customers through the improved utilization of its rail lines, equipment and workforce.

As discussed in Part V below, the expanded CSX system will integrate its locomotive and car fleets. Modification of collective bargaining agreements will also be necessary in order to achieve the efficient utilization of the expanded locomotive, caboose and shoving platform fleets. Such equipment which is qualified under any collective bargaining agreement must be deemed qualified throughout the expanded CSX system or else the fleets cannot be fully integrated. Similarly, the expanded CSX system will need an efficient, uniform rule for qualifying employees to operate on new territory.

The Operating Plan is also predicated upon certain changes in crew runs within each of the three new seniority districts. These crew runs are essential elements of CSX's

train coordination and service improvement strategy. New runs which will be established are listed in Exhibit 1 to this Appendix.

III. Maintenance of Way Changes

Many of the lines on CSX's allocated portion of Conrail often are in close proximity to lines on the corresponding portion of CSX. As separate railroads, Conrail and CSX maintain these lines, yards, bridges and buildings with entirely separate maintenance forces. In these areas, CSX currently has eleven separate collective bargaining agreements covering dozens of separate seniority districts. While Conrail has a single collective bargaining agreement, it likewise has numerous seniority districts. If the expanded CSX system is to maintain its combined rail lines, yards, bridges and other facilities in the efficient manner envisioned by the Operating Plan, the separate maintenance of way operations and workforces must be melded together.

1. Maintenance of Way Seniority Districts. To operate as planned, the expanded CSX system must reorganize track and bridge and building maintenance seniority districts so that employees can work on all of the CSX lines in a common geographical area. Specifically, three new coordinated districts (Northern, Eastern and Western) will be formed from the existing Conrail, B&O, C&O, Western Maryland, Pere Marquette, C&EI, Monon, RF&P, Toledo Terminal, SCL and L&N districts which are located within each of the new districts.