

STB

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33388

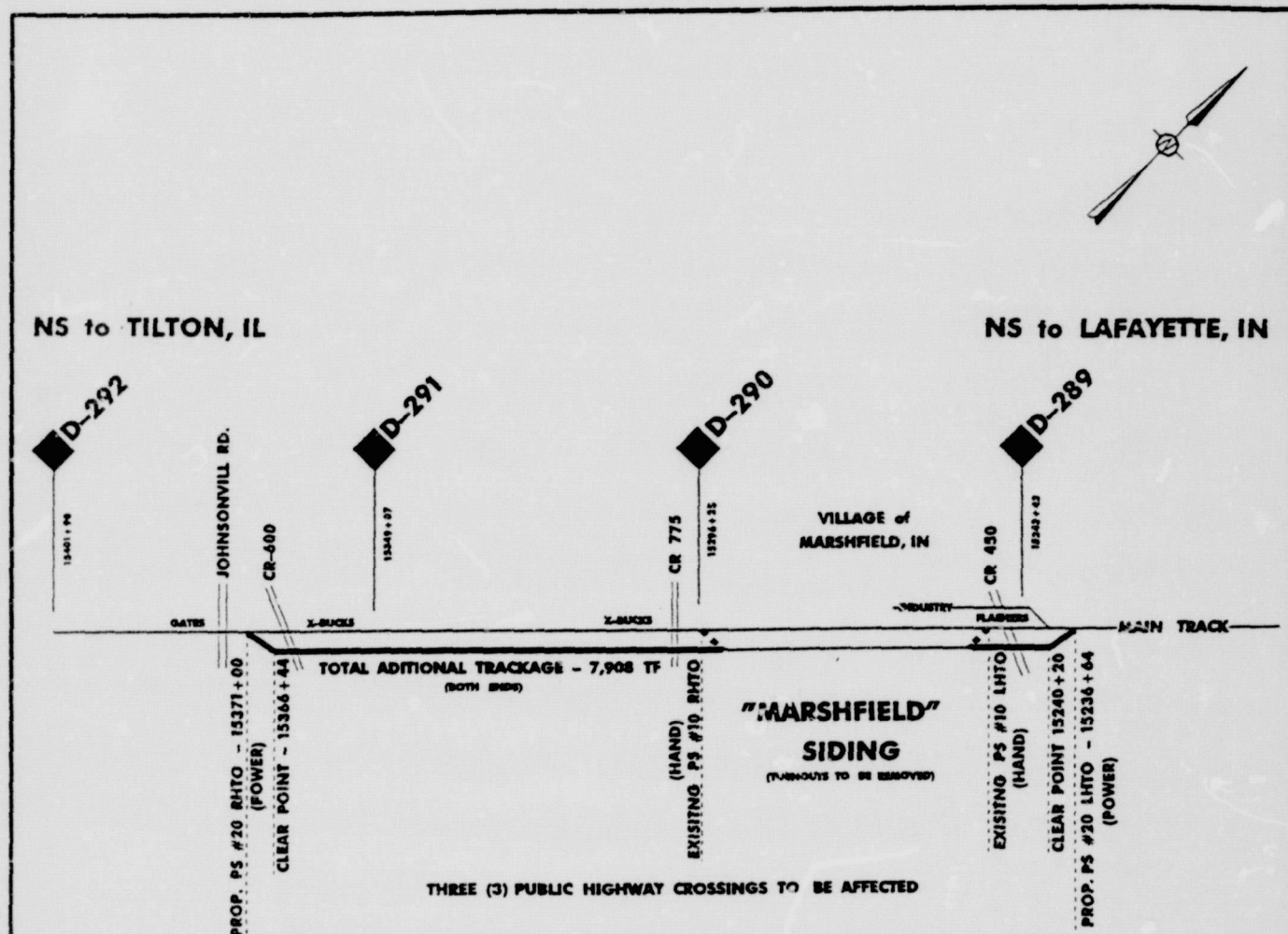
6-23-97

A

180274V38

8/10

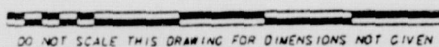
Figure B.7-15



MARSHFIELD SIDING, INDIANA

PROPOSED TOTAL SIDING CLEAR LENGTH - 12,524 LF
 PROPOSED TRACK SPEED - 40 MPH
 MAXIMUM CURVATURE - 1°30'
 PROPOSED TURNOUTS - #20 POWER

SCALE: NOT TO SCALE



NOTE: DRAWING BASED ON AVAILABLE INFORMATION
 NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

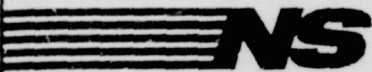
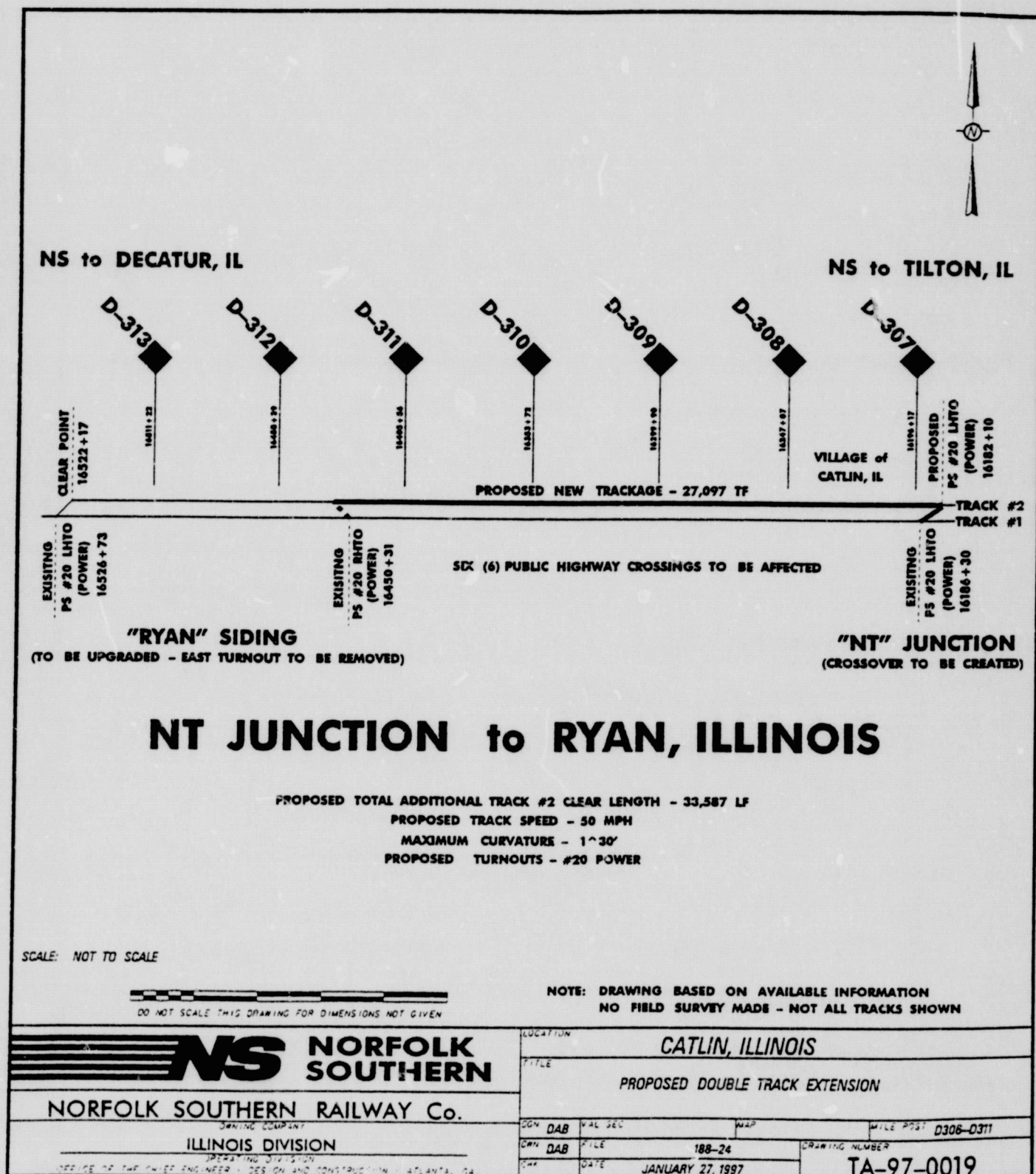
 NORFOLK SOUTHERN NORFOLK SOUTHERN RAILWAY Co. DIVISION COMPANY ILLINOIS DIVISION OPERATING DIVISION OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA	LOCATION MARSHFIELD, INDIANA	
	TITLE PROPOSED SIDING EXTENSION	
DGN DAB DRN DAB CHK	VAL SEC FILE DATE	MAP 188-24 JANUARY 27, 1997
		FILE POST D306-0311 DRAWING NUMBER TA-97-0020

Figure B.7-16



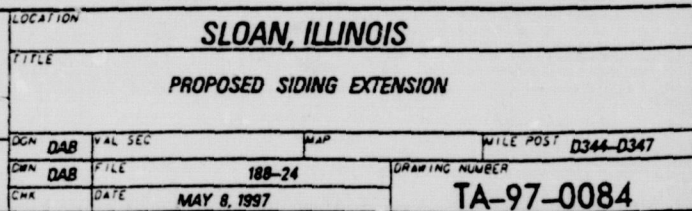
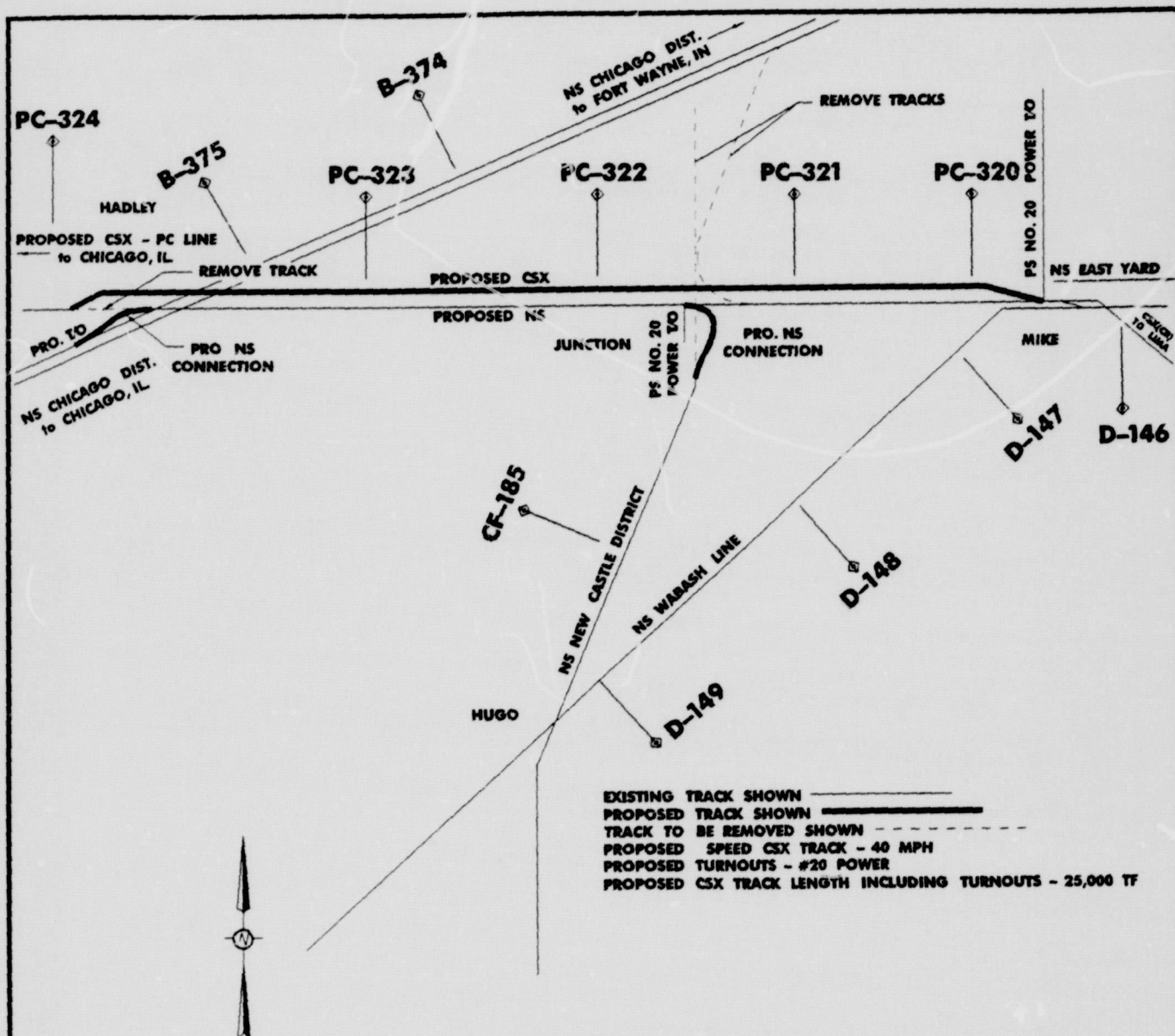


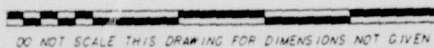
Figure B.7-18



Figure 7-19



SCALE: NOT TO SCALE



NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE

NS NORFOLK SOUTHERN

NORFOLK SOUTHERN RAILWAY Co.

LAKE DIVISION

OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA

LOCATION

FT. WAYNE, IN.

TITLE

TRACK CHANGES - MIKE TO HADLEY

DESIGN

WLH

FILE

MAP

WILE POST

B-376 & PC-324

FILE

188-24

DRAWING NUMBER

DATE

MAY 22, 1997

TA 97-0094

Figure B.7-20

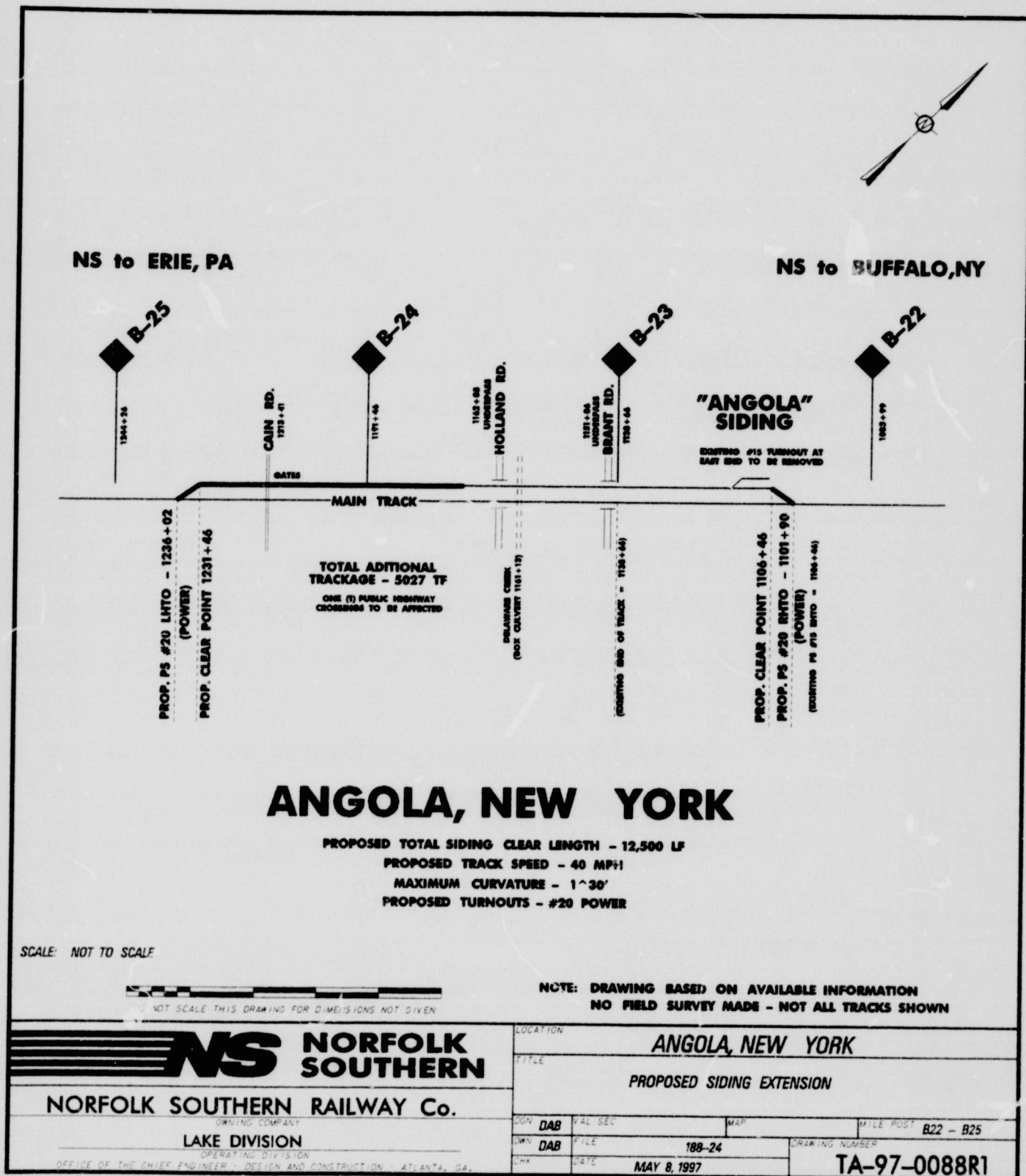


Figure B.7-21

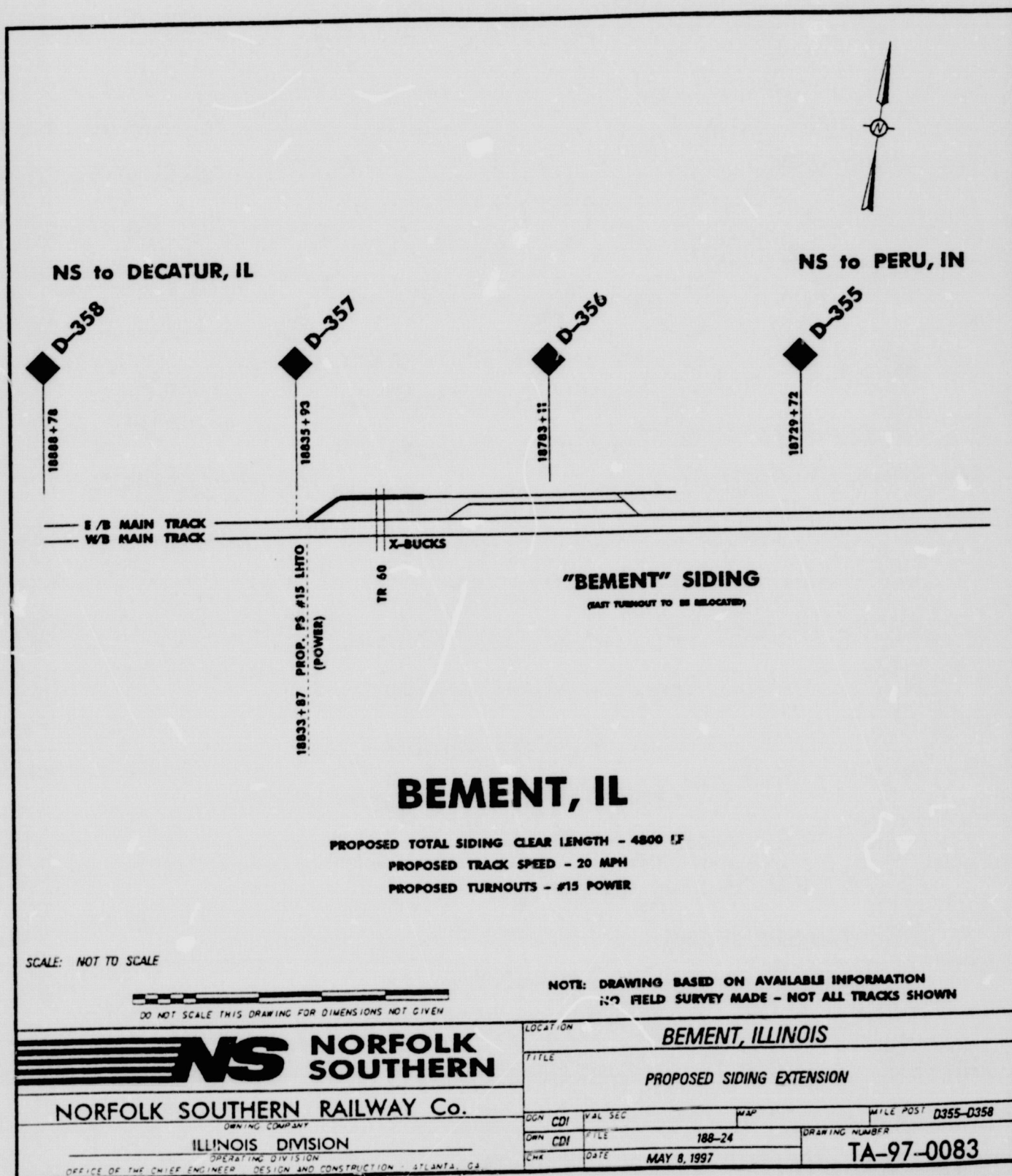
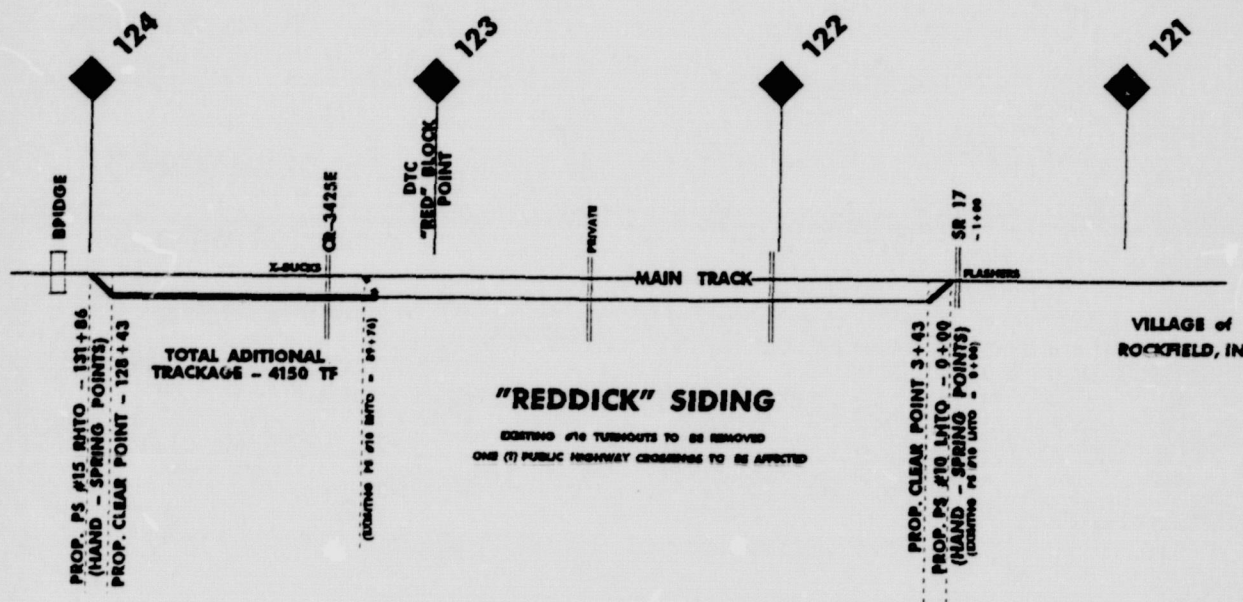


Figure B.7-22

CR to STREATOR, IL

CR to KANKAKEE, IL



"REDDICK" SIDING

EXISTING #10 TURNOUTS TO BE REMOVED
ONE (1) PUBLIC HIGHWAY CROSSINGS TO BE AFFECTED

REDDICK, ILLINOIS

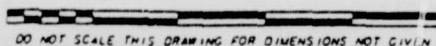
PROPOSED TOTAL SIDING CLEAR LENGTH - 12,500 LF

PROPOSED TRACK SPEED - 25 MPH

MAXIMUM CURVATURE - 3°00'

PROPOSED TURNOUTS - #15 (WITH SPRING POINTS)

SCALE: NOT TO SCALE



DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN



CONSOLIDATED RAIL CORP.

OWNING COMPANY

OPERATING DIVISION

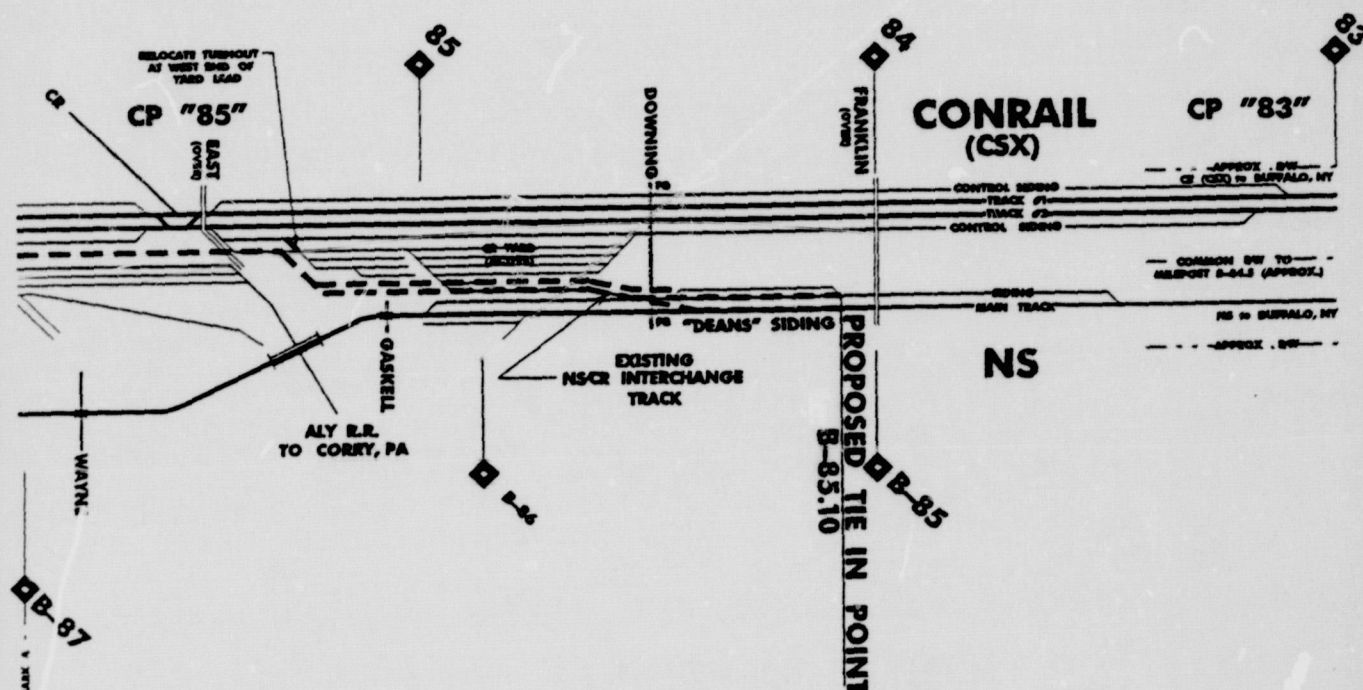
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA

LOCATION REDDICK, ILLINOIS			
TITLE PROPOSED SIDING EXTENSION			
OWN DAB	VAL SEC	MAP	MILE POST 121-124
OWN DAB	FILE 188-24	DRAWING NUMBER TA-97-0082	
CHK	DATE MAY 8, 1997		

PAGE 1 OF 3

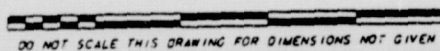
ERIE, PA

PROPOSED NEW ROUTE - - -



NOTE: EXACT LOCATION AND CONFIGURATION OF PROPOSED TRACK
TO BE DETERMINED BY MUTUAL AGREEMENT AT LATER DATE.

SCALE: NOT TO SCALE



NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

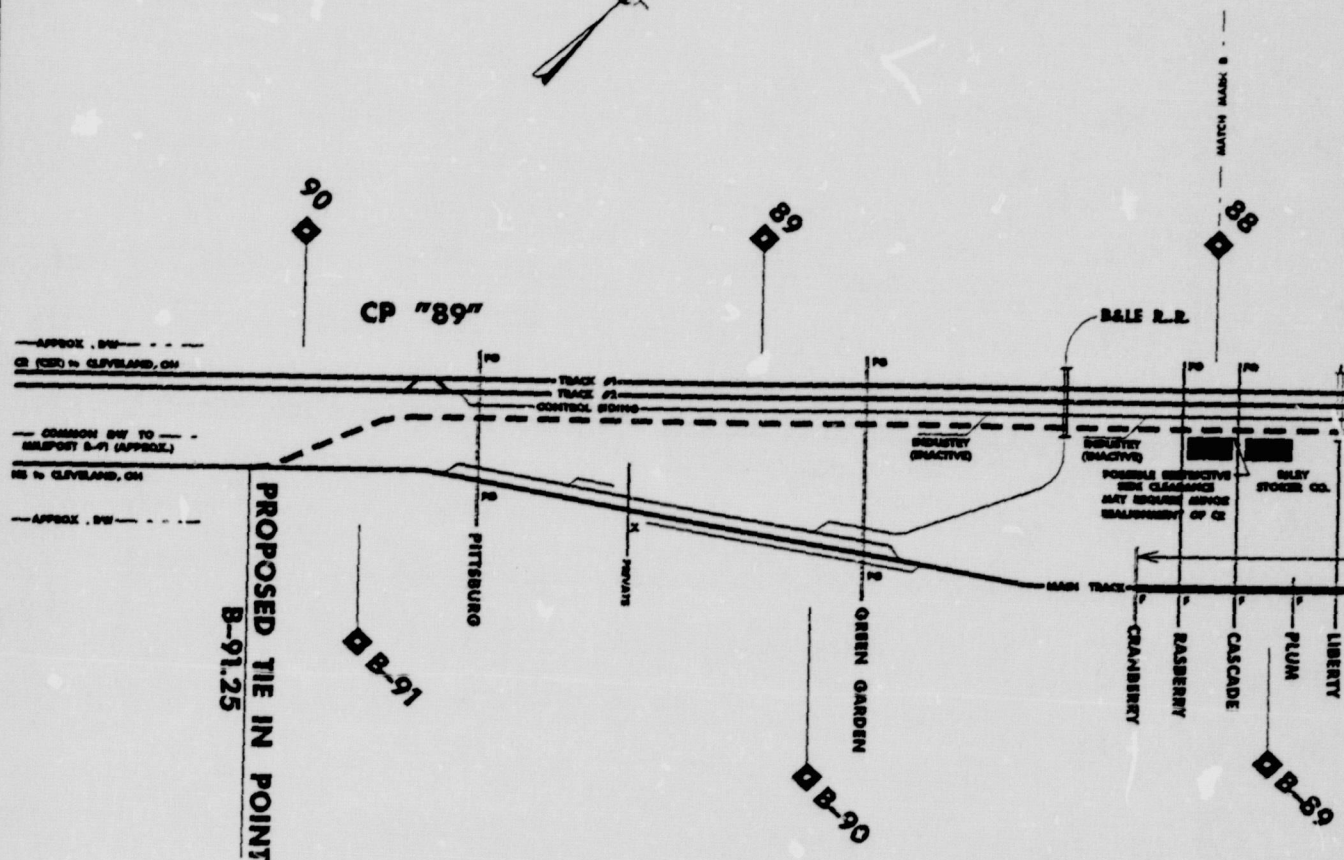
NS NORFOLK SOUTHERN	
NORFOLK SOUTHERN RAILWAY CO.	
DRAWING COMPANY	
OPERATING DIVISION	
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA	

LOCATION ERIE, PENNSYLVANIA	
TITLE PROPOSED NEW ROUTE UTILIZING EXISTING CONRAIL (CSX) RIGHT OF WAY TO ELIMINATE STREET RUNNING	
DCN DAB	VAL SEC MAP
DCN DAB	FILE 188-24
CHK	DATE MAY 6, 1997
MILE POST B-85 TO B-82	
DRAWING NUMBER TA-97-0078	

PAGE 3 OF 3

ERIE, PA

PROPOSED NEW ROUTE - - -



NOTE: EXACT LOCATION AND CONFIGURATION OF PROPOSED TRACK TO BE DETERMINED BY MUTUAL AGREEMENT AT LATER DATE.

SCALE: NOT TO SCALE

DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - N.J.T. & A. TRACKS SHOWN

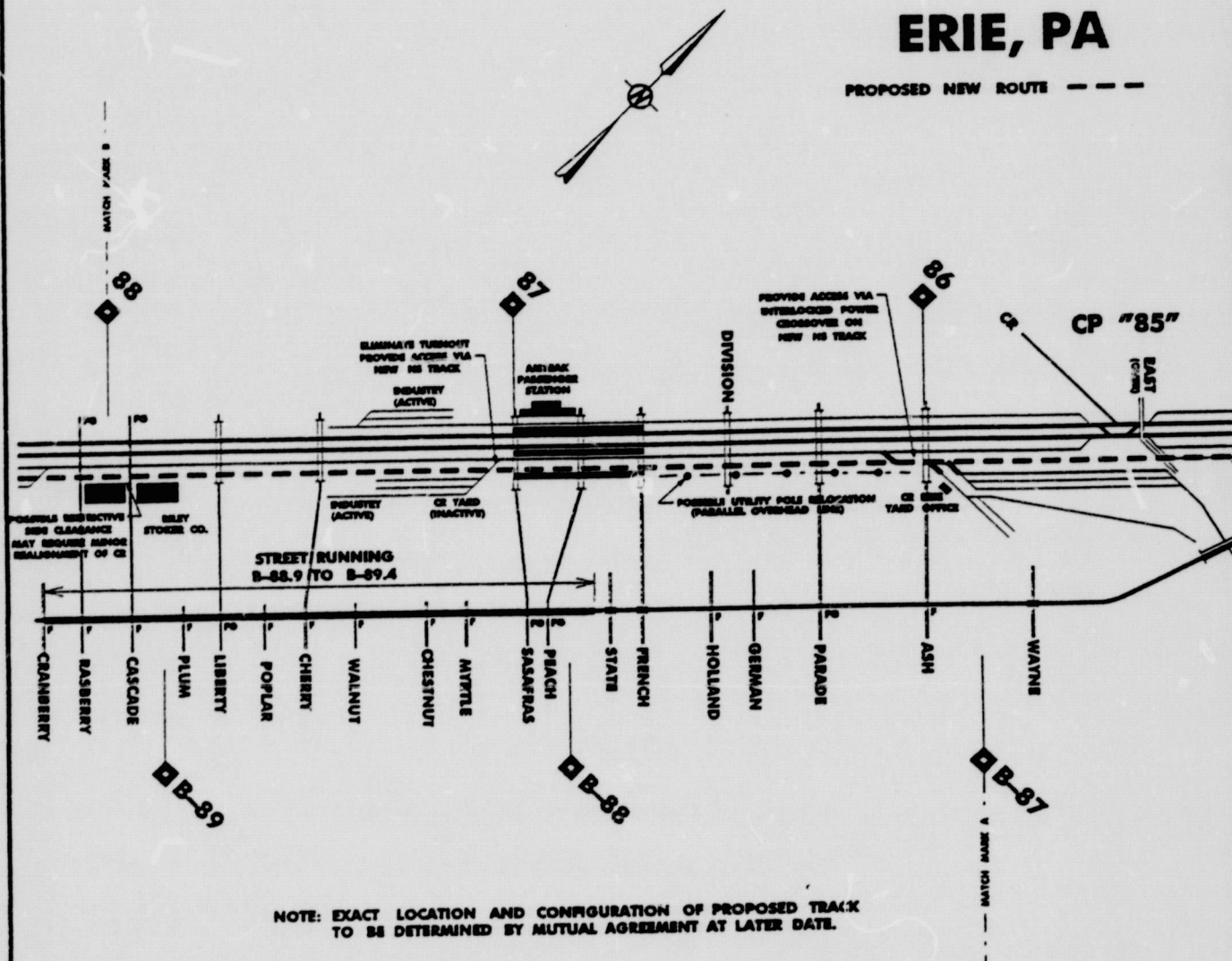
NORFOLK SOUTHERN NORFOLK SOUTHERN RAILWAY CO.		LOCATION		ERIE, PENNSYLVANIA	
		TITLE		PROPOSED NEW ROUTE UTILIZING EXISTING CONRAIL (CSX) RIGHT OF WAY TO ELIMINATE STREET RUNNING	
DRAWING COMPANY		OWN	DAB	VAL SEC	MAP
OPERATING DIVISION		OWN	DAB	FILE	188-24
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA		CHK	DATE	MAY 6, 1997	
		DRAWING NUMBER			
		TA-97-0078			

Figure B.7-23

PAGE 2 OF 3

ERIE, PA


PROPOSED NEW ROUTE - - -



SCALE: NOT TO SCALE

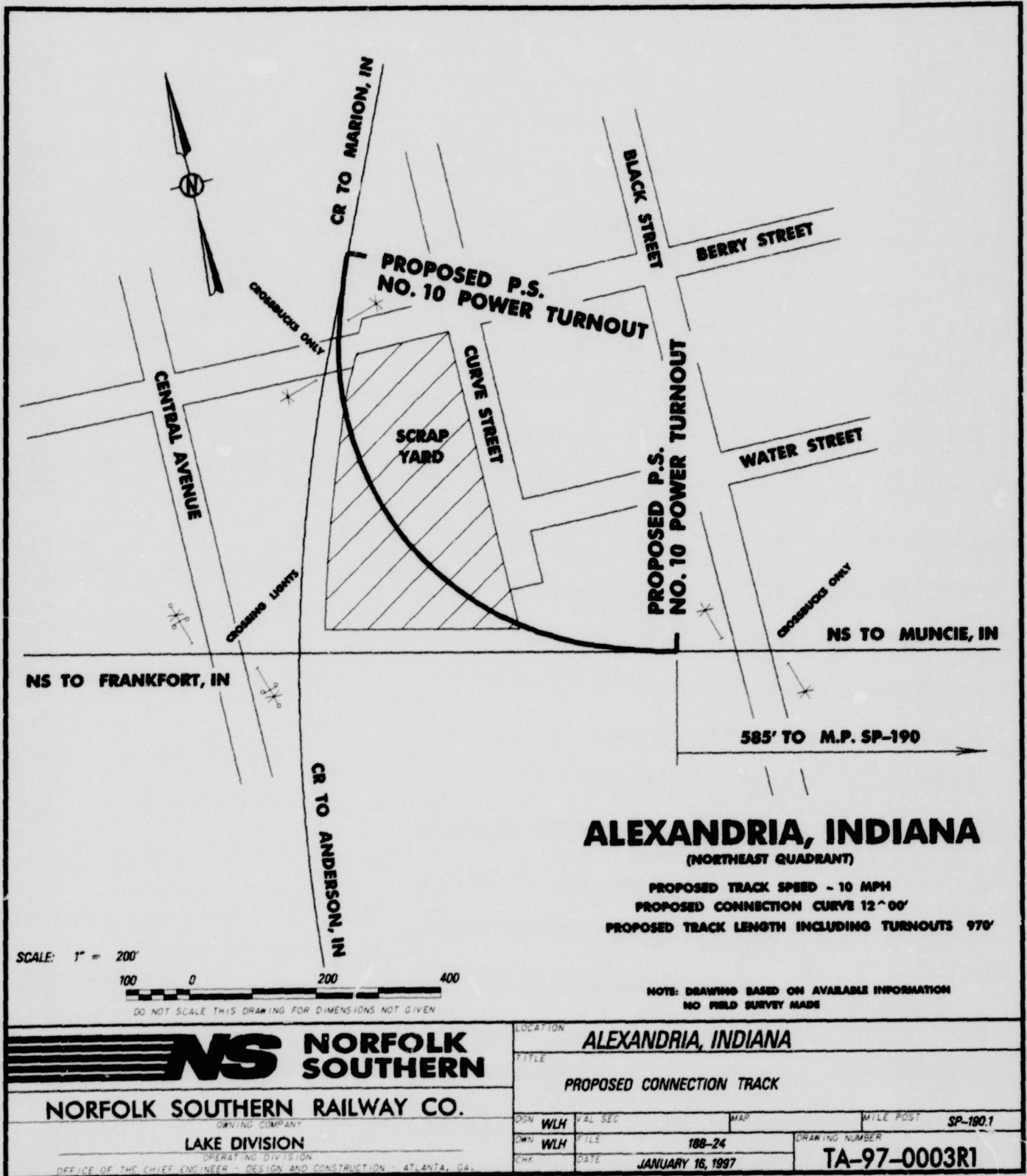
DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

 NORFOLK SOUTHERN		LOCATION		ERIE, PENNSYLVANIA	
		TITLE		PROPOSED NEW ROUTE UTILIZING EXISTING CONRAIL (CSX) RIGHT OF WAY TO ELIMINATE STREET RUNNING	
NORFOLK SOUTHERN RAILWAY CO. <small>OWNING COMPANY</small>		OWN	DAB	VAL SEC	WAP
		OWN	DAB	FILE	188-24
OPERATING DIVISION OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.		CHK	DATE	MAY 6, 1997	DRAWING NUMBER
				TA-97-0078	
				WILE POST	B-85 TO B-92

New CR-NS Connection Maps

Figure B.7-24



BUTLER, INDIANA

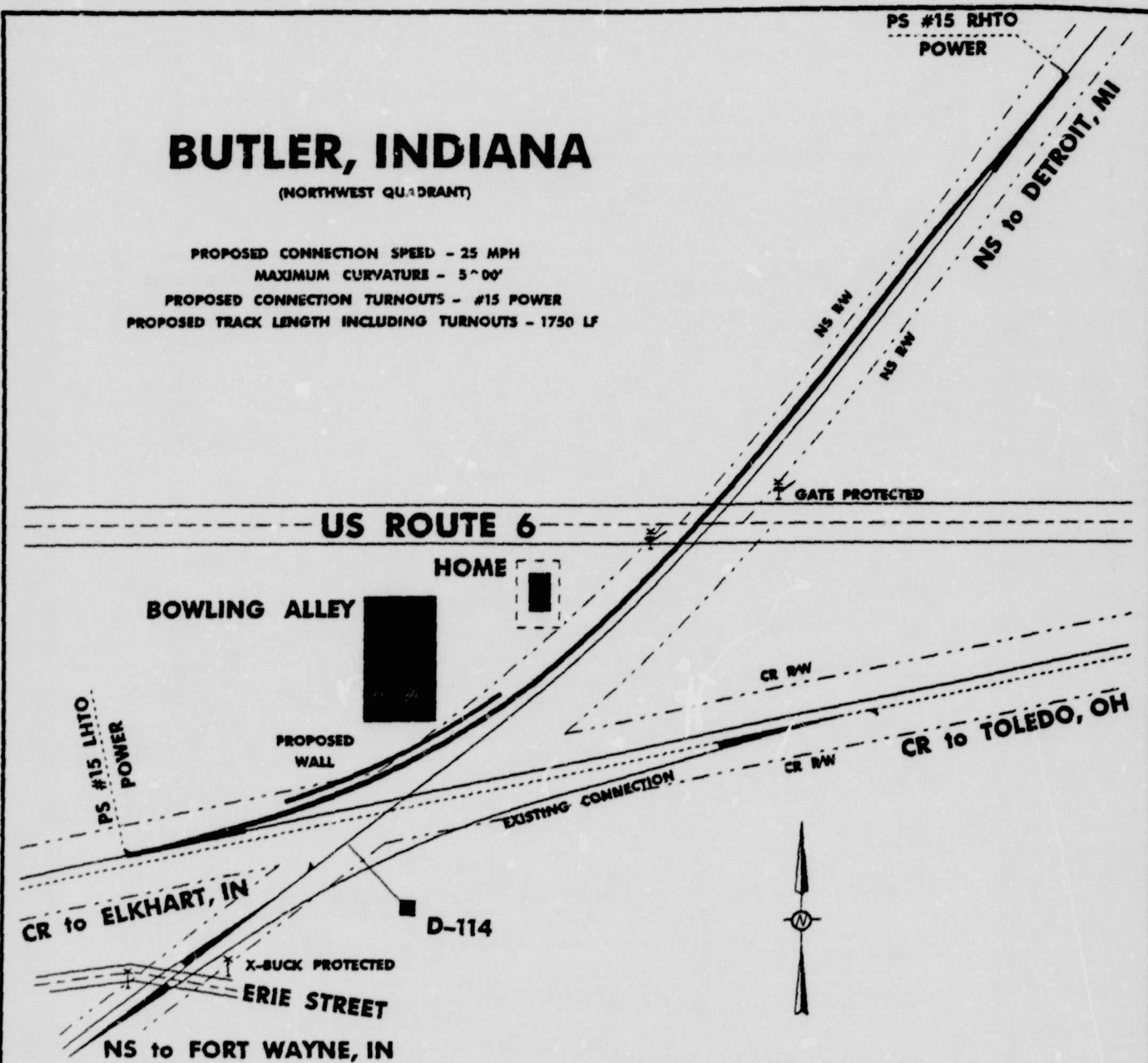
(NORTHWEST QUADRANT)

PROPOSED CONNECTION SPEED - 25 MPH

MAXIMUM CURVATURE - 5°00'

PROPOSED CONNECTION TURNOUTS - #15 POWER

PROPOSED TRACK LENGTH INCLUDING TURNOUTS - 1750 LF



SCALE: 1 IN = 200 FT

100 0 200 400

DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

NS NORFOLK SOUTHERN

NORFOLK SOUTHERN RAILWAY Co.

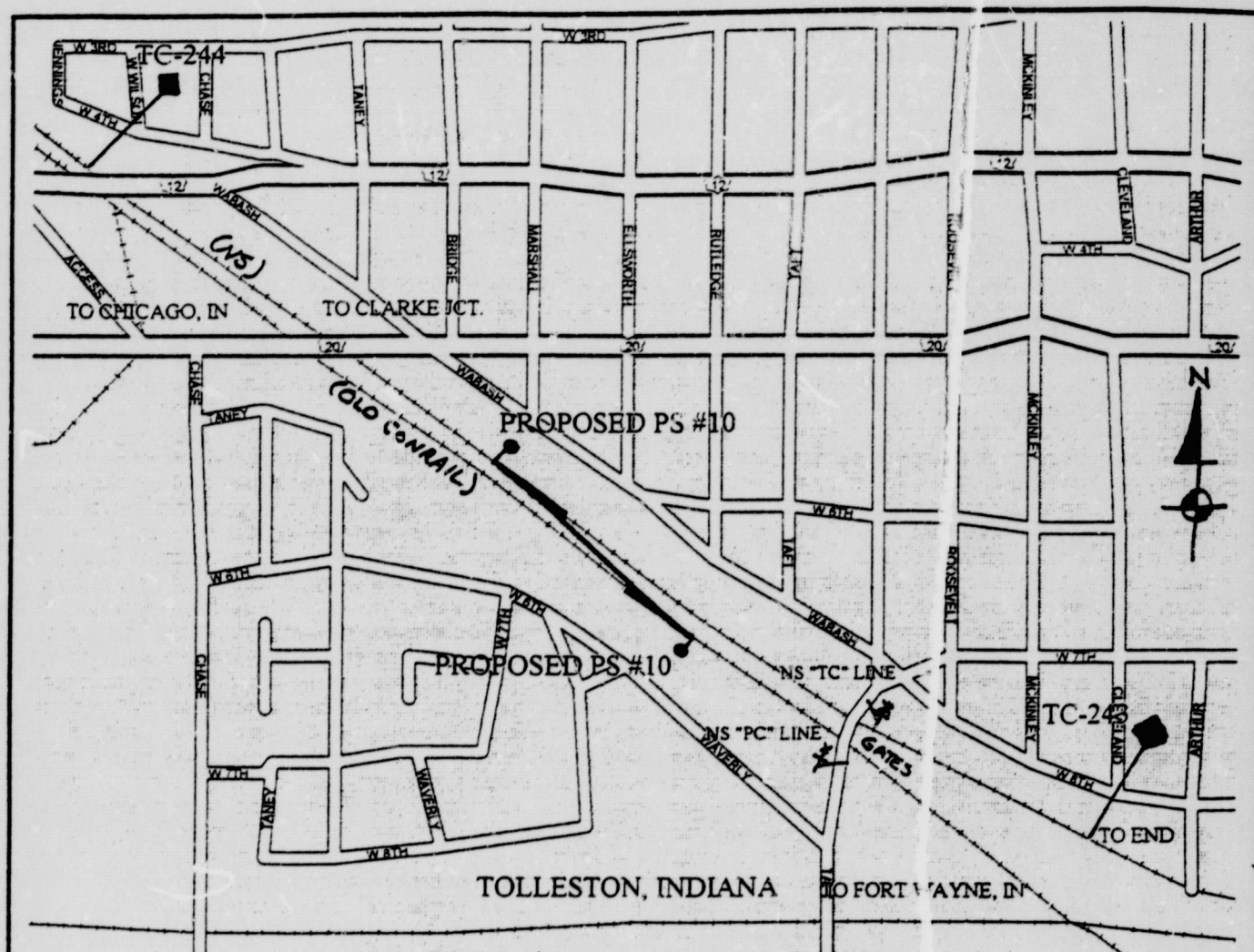
OWNING COMPANY

OPERATING DIVISION

OFFICE OF THE CHIEF ENGINEER DESIGN AND CONSTRUCTION - ATLANTA, GA

LOCATION	BUTLER, INDIANA		
TITLE	PROPOSED NEW CONNECTION		
CON DAB	VAL SEC	MAP	MILE POST
CON DAB	FILE	188-24	D-114
CHK	DATE	JANUARY 13, 1997	DRAWING NUMBER
			TA-97-0012

Figure B.7-26



TOLLESTON, INDIANA

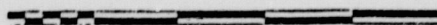
(WESTWARD from NS "PC" LINE to NS "TC" LINE)

PROPOSED CONNECTION SPEED - 10 MPH

PROPOSED TURNOUTS - #10 HAND

PROPOSED TRACK LENGTH INCLUDING TURNOUTS - 930 LF

SCALE: NOT TO SCALE



NOT TO SCALE DRAWING FOR DIMENSIONS NOT GIVEN

NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

NS NORFOLK SOUTHERN

NORFOLK SOUTHERN RAILWAY Co.

LAKE DIVISION

TOLLESTON (GARY), INDIANA

PROPOSED NEW CONNECTIONS

DAB

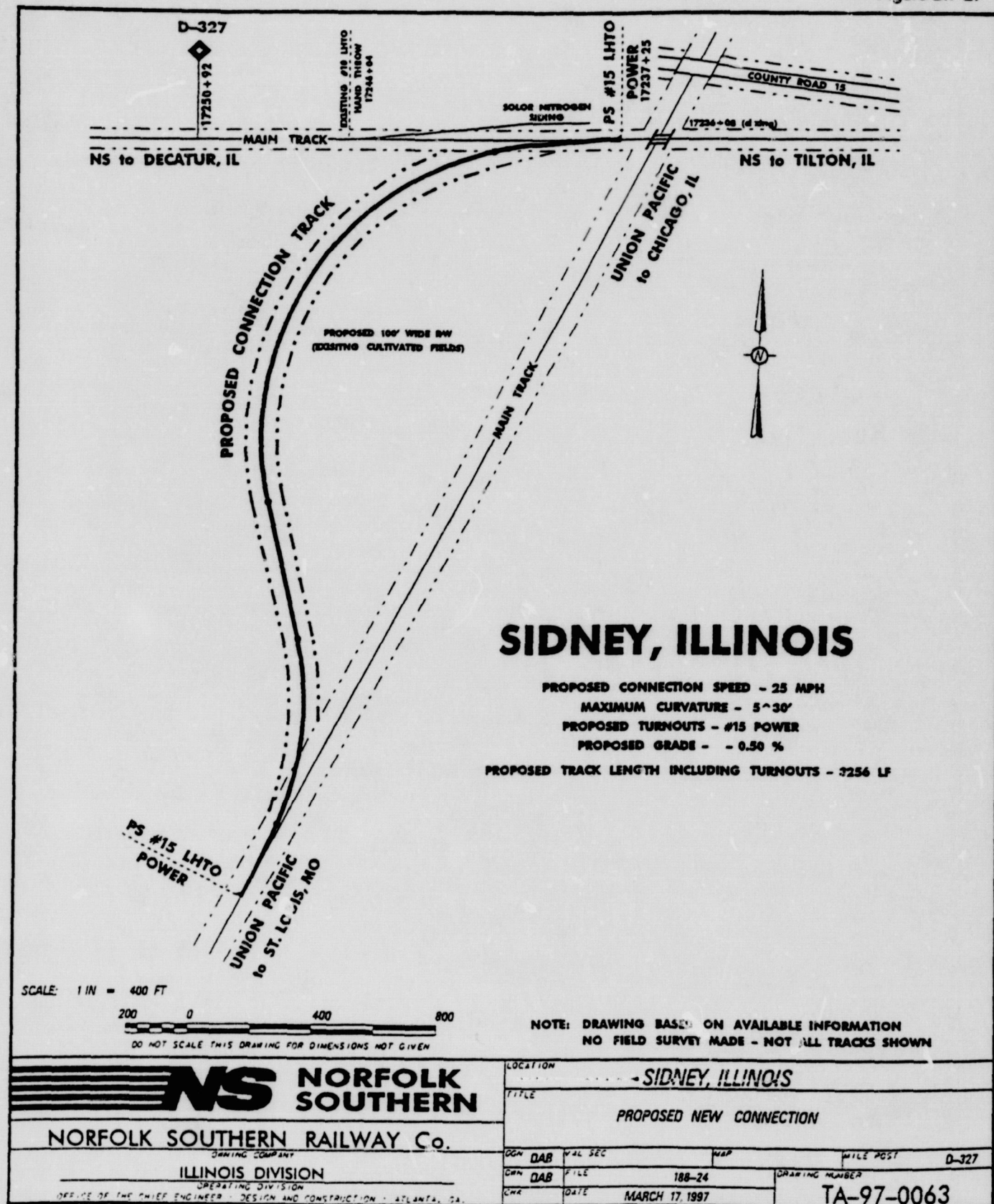
DAB

188-24

JANUARY 28, 1997

TC-243

TA-97-0023



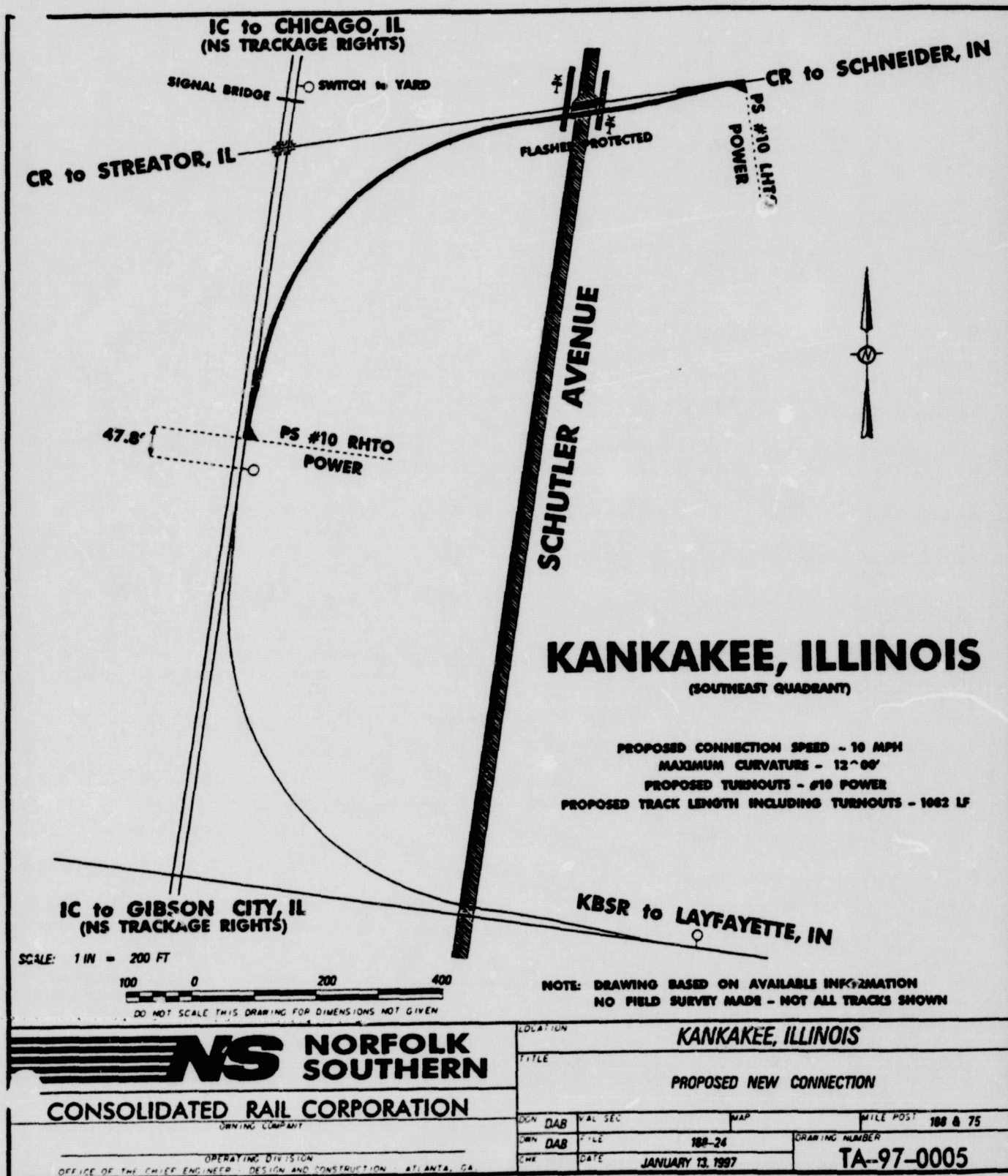


Figure B.7-29

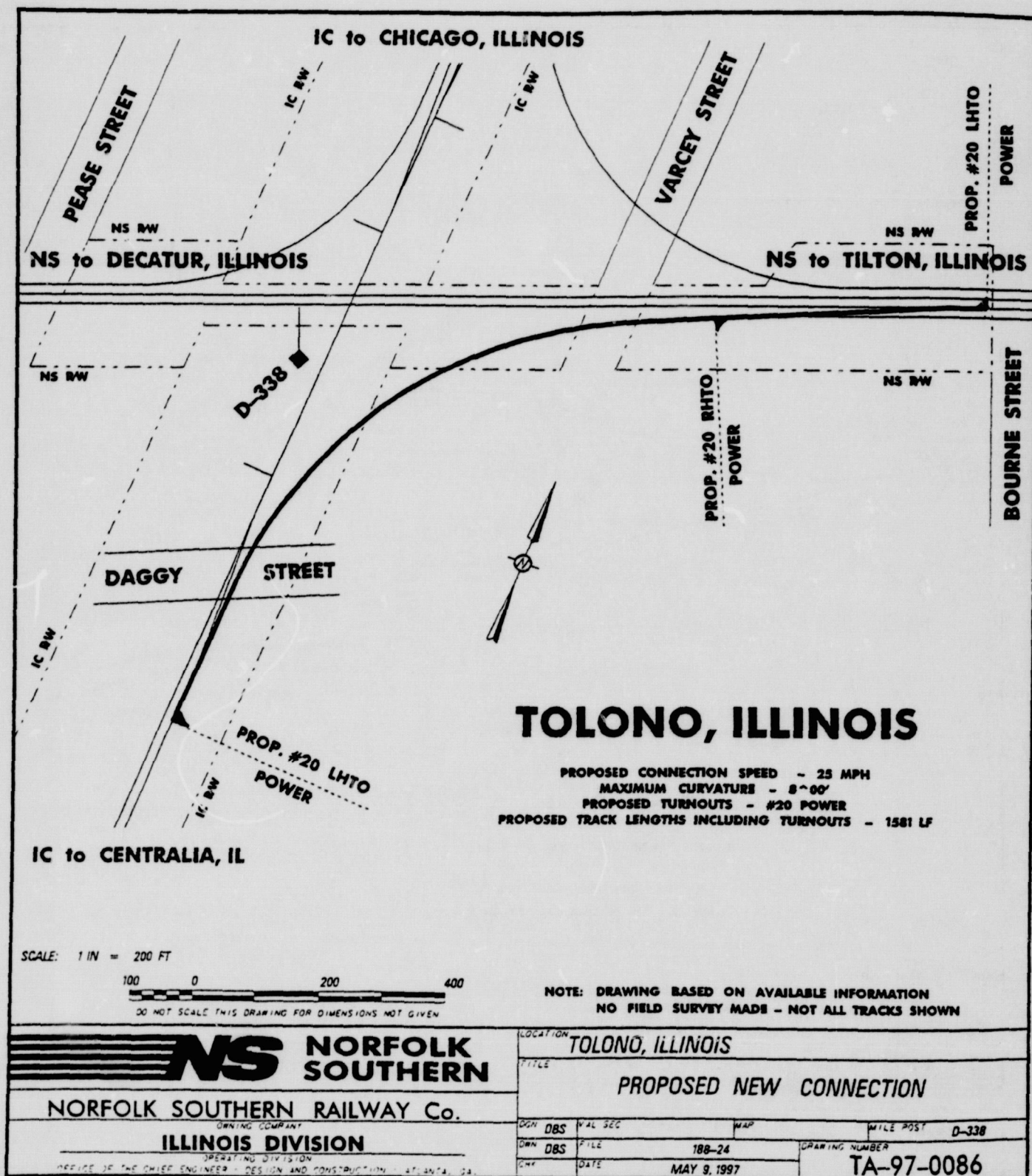
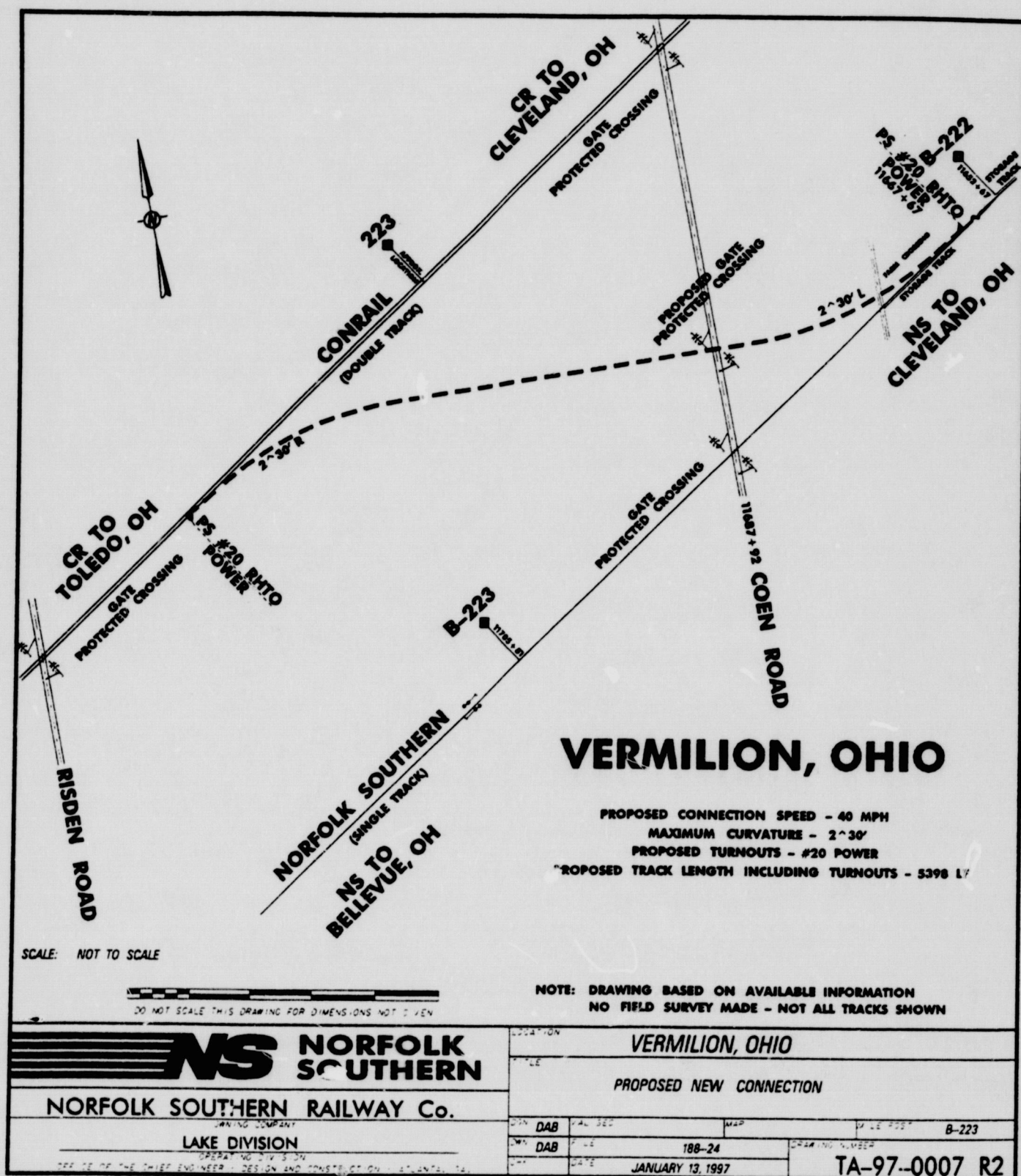


Figure B.7-30



Figure B.7-31



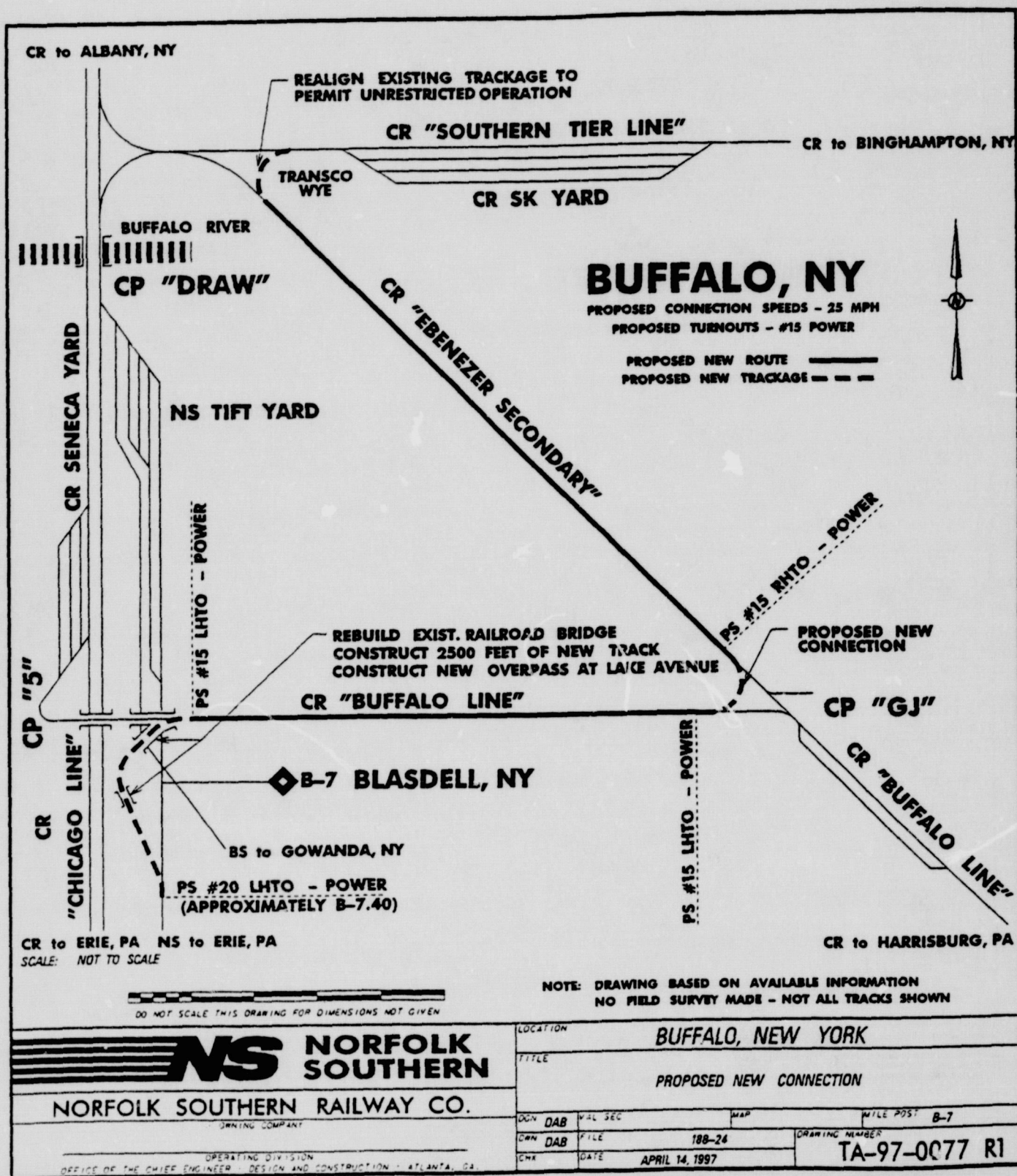
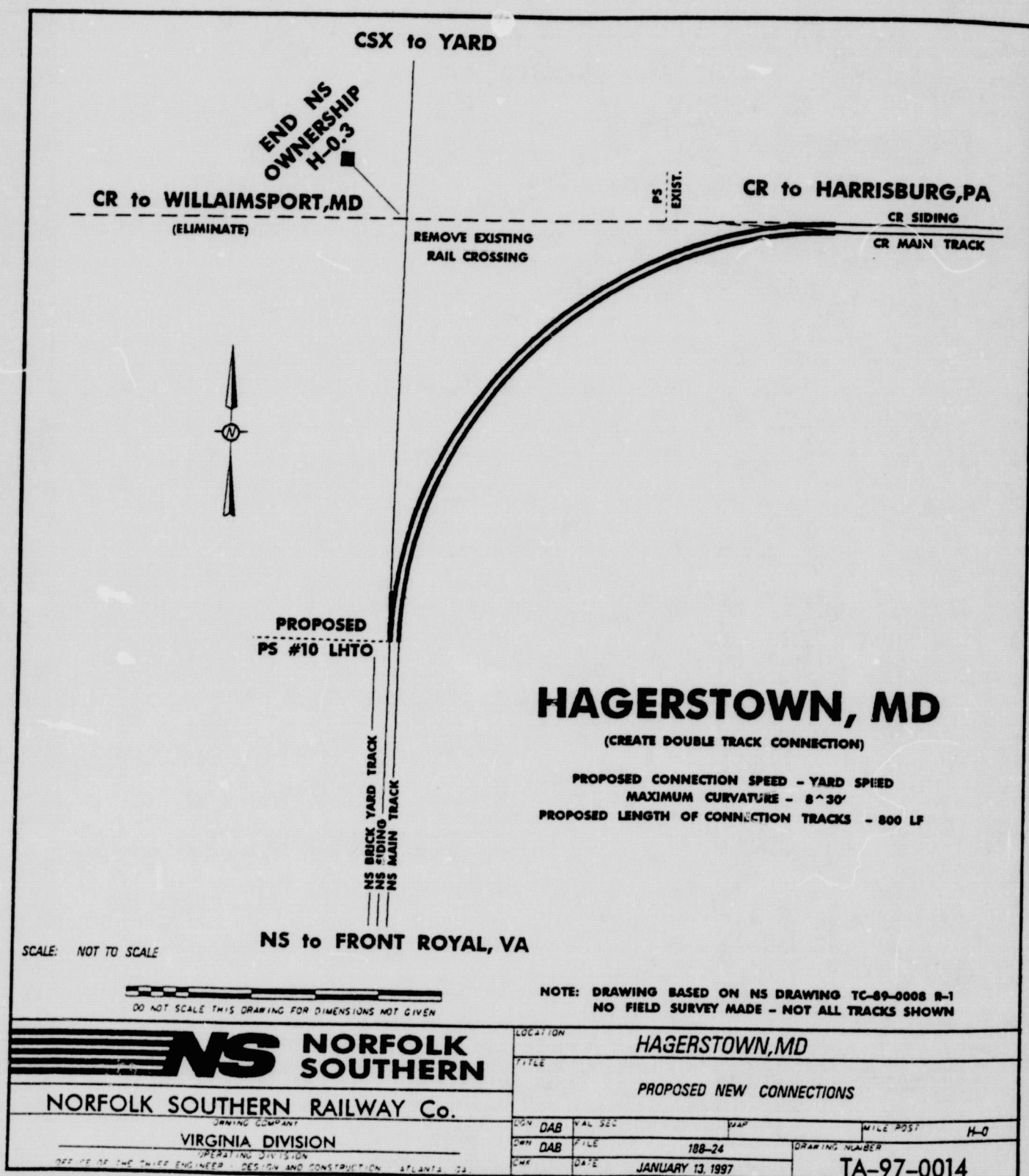
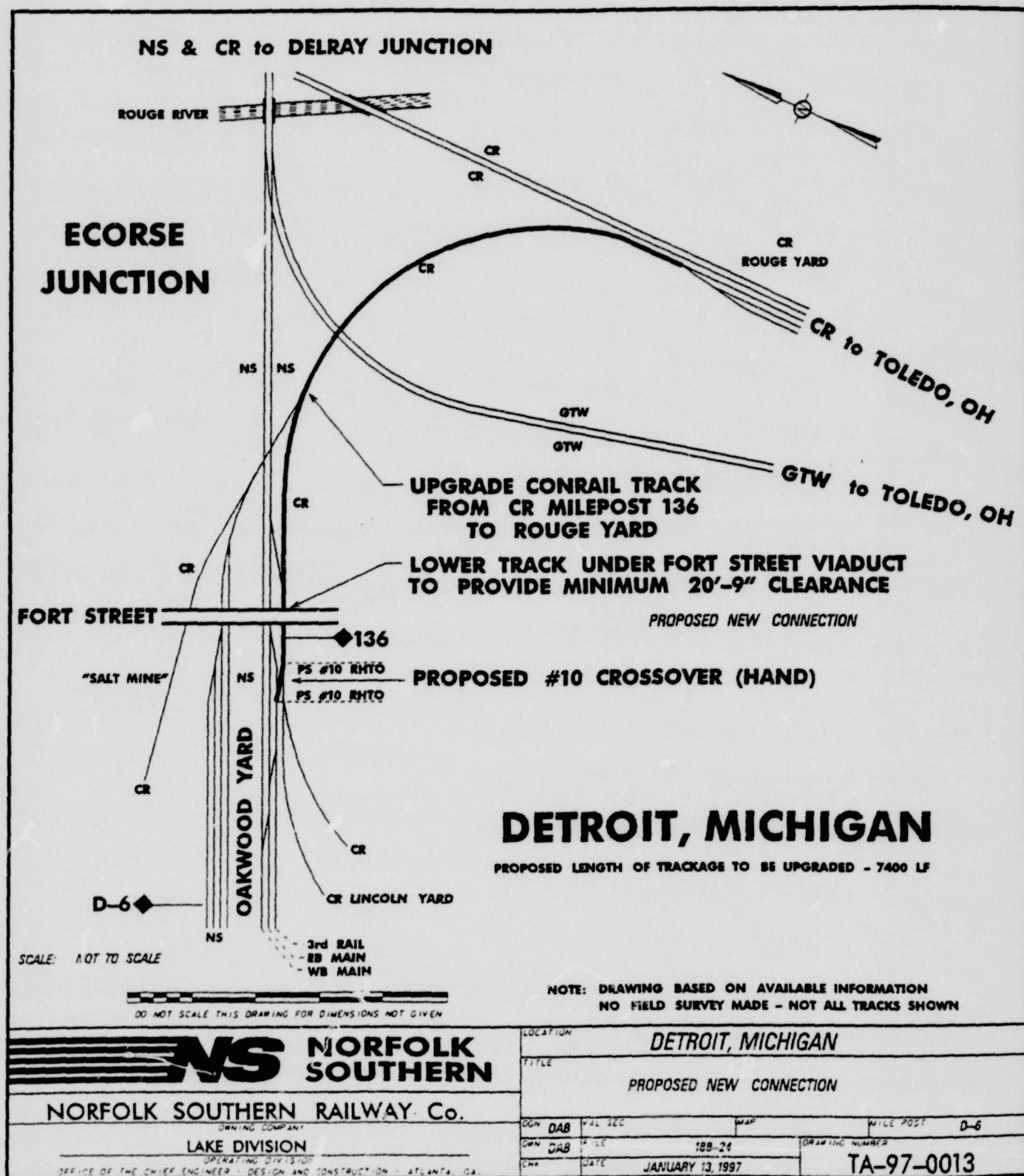



Figure B.7-33

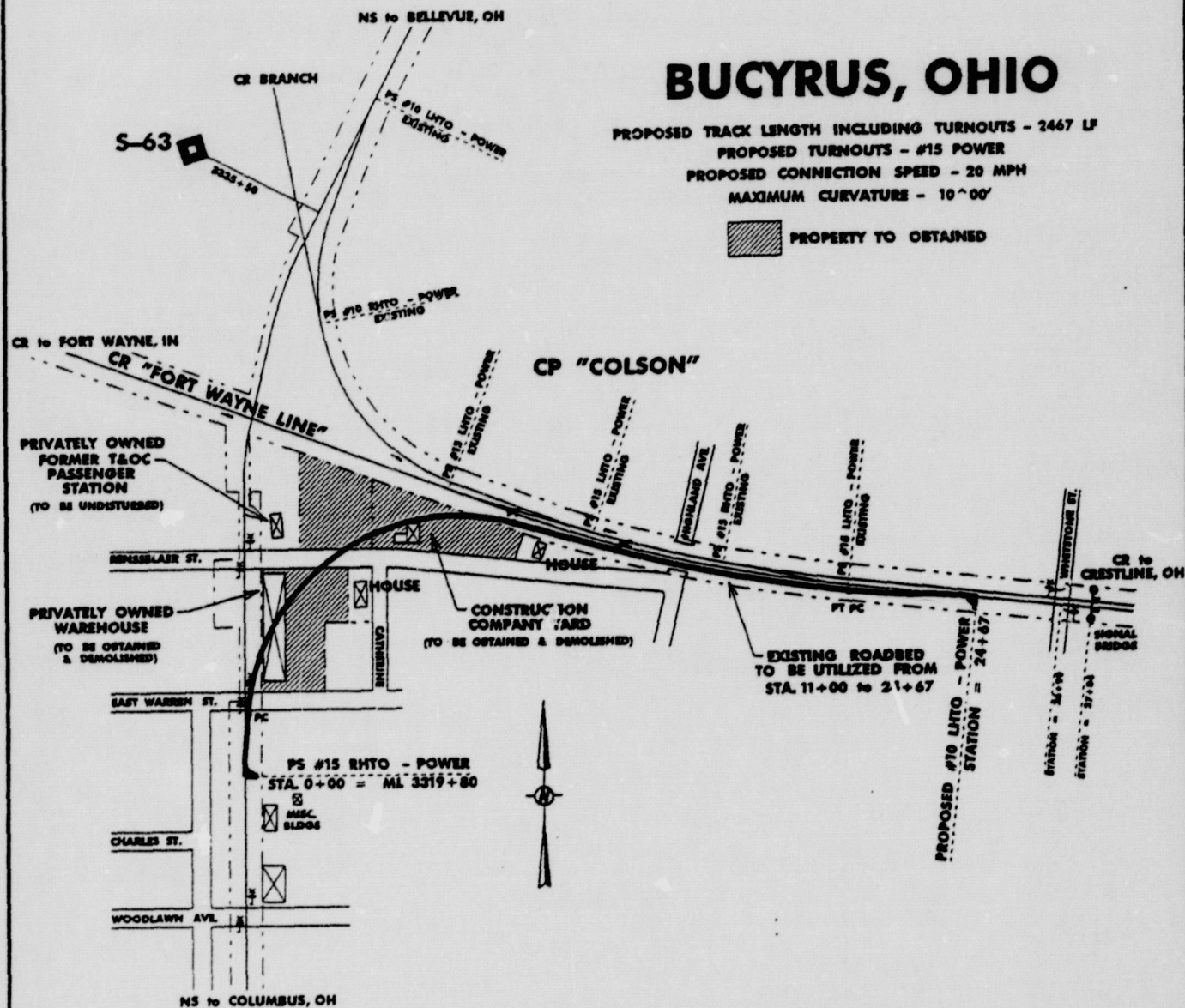




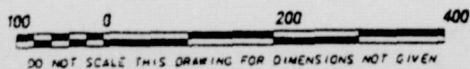
BUCYRUS, OHIO

PROPOSED TRACK LENGTH INCLUDING TURNOUTS - 2467 LF
 PROPOSED TURNOUTS - #15 POWER
 PROPOSED CONNECTION SPEED - 20 MPH
 MAXIMUM CURVATURE - 10°00'

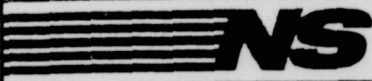
 PROPERTY TO OBTAINED



SCALE: 1" = 200'

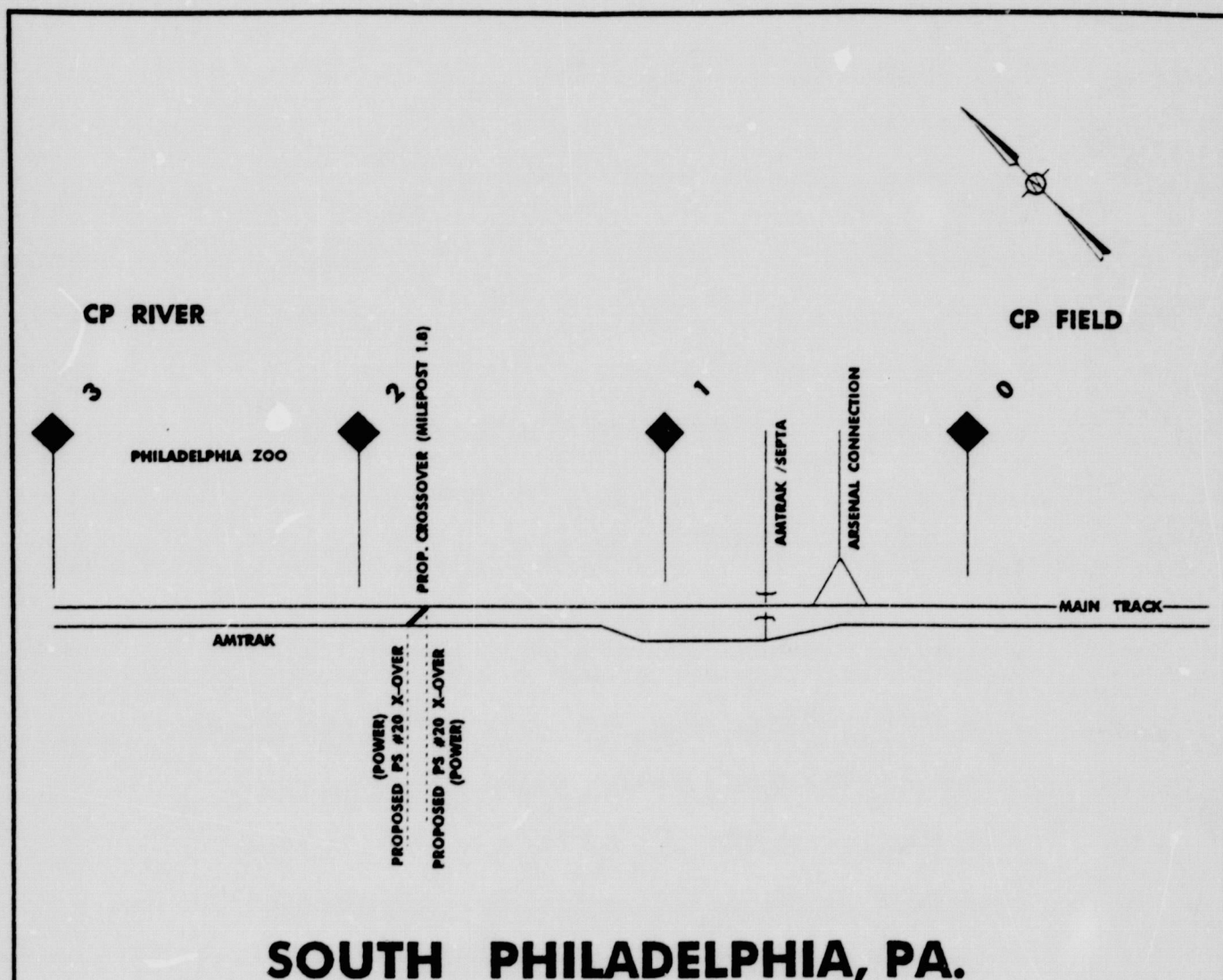


NOTE: DRAWING BASED ON AVAILABLE INFORMATION
 NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

 NORFOLK SOUTHERN NORFOLK SOUTHERN RAILWAY CO. <small>OWNING COMPANY</small>		LOCATION BUCYRUS, OHIO	
		TITLE PROPOSED NEW CONNECTION	
DGN DAB	VAL SEC	MAP	MILE POST S-63
DGN DAB	FILE 188-24	DRAWING NUMBER TA-97-0074 R1	
CHK	DATE MAY 9, 1997		

OPERATING DIVISION
 OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.

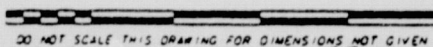
Figure B.7-37



SOUTH PHILADELPHIA, PA.

PROPOSED POWER CROSSOVER TO BE INSTALLED BETWEEN THE MAIN TRACK AND AMTRAK.
 PROPOSED TRACK SPEED - 40 MPH
 MAXIMUM CURVATURE - 1°30'
 PROPOSED CROSSOVER - #20 POWER

SCALE: NOT TO SCALE



NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

NORFOLK SOUTHERN NORFOLK SOUTHERN RAILWAY Co. <small>OWNING COMPANY</small> PHILADELPHIA DIVISION <small>OPERATING DIVISION</small> <small>OFFICE OF THE CHIEF ENGINEER DESIGN AND CONSTRUCTION ATLANTA, GA.</small>	LOCATION <div style="text-align: center; font-weight: bold;">PHILADELPHIA, PENNSYLVANIA</div>															
	TITLE <div style="text-align: center;">PROPOSED CROSSOVER TO BE INSTALLED</div>															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">CON</td> <td style="width: 15%;">EC</td> <td style="width: 30%;">VAL SEC</td> <td style="width: 15%;">MAP</td> <td style="width: 25%;">MILE POST 1</td> </tr> <tr> <td>OWN</td> <td>EC</td> <td>FILE</td> <td>188-24</td> <td>DRAWING NUMBER</td> </tr> <tr> <td>CHK</td> <td></td> <td>DATE</td> <td>MAY 21, 1997</td> <td>TA-97-0093</td> </tr> </table>	CON	EC	VAL SEC	MAP	MILE POST 1	OWN	EC	FILE	188-24	DRAWING NUMBER	CHK		DATE	MAY 21, 1997	TA-97-0093	
CON	EC	VAL SEC	MAP	MILE POST 1												
OWN	EC	FILE	188-24	DRAWING NUMBER												
CHK		DATE	MAY 21, 1997	TA-97-0093												

Appendix C

Train Operations

Includes:

- **Train Schedule Schematics for Conrail and NS for baseline operations.**
- **Projected freight operations on the NEC.**

Figure C.3-1

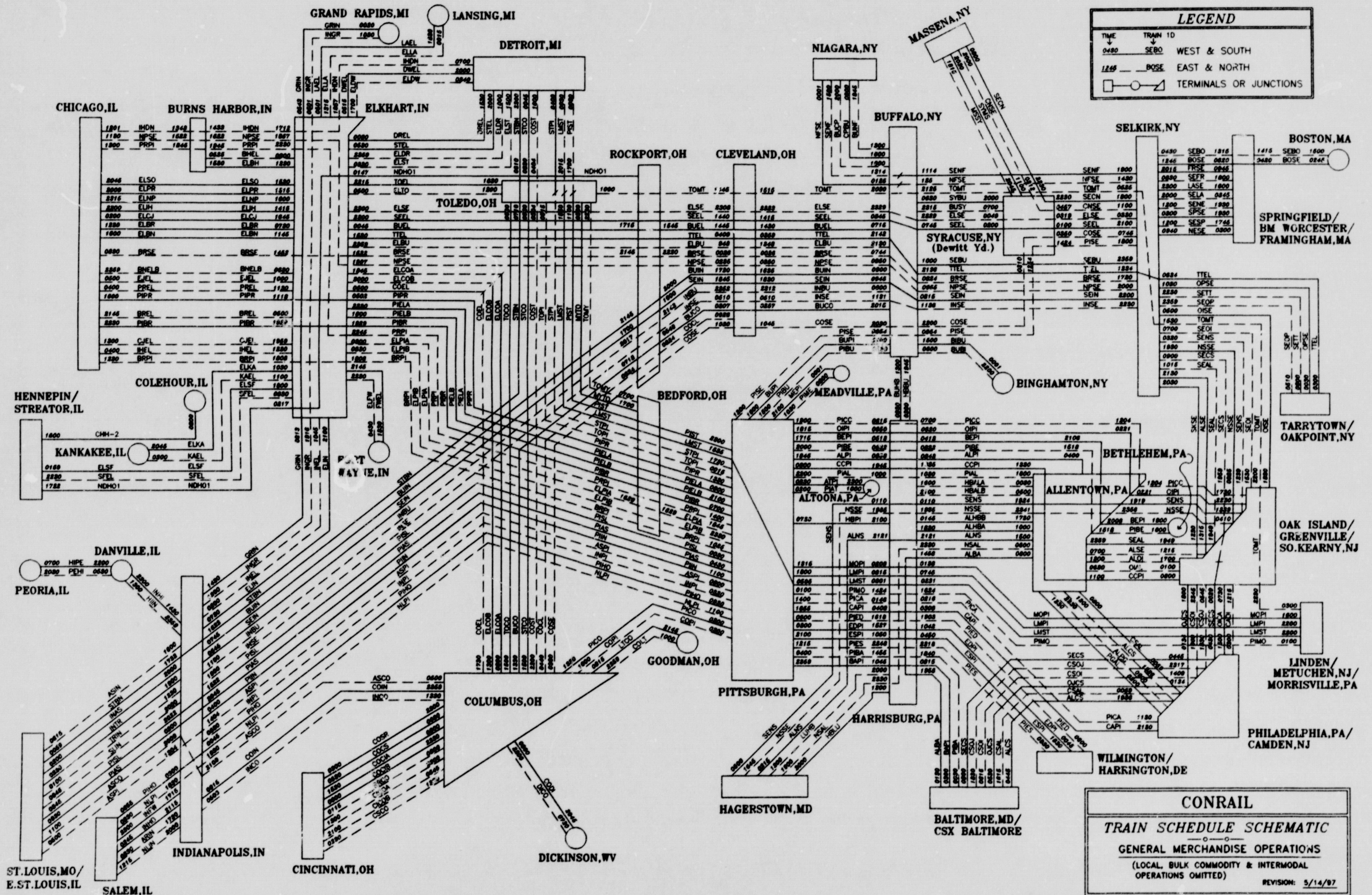


Figure C.3-2

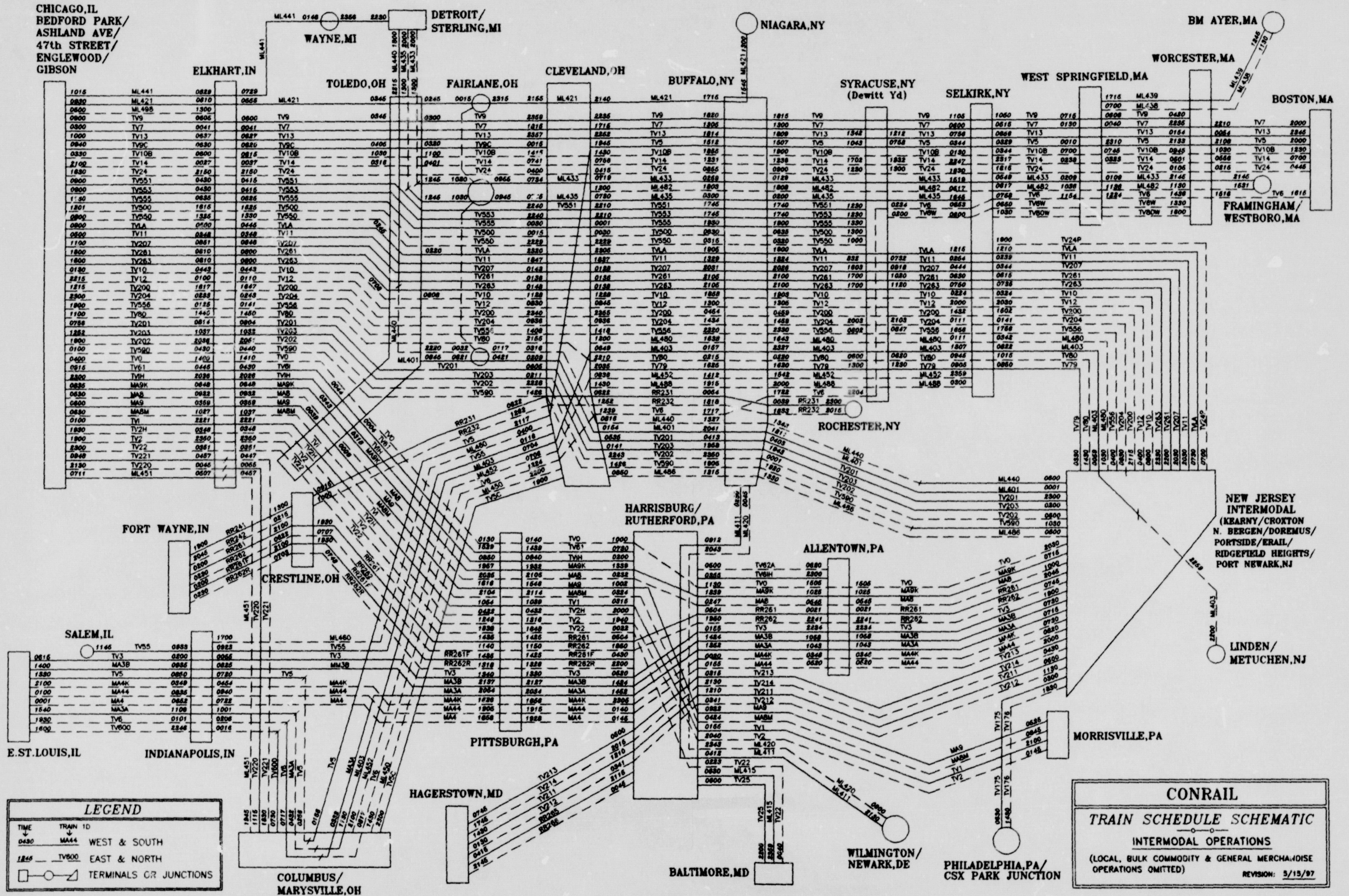


Figure C.3-3

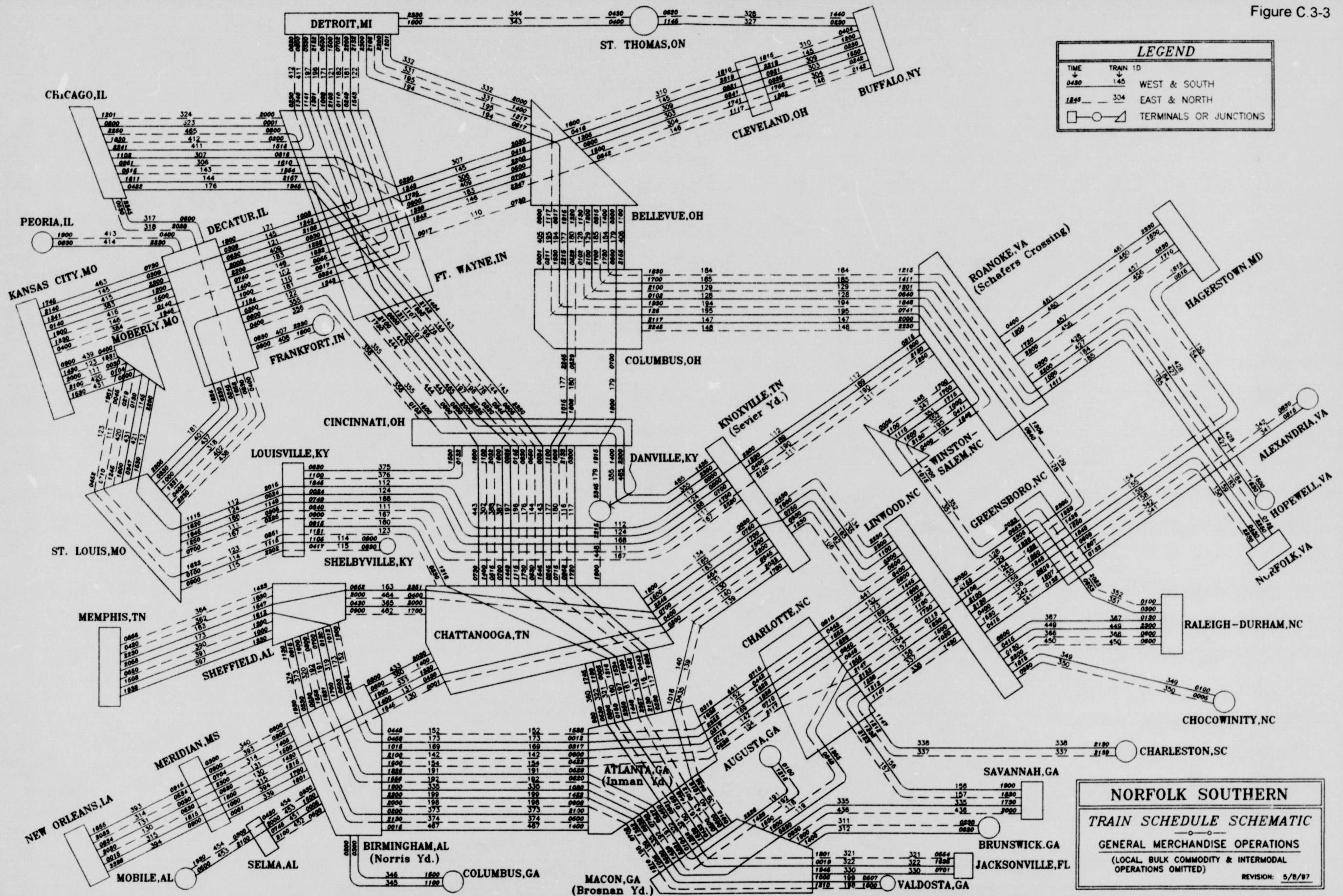


Figure C.3-4

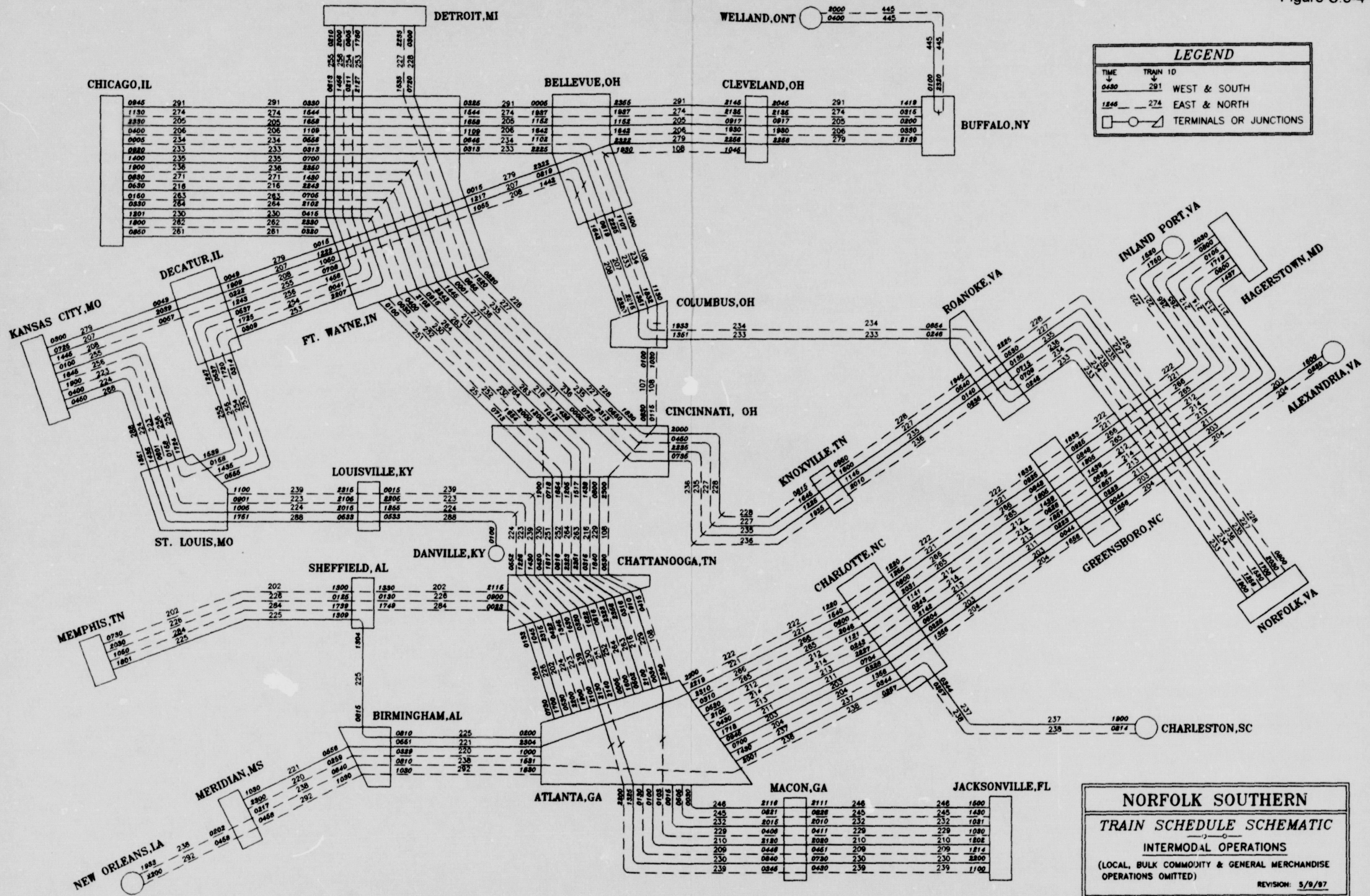


Figure C.3-5

Projected NS Freight Train Operations, Northeast Corridor

Origin	Destination	Frequency	Estimated Entrance/Exit Time on NEC	Train
Triple Crown (RoadRailer)				
Alexandria	Oak Island	5 days/wk	1931/0600	TCATPS
Oak Island	Alexandria	5 days/wk	2200/0500	TCPSAT
Baltimore	Perryville	5 days/wk	2200/2306	TCBLFW
Conventional Intermodal				
Baltimore **	Alexandria	7 days/wk	0400/0613	IMBLNO
Alexandria **	Baltimore	7 days/wk	2346/0152	IMNOBL
Perryville	Baltimore	6 days/wk	0422/0530	IMHBBL
Baltimore	Perryville	6 days/wk	2352/0100	IMBLHB
Bulk Commodity (excl. coal)				
Bay View	Perryville	1 days/wk	0022/0128	OBSPBE
Perryville	Bay View	1 days/wk	0456/0602	OBBESP
Coal				
Perryville	Bay View	1 days/wk	2302/0010	UXC-100
Bay View	Perryville	1 days/wk	2224/2332	XBM-100
Perryville	Bay View	1 days/wk	2309/0017	CLHPBT
Perryville	Bay View	5 days/wk	0155/0303	UBT-504
Bay View	Perryville	1 days/wk	2324/0032	CLBTHP
Perryville	Bay View	1 days/wk	0138/0246	UBT-500
Perryville	Bay View	1 days/wk	0143/0251	UBT-506
Bay View	Perryville	6 days/wk	0124/0232	XWB-500
Perryville	Chase	1 days/wk	0100/0148	CLBMCH
Perryville	Bay View	1 days/wk	2322/0100	CLWMCH
Chase	Perryville	1 days/wk	0030/0120	CLCHBM
Bay View	Perryville	1 days/wk	0230/408	CLCHWM
Perryville	Newark	1 days/wk	2307/2357	CLWLIR
Newark	Perryville	1 days/wk	2235/2325	CLIRWL
Perryville	Newark	1 days/wk	2228/2318	UIR-501
Newark	Perryville	1 days/wk	0205/255	XCX-503
Perryville	Newark	1 days/wk	2252/2342	UIR-502
Newark	Perryville	1 days/wk	2205/2255	XWB-5
Eastwick	Bell	1 days/wk	0502/556	CLROED
Bell	Eastwick	1 days/wk	2210/2318	CLEDRO

** Clearance restrictions apply.

Figure C.3-5

Projected NS Freight Train Operations, Northeast Corridor

Origin	Destination	Frequency	Estimated Entrance/Exit Time on NEC	Train
Automotive Trains				
Perryville	Newark	5 days/wk	0110/0230	AUHBNW
Newark	Perryville	5 days/wk	2200/2312	AUNWHB
Hook	Edgemoor	5 days/wk	2355/0056	AUHBWM
Edgemoor	Hook	5 days/wk	0016/0120	AUWMHB
Morrisville	Oak Island	6 days/wk	2355/0500	AUBVRH
Oak Island	Morrisville	6 days/wk	0100/0426	AURHBV
General Merchandise				
Alexandria	Oak Island	7 days/wk	2100/0630	GMLIOI
Oak Island	Alexandria	7 days/wk	2130/0730	GMOILI
Alexandria	Bay View	7 days/wk	0200/0354	GMROBL
Bay View	Alexandria	7 days/wk	0300/0454	GMBLRO
Bay View	Perryville	7 days/wk	0300/0405	GMBCW
Perryville	Bay View	7 days/wk	2338/0046	GMCEBL
Newark	Perryville	7 days/wk	2321/0011	GMHAEN
Perryville	Newark	7 days/wk	2238/2328	GMENHA
Eastwick	Bell	7 days/wk	2154/0006	GMCEED
Bell	Eastwick	7 days/wk	0300/0436	GMEDAL

Appendix D

Volume and Density Changes

Figure D.4-1

**Major Yard Volume Change
Cars Per Day**

RR	Location	Type	Base Case	Post- Acq.	Change	% Change
CONRAIL YARDS						
CR	Allentown PA	Hump	919	872	-47	-5.1%
CR	Buckeye Yard OH	Hump	1175	1050	-126	-10.7%
CR	Conway East PA	Hump	1339	858	-481	-35.9%
CR	Conway West PA	Hump	1356	1058	-298	-21.9%
CR	Elkhart IN	Hump	2326	2058	-268	-11.5%
CR	Airline OH	ML, IM, Hub/Regional	0	520	520	n/a
CR	Harrisburg PA	ML, IM, Hub/System	117	246	129	109.9%
CR	Abrams PA	System	108	91	-18	-16.2%
CR	Ashland Ave IL	System	545	232	-313	-57.4%
CR	Bay View MD	System	181	262	81	44.7%
CR	Rockport OH	System	398	468	69	17.4%
CR	Colehour IL	Regional	74	94	20	27.0%
CR	Corning NY	Regional	59	113	54	91.0%
CR	Dickinson WV	Regional	194	194	0	-0.2%
CR	Edgemoor DE	Regional	145	141	-4	-2.8%
CR	Mingo Jct OH	Regional	389	289	-100	-25.6%
CR	Moraine OH	Regional	162	142	-20	-12.2%
CR	Reading PA	Regional	180	178	-2	-1.2%
CR	Allentown TV PA	IM Ramp	20	68	47	231.4%
CR	Baltimore TV MD	IM Ramp	71	133	62	86.9%
CR	Chgo 47-51st TV IL	IM Ramp	385	279	-106	-27.4%
CR	Croxtton TV NJ	IM Ramp	51	340	288	563.3%
CR	Englewood TV IL	IM Ramp	294	114	-180	-61.2%
CR	ERail TV NJ	IM Ramp	11	191	180	1578.9%
CR	Harrisburg TV PA	IM Ramp	194	478	284	146.3%
CR	Morrisville TV PA	IM Ramp	118	205	86	73.2%
CR	Pittsburgh TV PA	IM Ramp	50	121	70	139.6%
CR	Baltimore TC MD	TC Ramp	0	29	29	n/a
CR	Morrisville TC PA	TC Ramp	0	58	58	n/a
CR	Ruthrford TC PA	TC Ramp	69	120	51	74.1%
CR	Earnest ML PA	ML Ramp	0	45	45	n/a
CR	Bedford OH	Industrial	131	122	-9	-6.6%
CR	Binghamton NY	Industrial	24	118	95	397.1%
CR	Burns Harbor IN	Industrial	314	217	-98	-31.0%
CR	Canton OH	Industrial	164	157	-7	-4.4%
CR	Canton Piers MD	Industrial	626	308	-318	-50.8%
CR	Harrington DE	Industrial	73	119	46	63.2%
CR	Hawthorne IN	Industrial	0	262	262	n/a
CR	Middletown OH	Industrial	65	170	105	161.0%
CR	Monroe MI	Industrial	194	271	78	40.2%
CR	Thomson PA	Industrial	111	106	-5	-4.3%
CR	Weirton WV	Industrial	362	362	1	0.2%
Conrail Total			12994	13256	262	2.0%

RR	Location	Type	Base Case	Post-Acq.	Change	% Change
NORFOLK SOUTHERN YARDS						
NS	Bellevue OH	Hump	1403	1033	-370	-26.4%
NS	Brosnan Yd GA	Hump	1221	1122	-99	-8.1%
NS	Chattanooga TN	Hump	1346	1074	-272	-20.2%
NS	Linwood NC	Hump	965	881	-84	-8.7%
NS	Norris Yd AL	Hump	1465	1505	129	8.8%
NS	Schafers Crossg VA	Hump	712	1058	346	48.6%
NS	Sevier Yd TN	Hump	1127	1008	-119	-10.6%
NS	Sheffield AL	Hump	773	779	6	0.8%
NS	Danville KY	ML, IM, Hub/Regional	151	216	65	42.8%
NS	Inman Yd GA	ML, IM, Hub/System	145	335	190	131.6%
NS	Montview VA	ML, IM, Hub/System	231	222	-9	-4.1%
NS	Andrews Yd SC	System	255	259	4	1.5%
NS	Bluefield WV	System	1657	1515	-142	-8.6%
NS	Charlotte NC	System	267	225	-42	-15.7%
NS	Decatur IL	System	1032	1043	11	1.1%
NS	Granite City IL	System	575	517	-58	-10.1%
NS	Hayne Yd SC	System	149	209	60	40.1%
NS	Landers IL	System	332	359	27	8.2%
NS	Langdale Yd GA	System	333	185	-148	-44.5%
NS	Louisville KY	System	399	318	-81	-20.3%
NS	N Kansas City MO	System	354	238	-117	-32.9%
NS	Nixon GA	System	164	198	34	20.5%
NS	Norton VA	System	479	507	28	5.9%
NS	Oakwood MI	System	548	548	0	0.0%
NS	Pomona Yd NC	System	174	247	73	42.0%
NS	Savannah GA	System	464	393	-71	-15.3%
NS	Simpson Yd FL	System	159	151	-8	-5.1%
NS	Williamson WV	System	1738	1701	-37	-2.1%
NS	Albany GA	Regional	188	198	10	5.0%
NS	Asheville NC	Regional	164	216	51	31.3%
NS	Attalla AL	Regional	165	168	3	2.0%
NS	Bristol VA	Regional	36	68	33	92.7%
NS	Buffalo Jct NY	Regional	389	672	283	72.9%
NS	Carbo VA	Regional	142	121	-21	-15.0%
NS	Cincinnati OH	Regional	488	519	31	6.3%
NS	Cleveland 55 OH	Regional	131	131	0	0.3%
NS	Columbus GA	Regional	168	182	14	8.5%
NS	Conneaut OH	Regional	30	74	44	144.9%
NS	Crewe VA	Regional	228	213	-15	-6.6%
NS	Doraville GA	Regional	174	222	48	27.6%
NS	Elmore WV	Regional	392	292	-100	-25.5%
NS	Forrestville GA	Regional	244	145	-99	-40.6%
NS	Frankfort IN	Regional	115	161	46	40.4%
NS	Ft Wayne IN	Regional	283	583	300	106.3%
NS	Gainesville GA	Regional	178	155	-23	-12.9%
NS	Gilbert WV	Regional	130	108	-23	-17.4%
NS	Gordon GA	Regional	64	64	0	0.6%
NS/CR	Hagerstown MD	Regional	330	422	92	27.9%
NS	Homestead OH	Regional	326	469	143	43.9%
NS	Huntsville AL	Regional	11	33	22	194.6%
NS	Jaeger WV	Regional	551	423	-129	-23.3%
NS	Industry Yd GA	Regional	196	106	-90	-46.0%
NS	Kenova WV	Regional	320	348	28	8.9%
NS/CR	Lafayette IN	Regional	177	132	-45	-25.5%
NS	Luther MO	Regional	239	327	88	37.0%
NS	Memphis TN	Regional	542	497	-45	-8.4%

RR	Location	Type	Base Case	Post-Acq.	Change	% Change
NS	Mobile AL	Regional	211	219	8	3.7%
NS	Muncie IN	Regional	109	184	75	68.9%
NS	Olive Yd LA	Regional	165	132	-32	-19.6%
NS	Parrish AL	Regional	54	70	16	30.1%
NS	Portlock Yd VA	Regional	303	258	-45	-14.9%
NS	Portsmouth OH	Regional	278	259	-20	-7.0%
NS	Raleigh Yd NC	Regional	208	234	27	12.7%
NS	Selma AL	Regional	127	133	6	5.0%
NS/CR	South Lorain OH	Regional	195	182	-13	-6.7%
NS	Springfield IL	Regional	48	66	18	37.2%
NS	Tennille GA	Regional	217	226	9	4.3%
NS	Weller VA	Regional	738	597	-142	-19.2%
NS	Winston Salem NC	Regional	138	145	7	4.7%
NS	Atlanta RH GA	IM Ramp	487	692	204	41.9%
NS	Buechel RH KY	IM Ramp	61	83	22	36.5%
NS	Buffalo RH NY	IM Ramp	54	88	34	63.8%
NS	Chattanooga RH TN	IM Ramp	19	24	5	25.9%
NS	Cleveland RH OH	IM Ramp	25	35	10	40.0%
NS	Columbus RH OH	IM Ramp	107	139	31	29.3%
NS	Georgetown RH KY	IM Ramp	21	40	20	94.2%
NS	Jacksonville RH FL	IM Ramp	126	162	36	28.7%
NS	Knoxville RH TN	IM Ramp	11	22	11	93.8%
NS	Memphis RH TN	IM Ramp	121	160	39	32.1%
NS	New Orleans RH LA	IM Ramp	126	172	46	36.8%
NS	Norfolk RH VA	IM Ramp	160	109	-51	-31.7%
NS	Savannah RH GA	IM Ramp	22	57	35	157.7%
NS	St Louis RH MO	IM Ramp	54	205	150	276.6%
NS	Voltz RH MO	IM Ramp	8	115	107	1336.3%
NS	Charlotte TC NC	TC Ramp	0	23	23	n/a
NS	Chicago TC IL	TC Ramp	74	121	47	64.3%
NS	Detroit TC MI	TC Ramp	215	232	17	8.0%
NS	East Point TC GA	TC Ramp	193	220	27	13.9%
NS	Ft Wayne TC IN	TC Ramp	308	436	128	41.5%
NS	Kansas City TC MO	TC Ramp	132	140	8	6.2%
NS	St Louis TC MO	TC Ramp	122	150	28	22.7%
NS	Buffalo ML NY	ML Ramp	44	56	11	25.7%
NS	Burnham ML IL	ML Ramp	106	119	12	11.5%
NS	Hapeville ML GA	ML Ramp	148	148	0	-0.1%
NS	Jacksonville ML FL	ML Ramp	22	50	28	124.8%
NS	Melvindale ML MI	ML Ramp	153	153	-1	-0.5%
NS	Windsor ML ON	ML Ramp	32	47	15	45.1%
NS	Americus GA	Industrial	48	71	23	48.2%
NS	Calumet IL	Industrial	517	112	-405	-78.4%
NS	Charleston SC	Industrial	157	201	45	28.5%
NS	Kingsport TN	Industrial	130	154	25	18.9%
NS	Krannert GA	Industrial	164	164	1	0.4%
NS	Lamberts Point VA	Industrial	1568	1566	-3	-0.2%
NS	N Birmingham AL	Industrial	272	137	-136	-49.8%
NS	Occidental FL	Industrial	257	283	25	9.9%
NS	Port Wentworth GA	Industrial	155	155	-1	-0.4%
NS	Roanoke IN	Industrial	18	35	17	95.6%
NS	Rock Hill SC	Industrial	43	121	78	179.7%
NS	Sandusky Dock OH	Industrial	196	204	9	4.3%
NS	Sheffield Yard OH	Industrial	116	140	24	20.3%
NS	South Yd GA	Industrial	17	195	179	1075.3%
NS TOTAL			34415	35216	801	2.3%

RR	Location	Type	Base Case	Post-Acq.	Change	% Change
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DETROIT SHARED ASSETS YARDS

CR	River Rouge MI	System	169	132	-37	-21.7%
CR	Livernois MI	Regional	58	34	-24	-40.9%
CR	North Yard MI	Regional	119	115	-4	-3.6%
CR	Detroit TV MI	IM Ramp	11	55	44	399.1%
CR	North Yard ML MI	ML Ramp	21	43	22	102.9%
CR	Sterling ML MI	ML Ramp	7	7	0	1.4%
CR	Sterling MI	Industrial	62	56	-6	-9.2%
CR	Trenton MI	Industrial	79	112	33	41.5%
DETROIT TOTAL			526	554	28	5.3%

NORTH JERSEY TERMINALS

CR	Oak Island NJ	Hump	330	447	117	35.5%
CR	Croxtan NJ	Regional	28	37	9	32.9%
CR	Kearny API NJ	IM Ramp	14	14	0	2.9%
NS/CR	Portside TC NJ	TC Ramp	32	132	100	313.4%
CR	Doremus ML NJ	ML Ramp	57	52	-5	-9.3%
CR	Linden ML NJ	ML Ramp	5	5	0	-6.0%
CR	Ridgfield ML NJ	ML Ramp	34	35	1	3.2%
CR	Metuchen ML NJ	ML Ramp	11	11	0	2.7%
CR	Port Jersey ML NJ	ML Ramp	2	2	0	0.0%
CR	Bayonne NJ	Industrial	22	21	-1	-2.7%
CR	Bayway NJ	Industrial	22	21	-1	-3.6%
CR	Browns NJ	Industrial	0	26	26	n/a
CR	Greenville NJ	Industrial	49	50	1	1.8%
CR	Linden NJ	Industrial	23	22	-1	-4.8%
CR	Metuchen NJ	Industrial	34	40	6	17.4%
CR	New Brunswick NJ	Industrial	9	9	0	-2.2%
CR	Nixon NJ	Industrial	13	13	0	1.5%
CR	North Bergen NJ	Industrial	28	0	-28	-100.0%
CR	Perth Amboy NJ	Industrial	28	24	-4	-15.4%
CR	Phoenix NJ	Industrial	10	10	0	-4.0%
CR	Port Reading NJ	Industrial	37	38	1	2.7%
CR	Port Newark NJ	Industrial	47	49	2	3.6%
CR	South Amboy NJ	Industrial	37	21	-16	-42.4%
NORTH JERSEY TOTAL			872	1079	207	23.8%

SOUTH JERSEY/PHILADELPHIA TERMINALS

CR	Morrisville PA	System	114	134	20	17.3%
CR	Greenwich PA	Regional	185	192	7	3.9%
CR	Pavonia NJ	Regional	200	211	11	5.6%
CR	Ameriport PA	IM Ramp	0	12	12	n/a
CR	Bulson St NJ	Industrial	13	13	-1	-3.8%
CR	Burlington NJ	Industrial	17	17	0	1.2%
CR	Carneys Pnt NJ	Industrial	36	34	-2	-6.7%
CR	Frankfrd Jct PA	Industrial	9	9	0	-4.4%
CR	Marcus Hook PA	Industrial	31	31	0	-0.3%
CR	Midvale PA	Industrial	21	37	16	77.6%
CR	Millville NJ	Industrial	29	28	-1	-3.8%
CR	Paulsboro NJ	Industrial	69	66	-3	-4.9%
CR	Port Richmond PA	Industrial	50	49	-1	-2.4%
CR	Stoney Creek PA	Industrial	41	42	1	2.7%
CR	Winslow Jct NJ	Industrial	11	11	0	2.7%
CR	Woodbury NJ	Industrial	32	30	-2	-5.6%
SOUTH JERSEY/PHILADELPHIA TOTAL			858	916	58	6.7%

RR	Location	Type	Base Case	Post-Acq.	Change	% Change
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MONONGAHELA JOINT AREA

CR	W Brownsville PA	Industrial	574	514	-60	-10.4%
		MONONGAHELA TOTAL	574	514	-60	-10.4%

OTHER JOINT AREAS

CR	Gibson IN	System	41	102	61	147.6%
CR	Seneca NY	System	35	0	-35	-100.0%
CR	Blue Island IL	Regional	33	0	-33	-100.0%
CR	Dockside TV NJ	IM Ramp	15	15	0	0.7%
CR	Ashtabula Harbor OH	Industrial	390	389	-1	-0.2%
CR	Crawfordsville IN	Industrial	41	41	0	0.0%
CR	Indiana Hbr IN	Industrial	213	213	0	0.0%
CR	Parma OH	Industrial	23	22	-1	-2.6%
CR	Sparrows Pnt MD	Industrial	81	84	3	3.6%
		JT OTHER TOTAL	872	866	-6	-0.7%
		TOTAL	51111	52401	1290	2.5%

**Conrail Line Segments - Base Case and Post Acquisition Case
Conrail Train Densities**

Station	Station	Miles	Base Case			Post Acquisition Case			Change In Trains
			Psg Trains Day	Frt Trains Day	Total Trains Day	Psg Trains Day	Frt Trains Day	Total Trains Day	
Oak Island NJ	Aldene NJ	8	50.0	21.5	71.5	50.0	12.5	62.5	-9.0
Aldene NJ	Manville NJ	20	0.0	21.8	21.8	0.0	12.8	12.8	-9.0
Manville NJ	Bethlehem PA	52	0.0	18.7	18.7	0.0	17.4	17.4	-1.3
Bethlehem PA	Allentown PA	3	0.0	17.2	17.2	0.0	13.3	13.3	-3.9
Allentown PA	Burn PA	3	0.0	24.9	24.9	0.0	21.3	21.3	-3.6
Bethlehem PA	Burn PA	5	0.0	10.1	10.1	0.0	9.6	9.6	-0.5
Burn PA	Rdg Belt Jct PA	37	0.0	36.4	36.4	0.0	30.9	30.9	-5.5
Rdg Belt Jct PA	WM Jct PA	4	0.0	31.2	31.2	0.0	26.3	26.3	-4.9
WM Jct PA	Rutherford PA	45	0.0	42.4	42.4	0.0	49.7	49.7	7.4
Rutherford PA	Harrisburg PA	6	0.0	44.3	44.3	0.0	57.9	57.9	13.6
Harrisburg PA	Marysville PA	9	4.0	42.4	46.4	4.0	49.1	53.1	6.7
Oak Island NJ	Greenville NJ	4	0.0	17.1	17.1	0.0	8.7	8.7	-8.4
Oak Island NJ	E Rail TV NJ	6	0.0	10.4	10.4	0.0	15.2	15.2	4.7
E Rail TV NJ	Port Reading NJ	8	0.0	5.7	5.7	0.0	6.0	6.0	0.3
Port Reading NJ	South Amboy NJ	6	0.0	2.9	2.9	0.0	2.4	2.4	-0.5
Bound Brook NJ	Port Reading NJ	15	0.0	2.4	2.4	0.0	5.1	5.1	2.7
Phillipsburg NJ	Dover NJ	47	0.0	1.1	1.1	0.0	1.4	1.4	0.3
Hazleton PA	Lehigh PA	29	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Lehigh PA	Allentown PA	29	0.0	5.7	5.7	0.0	4.3	4.3	-1.4
Reading PA	Reading Belt Jct. PA	2	0.0	6.0	6.0	0.0	4.9	4.9	-1.1
West Falls PA	Abrams PA	14	0.0	17.3	17.3	0.0	14.0	14.0	-3.3
Abrams PA	WM Jct. PA	39	0.0	25.1	25.1	0.0	27.4	27.4	2.3
Oak Island NJ	Morrisville PA	49	172.0	4.4	176.4	172.0	7.3	179.3	2.9
Morrisville PA	Abrams PA	32	0.0	7.7	7.7	0.0	10.3	10.3	2.6
Earnest PA	Coatsville PA	29	0.0	1.4	1.4	0.0	1.4	1.4	0.0
West Falls PA	Wayne Jct PA	4	0.0	7.3	7.3	0.0	4.0	4.0	-3.3
Zoo PA	Arsenal PA	2	0.0	5.4	5.4	0.0	9.3	9.3	3.9
Arsenal PA	Greenwich PA	3	0.0	5.4	5.4	0.0	6.9	6.9	1.5
Eastwick PA	Marcus Hook PA	12	0.0	3.0	3.0	0.0	7.8	7.8	4.8
CSX Park Jct PA	Frankfrd Jct PA	5	0.0	4.7	4.7	0.0	6.1	6.1	1.4
Frankfrd Jct PA	Pavonia NJ	4	28.0	4.7	32.7	28.0	5.7	33.7	1.0
Pavonia NJ	Woodbury NJ	9	0.0	3.8	3.8	0.0	5.0	5.0	1.2

**Conrail Line Segments - Base Case and Post Acquisition Case
Conrail Train Densities**

Station	Station	Miles	Base Case			Post Acquisition Case			Change In Trains
			Psg Trains Day	Frt Trains Day	Total Trains Day	Psg Trains Day	Frt Trains Day	Total Trains Day	
Woodbury NJ	Paulsboro NJ	5	0.0	2.6	2.6	0.0	3.1	3.1	0.5
Paulsboro NJ	Carneys Pnt NJ	16	0.0	1.7	1.7	0.0	1.7	1.7	0.0
Woodbury NJ	Millville NJ	30	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Bulson St NJ	Winslow Jct NJ	23	0.0	1.7	1.7	0.0	0.6	0.6	-1.1
Winslow Jct NJ	Palermo Coal NJ	34	0.0	0.3	0.3	0.0	0.3	0.3	0.0
Pavonia NJ	Burlington NJ	15	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Morrisville PA	Frankfrd Jct PA	23	131.0	1.0	132.0	131.0	4.3	135.3	3.3
Frankfrd Jct PA	Zoo PA	6	153.5	0.0	153.5	153.5	2.5	156.0	2.4
Arsenal PA	Marcus Hook PA	15	97.0	0.0	97.0	97.0	0.0	97.0	0.0
Marcus Hook PA	Perryville MD	43	76.1	3.8	79.9	76.1	7.5	83.5	3.6
Perryville MD	Bay View MD	32	77.0	12.2	89.2	77.0	13.5	90.5	1.3
Bayview MD	Washington DC	44	98.6	1.8	100.4	98.6	5.7	104.3	4.0
Bell DE	Edgemoor DE	1	0.0	5.0	5.0	0.0	11.8	11.8	6.8
Newark DE	Harrington DE	56	0.0	3.1	3.1	0.0	4.5	4.5	1.3
Harrington DE	Pocomoke DE	64	0.0	1.2	1.2	0.0	1.4	1.4	0.2
Harrington DE	Indian R'vr Coal DE	43	0.0	0.9	0.9	0.0	0.9	0.9	0.0
Wayne NJ	Croxtan NJ	19	0.0	0.6	0.6	0.0	0.9	0.9	0.3
Croxtan NJ	Suffern NY	28	58.9	5.1	64.0	58.9	8.2	67.1	3.1
Suffern NY	Campbell Hall NY	35	13.4	4.7	18.1	13.4	7.7	21.1	3.0
Campbell Hall NY	Port Jervis NY	30	13.4	7.9	21.3	13.4	12.0	25.4	4.1
Port Jervis NY	Binghamton NY	126	0.0	7.9	7.9	0.0	12.0	12.0	4.1
Binghamton NY	Waverly NY	42	0.0	13.0	13.0	0.0	19.9	19.9	6.9
Waverly NY	Corning NY	36	0.0	16.4	16.4	0.0	21.4	21.4	5.0
Corning NY	Buffalo NY	128	0.0	13.6	13.6	0.0	20.6	20.6	7.0
Waverly NY	Mehoopany PA	59	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Sayre PA	Ludiowle Coal NY	49	0.0	2.0	2.0	0.0	1.3	1.3	-0.7
Corning NY	Geneva NY	57	0.0	0.2	0.2	0.0	1.6	1.6	1.4
Marysville PA	Enola PA	5	0.0	23.7	23.7	0.0	18.4	18.4	-5.3
Enola Pa	Wago YorkHaven PA	18	0.0	19.3	19.3	0.0	12.9	12.9	-6.4
Wago YorkHaven PA	Perryville PA	58	0.0	16.0	16.0	0.0	14.1	14.1	-1.9
Wago YorkHaven PA	York PA	10	0.0	1.7	1.7	0.0	1.1	1.1	-0.6
Cola PA	Lancaster PA	12	0.0	2.0	2.0	0.0	1.7	1.7	-0.3

Conrail Line Segments - Base Case and Post Acquisition Case
Conrail Train Densities

Station	Station	Miles	Base Case			Post Acquisition Case			Change In Trains
			Psg Trains Day	Frt Trains Day	Total Trains Day	Psg Trains Day	Frt Trains Day	Total Trains Day	
Harrisburg PA	Shocks PA	22	0.0	2.2	2.2	0.0	6.0	6.0	3.8
Harrisburg PA	Hagerstown PA	74	0.0	11.2	11.2	0.0	19.4	19.4	8.2
Rockville PA	Watsonstown PA	64	0.0	5.0	5.0	0.0	7.0	7.0	2.0
Watsonstown PA	Montgomery PA	7	0.0	7.6	7.6	0.0	6.9	6.9	-0.7
Montgomery PA	Linden PA North	22	0.0	3.3	3.3	0.0	5.0	5.0	1.7
Montgomery PA	Linden PA South	22	0.0	4.2	4.2	0.0	2.0	2.0	-2.2
Linden PA	Keating PA	59	0.0	7.4	7.4	0.0	7.9	7.9	0.5
Keating PA	Ebenezer Jct NY	149	0.0	4.2	4.2	0.0	4.2	4.2	0.0
Ebenezer Jct NY	Buffalo NY	6	0.0	0.0	0.0	0.0	3.6	3.6	3.6
Watsonstown PA	Straw Rdg CL PA	13	0.0	2.3	2.3	0.0	1.7	1.7	-0.6
Marysville PA	Pitcairn PA	227	4.0	42.5	46.5	4.0	42.8	46.8	0.2
Pitcairn PA	Jacks Run PA	18	4.0	32.8	36.8	4.0	36.6	40.6	3.8
Jacks Run PA	Conway East PA	16	4.0	50.4	54.4	4.0	49.8	53.8	-0.6
Conpitt Jct PA	Avonmre Coal PA	28	0.0	1.4	1.4	0.0	2.9	2.9	1.5
Avonmre Coal PA	Etna PA	44	0.0	0.6	0.6	0.0	1.7	1.7	1.1
Etna PA	Federal St PA	6	0.0	1.7	1.7	0.0	2.0	2.0	0.3
Pitcairn PA	Thomson PA	3	0.0	9.7	9.7	0.0	6.7	6.7	-3.0
Thomson PA	Jacks Run PA	16	0.0	15.5	15.5	0.0	9.9	9.9	-5.6
Thomson PA	W Brownsville PA	42	0.0	23.1	23.1	0.0	11.8	11.8	-11.3
W Brownsville PA	Blacksvle Coal WV	54	0.0	10.5	10.5	0.0	5.5	5.5	-5.0
Blacksvle Coal WV	Fed 2 Coal WV	6	0.0	2.4	2.4	0.0	0.9	0.9	-1.5
Emerald Coal PA	Bailey MineCL PA	15	0.0	8.4	8.4	0.0	5.6	5.6	-2.8
W Brownsville PA	Loveridge Coal WV	81	0.0	5.2	5.2	0.0	3.1	3.1	-2.2
Conway East PA	Rochester PA	5	4.0	57.1	61.1	4.0	48.7	52.7	-8.4
Rochester PA	Ashtabula OH	98	0.0	12.0	12.0	0.0	16.3	16.3	4.2
Ashtabula OH	Ashtabula Harbor OH	2	0.0	5.9	5.9	0.0	4.0	4.0	-1.9
Hubbard OH	Oil City PA	80	0.0	1.9	1.9	0.0	1.8	1.8	-0.1
Youngstown OH	Alliance OH	42	0.0	1.8	1.8	0.0	2.5	2.5	0.7
Latimer OH	Warren OH	11	0.0	0.9	0.9	0.0	0.6	0.6	-0.3
Rochester PA	Yellow Creek OH	26	0.0	6.2	6.2	0.0	4.6	4.6	-1.6
Yellow Creek OH	Mingo Jct OH	20	0.0	7.7	7.7	0.0	7.2	7.2	-0.5
Mingo Jct OH	Weirton OH	3	0.0	6.0	6.0	0.0	6.9	6.9	0.9

Conrail Line Segments - Base Case and Post Acquisition Case
Conrail Train Densities

Station	Station	Miles	Base Case			Post Acquisition Case			Change In Trains
			Psg Trains Day	Frt Trains Day	Total Trains Day	Psg Trains Day	Frt Trains Day	Total Trains Day	
Mingo Jct OH	MartinsFerry OH	18	0.0	1.7	1.7	0.0	1.4	1.4	-0.3
Yellow Creek OH	Alliance OH	41	0.0	2.0	2.0	0.0	2.6	2.6	0.6
Rochester PA	Alliance OH	57	2.0	37.9	39.9	2.0	26.3	28.3	-11.6
Alliance OH	Crestline OH	106	0.0	19.1	19.1	0.0	6.6	6.6	-12.6
Columbus OH	Charleston WV	185	0.0	4.1	4.1	0.0	3.4	3.4	-0.7
Charleston WV	Dickinson WV	14	0.0	4.3	4.3	0.0	4.6	4.6	0.3
Dickinson WV	Peters Jct WV	41	0.0	1.6	1.6	0.0	2.7	2.7	1.1
Deepwater WV	Fola Mine WV	17	0.0	0.6	0.6	0.0	2.0	2.0	1.4
Scioto OH	Alton OH	6	0.0	3.3	3.3	0.0	5.6	5.6	2.3
Alton OH	Ivorydale OH	109	0.0	11.3	11.3	0.0	18.4	18.4	7.1
Alliance OH	White OH	46	2.0	26.4	28.4	2.0	27.8	29.8	1.5
White OH	Cleveland OH	11	2.0	12.5	14.5	2.0	26.8	28.8	14.3
Kinsman OH	North Randall OH	9	0.0	0.9	0.9	0.0	1.4	1.4	0.5
Cleveland OH	Shortline Jct OH	7	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Cleveland OH	Vermillion OH	43	4.0	48.4	52.4	4.0	24.4	28.4	-24.0
Vermillion OH	Oak Harbor OH	43	4.0	48.3	52.3	4.0	36.2	40.2	-12.2
Oak Harbor OH	Airline OH	24	4.0	48.6	52.6	4.0	57.1	61.1	8.5
Airline OH	River Rouge MI	50	0.0	11.6	11.6	0.0	14.5	14.5	2.9
River Rouge MI	W. Detroit MI	5	0.0	22.9	22.9	0.0	25.6	25.6	2.8
W. Detroit MI	North Yd MI	6	0.0	9.4	9.4	0.0	12.1	12.1	2.7
North Yard MI	Sterling MI	14	0.0	8.0	8.0	0.0	8.1	8.1	0.1
Ecorse Jct MI	Brownstown MI	4	0.0	1.4	1.4	0.0	1.4	1.4	0.0
West Detroit MI	Jackson MI	74	8.0	2.9	10.9	8.0	12.1	20.1	9.2
Jackson MI	Kalamazoo MI	67	8.0	5.4	13.4	8.0	12.0	20.0	6.7
Kalamazoo MI	Elkhart IN	55	0.0	7.0	7.0	0.0	6.5	6.5	-0.5
Jackson MI	Lansing MI	37	0.0	1.6	1.6	0.0	3.1	3.1	1.5
Kalamazoo MI	Grand Rapids MI	49	0.0	1.9	1.9	0.0	3.0	3.0	1.1
Airline OH	Butler IN	68	4.0	50.4	54.4	4.0	43.8	47.8	-6.6
Butler IN	Elkhart IN	63	4.0	51.1	55.1	4.0	40.0	44.0	-11.2
Goshen IN	Alexandria IN	99	0.0	4.7	4.7	0.0	6.8	6.8	2.1
Alexandria IN	Anderson IN	13	0.0	4.3	4.3	0.0	0.0	0.0	-4.3
Elkhart IN	Porter IN	51	4.0	53.0	57.0	4.0	45.2	49.2	-7.9

Conrail Line Segments - Base Case and Post Acquisition Case
Conrail Train Densities

Station	Station	Miles	Base Case			Post Acquisition Case			Change In Trains
			Pgr Trains Day	Frt Trains Day	Total Trains Day	Pgr Trains Day	Frt Trains Day	Total Trains Day	
Porter IN	Control Pt 501 IN	20	14.0	69.4	83.4	14.0	68.7	82.7	-0.7
Control Pt 501 IN	Indiana Hbr IN	1	14.0	43.4	57.4	14.0	56.5	70.5	13.1
Indiana Hbr IN	South Chgo IL	8	16.0	41.1	57.1	16.0	49.0	65.0	7.9
South Chgo IL	Ashland Ave IL	9	16.0	28.5	44.5	16.0	12.3	28.3	-16.1
Colehour IL	Calumet Park IL	5	0.0	1.1	1.1	0.0	2.4	2.4	1.3
Indiana Harbor IN	Kankakee IL	57	0.0	6.6	6.6	0.0	4.0	4.0	-2.6
Kankakee IL	Streator IL	49	0.0	4.9	4.9	0.0	5.0	5.0	0.0
Streator IL	Hennepin IL	32	0.0	2.3	2.3	0.0	1.0	1.0	-1.3
Schneider IL	Wheatfld Coal IN	21	0.0	2.6	2.6	0.0	2.9	2.9	0.3

**NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities**

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change In Trains
			Psg Trains Day	Frt Trains Day	Total Trains Day	Psg Trains Day	Frt Trains Day	Total Trains Day	
Alexandria VA	Manassas VA	22	11.7	7.8	19.5	11.7	9.6	21.3	1.8
Manassas VA	Montview VA	142	2.2	13.7	15.9	2.2	15.0	17.2	1.3
Montview VA	Altavista VA	21	2.0	15.4	17.4	2.0	19.6	21.6	4.2
Altavista VA	Greensboro NC	86	2.0	15.9	17.9	2.0	16.6	18.6	0.7
Greensboro NC	Linwood NC	41	6.0	20.2	26.2	6.0	18.3	24.3	-1.9
Linwood NC	Salisbury NC	9	6.0	24.7	30.7	6.0	23.3	29.3	-1.4
Salisbury NC	Charlotte NC	50	6.0	21.1	27.1	6.0	18.1	24.1	-3.0
Charlotte NC	Beaumont SC	70	2.0	18.1	20.1	2.0	14.0	16.0	-4.1
Beaumont SC	Hayne Yd SC	2	2.0	19.2	21.2	2.0	17.6	19.6	-1.6
Hayne Yd SC	Howell GA	181	2.0	16.9	18.9	2.0	16.5	18.5	-0.4
Riverton Jct VA	Manassas VA	51	0.0	11.3	11.3	0.0	8.8	8.8	-2.5
Hagerstown MD	Riverton Jct VA	59	0.0	11.3	11.3	0.0	19.9	19.9	8.6
Riverton Jct VA	Roanoke VA	181	0.0	3.9	3.9	0.0	12.1	12.1	8.2
Cincinnati OH	SJ Jct KY	112	0.0	31.0	31.0	0.0	28.0	28.0	-3.0
SJ Jct KY	Harriman TN	144	0.0	37.9	37.9	0.0	35.0	35.0	-2.9
Harriman TN	Citico Jct TN	74	0.0	26.6	26.6	0.0	28.1	28.1	1.5
Citico Jct TN	Ooltewah TN	12	0.0	37.0	37.0	0.0	44.0	44.0	7.0
Ooltewah TN	Cohutta GA	12	0.0	27.9	27.9	0.0	33.4	33.4	5.5
Cohutta GA	Austell GA	108	0.0	32.8	32.8	0.0	36.5	36.5	3.7
Austell GA	Howell GA	16	2.0	49.7	51.7	2.0	50.4	52.4	0.7
Howell GA	Spring GA	1	0.0	33.3	33.3	0.0	40.4	40.4	7.1
Spring GA	Scherer Coal GA	65	0.0	27.2	27.2	0.0	32.9	32.9	5.7
Scherer Coal GA	Macon Jct GA	20	0.0	21.9	21.9	0.0	27.4	27.4	5.5
Macon Jct GA	Brosnan Yd GA	2	0.0	37.0	37.0	0.0	40.0	40.0	3.0
C of G Jct GA	Langdale Yd GA	146	0.0	15.3	15.3	0.0	16.5	16.5	1.2
Langdale Yd GA	FEC Bowden Yd FL	118	0.0	10.8	10.8	0.0	12.4	12.4	1.6
Norris Yd AL	Austell GA	142	2.0	19.1	21.1	2.0	14.5	16.5	-4.5
Norris Yd AL	Birmingham 50St AL	5	2.0	37.4	39.4	2.0	34.3	36.3	-3.1
Birmingham 50St AL	Wilson AL	141	0.0	9.2	9.2	0.0	5.2	5.2	-4.1
Citico Jct TN	Chattanooga TN	2	0.0	63.2	63.2	0.0	55.7	55.7	-7.5
Wauhatchie TN	Norris Yard AL	130	0.0	7.0	7.0	0.0	12.2	12.2	5.2
Birmingham 50St AL	Burstal AL	16	2.0	27.8	29.8	2.0	25.8	27.8	-2.0

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change In Trains
			Pagr Trains Day	Frt Trains Day	Total Trains Day	Pagr Trains Day	Frt Trains Day	Total Trains Day	
Bursta AL	Meridian MS	140	2.0	16.2	18.2	2.0	18.2	18.2	-0.1
Meridian MS	Oliver Jct LA	194	2.0	9.1	11.1	2.0	13.5	15.5	4.4
Oliver Jct LA	KCS Shrewsbury LA	11	2.0	17.1	19.1	2.0	14.9	16.9	-2.2
Oliver Jct LA	Oliver Yd LA	2	0.0	15.0	15.0	0.0	18.1	18.1	3.1
Greensboro NC	Raleigh Yd NC	83	4.0	5.0	9.0	4.0	5.1	9.1	0.1
Raleigh Yd NC	Chocowinity NC	100	0.0	2.4	2.4	0.0	2.4	2.4	0.0
Chocowinity NC	New Bern NC	30	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Chocowinity NC	Lee Clerk NC	31	0.0	3.1	3.1	0.0	2.8	2.8	-0.3
Chocowinity NC	Plymouth NC	36	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Raleigh Jct NC	Goldsboro NC	50	4.0	1.6	5.6	4.0	1.6	5.6	0.0
Goldsboro NC	New Bern NC	58	0.0	0.9	0.9	0.0	0.9	0.9	0.0
New Bern NC	Morehead City NC	36	0.0	2.0	2.0	0.0	2.6	2.6	0.6
Greensboro NC	Gulf NC	51	0.0	1.9	1.9	0.0	1.4	1.4	-0.5
Gulf NC	Raleigh Jct NC	56	0.0	1.2	3.3	0.0	0.9	0.9	-2.4
Fayetteville NC	Fuquay-Varina NC	44	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Charlotte Jct NC	Columbia SC	109	0.0	9.4	9.4	0.0	4.5	4.5	-4.9
Columbia SC	Millen GA	135	0.0	6.0	6.0	0.0	5.2	5.2	-0.8
Salisbury NC	Asheville NC	142	0.0	6.6	6.6	0.0	5.4	5.4	-1.2
Asheville NC	Leadvale TN	74	0.0	8.4	8.4	0.0	7.6	7.6	-0.8
Asheville NC	Hayne Yd SC	69	0.0	1.5	1.5	0.0	2.4	2.4	0.9
Beaumont SC	Columbia SC	94	0.0	3.7	3.7	0.0	3.7	3.7	0.0
Andrews Yd SC	Charleston SC	120	0.0	5.5	5.5	0.0	4.7	4.7	-0.8
Murphy Jct NC	Waynesville NC	27	0.0	2.4	2.4	0.0	1.6	1.6	-0.8
Rock Hill SC	Kershaw SC	41	0.0	1.7	1.7	0.0	0.8	0.8	-0.9
Eastover SC	Kingville SC	5	0.0	2.2	2.2	0.0	1.6	1.6	-0.6
Hasskamp SC	Wateree Coal SC	18	0.0	2.0	2.0	0.0	1.4	1.4	-0.6
Anderson SC	Seneca SC	24	0.0	2.0	2.0	0.0	1.4	1.4	-0.6
Green GA	Wansley Jct GA	60	0.0	3.5	3.5	0.0	3.5	3.5	0.0
Spring GA	East Point GA	6	0.0	6.9	6.9	0.0	11.1	11.1	4.2
Athens GA	Lula GA	39	0.0	2.0	2.0	0.0	1.8	1.8	-0.2
Industry Yd GA	Edgewood GA	95	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Krannert GA	Forrestville GA	12	0.0	4.0	4.0	0.0	2.0	2.0	-2.0

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change In Trains
			Pagr Trains Day	Frt Trains Day	Total Trains Day	Pagr Trains Day	Frt Trains Day	Total Trains Day	
Macon Jct GA	Millen GA	112	0.0	10.0	10.0	0.0	11.3	11.3	1.3
Millen GA	Savannah GA	70	0.0	7.4	7.4	0.0	9.0	9.0	1.6
Brosnan Yd GA	Brunswick GA	183	0.0	2.1	2.1	0.0	2.0	2.0	-0.1
Ft Valley GA	Albany GA	77	0.0	3.1	3.1	0.0	3.7	3.7	0.6
Albany GA	Dothan GA	85	0.0	3.2	3.2	0.0	1.4	1.4	-1.8
Valdosta GA	Occidental FL	42	0.0	5.4	5.4	0.0	3.8	3.8	-1.6
Madison GA	Mogul GA	68	0.0	2.6	2.6	0.0	1.8	1.8	-0.8
E Warrenton GA	Waynesboro GA	56	0.0	1.9	1.9	0.0	1.7	1.7	-0.2
Mahrt AL	Greenville GA	75	0.0	2.1	2.1	0.0	1.5	1.5	-0.6
Childersburg AL	Ft Valley GA	178	0.0	1.8	1.8	0.0	1.9	1.9	0.1
Ft Valley GA	Rutland Jct GA	22	0.0	5.3	5.3	0.0	4.4	4.4	-0.9
Walton VA	Bulls Gap TN	187	0.0	8.6	8.6	0.0	10.3	10.3	1.6
Bulls Gap TN	New Line TN	16	0.0	18.2	18.2	0.0	17.7	17.7	-0.6
New Line TN	Sevier Yd TN	32	0.0	21.9	21.9	0.0	21.1	21.1	-0.8
Sevier Yd TN	Cleveland TN	88	0.0	15.1	15.1	0.0	17.1	17.1	2.0
Cleveland TN	Ooltewah TN	14	0.0	9.2	9.2	0.0	12.6	12.6	3.4
Cleveland TN	Cohutta TN	15	0.0	6.3	6.3	0.0	4.6	4.6	-1.7
Bulls Gap TN	Leadvale TN	17	0.0	4.4	4.4	0.0	4.3	4.3	-0.1
New Line TN	Leadvale TN	11	0.0	4.9	4.9	0.0	5.7	5.7	0.8
Harriman TN	Sevier Yd TN	58	0.0	15.6	15.6	0.0	9.4	9.4	-6.2
Beverly TN	Burley KY	68	0.0	3.6	3.6	0.0	2.9	2.9	-0.7
Wauhatchie TN	Sheffield AL	154	0.0	10.2	10.2	0.0	10.8	10.8	0.6
Sheffield AL	Wilson AL	2	0.0	23.1	23.1	0.0	22.2	22.2	-0.9
Wilson AL	Memphis TN	144	0.0	14.8	14.8	0.0	16.5	16.5	1.7
Corinth MS	Fulton KY	123	0.0	3.0	3.0	0.0	2.4	2.4	-0.6
Bulls Gap TN	Frisco TN	41	0.0	18.0	18.0	0.0	12.1	12.1	-5.8
Frisco TN	Appalachia VA	46	0.0	12.2	12.2	0.0	9.3	9.3	-2.9
Frisco TN	St Paul VA	79	0.0	7.4	7.4	0.0	6.6	6.6	-0.8
Appalachia VA	Andover VA	1	0.0	10.2	10.2	0.0	5.4	5.4	-4.8
Appalachia VA	Norton VA	13	0.0	6.1	6.1	0.0	4.3	4.3	-1.8
Appalachia VA	Bundy	11	0.0	3.1	3.1	0.0	2.3	2.3	-0.8
Knoxville TN	Alcoa TN	15	0.0	1.7	1.7	0.0	1.7	1.7	0.0

**NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities**

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change In Trains
			Pgr Trains Day	Frt Trains Day	Total Trains Day	Pgr Trains Day	Frt Trains Day	Total Trains Day	
Frisco TN	Kingsport TN	6	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Burstal AL	Selma AL	89	0.0	10.6	10.6	0.0	7.2	7.2	-3.4
Selma AL	Mobile AL	162	0.0	4.6	4.6	0.0	4.9	4.9	0.3
Wilton AL	Roberta AL	5	0.0	6.0	6.0	0.0	6.0	6.0	0.0
Roberta AL	Coosa Pines AL	33	0.0	2.8	2.8	0.0	2.8	2.8	0.0
Berry Coal AL	Parrish AL	23	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Demopolis AL	Marion Jct AL	38	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Maplesville AL	Montgomery AL	51	0.0	1.7	1.7	0.0	2.0	2.0	0.3
Clinton TN	Pruden TN	62	0.0	1.2	1.2	0.0	1.2	1.2	0.0
Louisville KY	SJ Jct KY	87	0.0	13.7	13.7	0.0	11.2	11.2	-2.6
Louisville KY	E. St. Louis IL	263	0.0	11.8	11.8	0.0	11.7	11.7	-0.1
Norfolk VA	Burkeville VA	138	0.0	20.4	20.4	0.0	21.5	21.5	1.1
Burkeville VA	Pamplin VA	37	0.0	11.4	11.4	0.0	11.6	11.6	0.2
Pamplin VA	Roanoke VA	85	0.0	18.3	18.3	0.0	18.9	18.9	0.6
Roanoke VA	Salem VA	7	0.0	34.3	34.3	0.0	40.4	40.4	6.0
Salem VA	Walton VA	33	0.0	28.2	28.2	0.0	32.1	32.1	3.9
Walton VA	Narrows VA	30	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Narrows VA	Kellysville WV	11	0.0	34.1	34.1	0.0	35.4	35.4	1.3
Kellysville WV	Bluefield VA	22	0.0	31.9	31.9	0.0	31.6	31.6	-0.3
Abilene VA	Pamplin VA	16	0.0	3.9	3.9	0.0	3.9	3.9	0.0
Burkeville VA	Altavista VA	78	0.0	9.8	9.8	0.0	11.0	11.0	1.2
Altavista VA	Tinkers Crk Conn VA	41	0.0	10.0	10.0	0.0	8.4	8.4	-1.6
Tinkers Crk Conn VA	Salem VA	13	0.0	7.6	7.6	0.0	7.7	7.7	0.0
Salem VA	Narrows VA	66	0.0	12.0	12.0	0.0	13.5	13.5	1.5
Burkeville VA	West Point VA	91	0.0	1.9	1.9	0.0	1.7	1.7	-0.1
Petersburg VA	Hopewell VA	9	0.0	2.4	2.4	0.0	2.0	2.0	-0.4
Poe ML VA	Petersburg VA	3	0.0	8.4	8.4	0.0	8.0	8.0	-0.4
Suffolk VA	Edgerton VA	71	0.0	1.7	1.7	0.0	1.1	1.1	-0.6
S Roanoke VA	Belews Crk Jc NC	99	0.0	7.0	7.0	0.0	7.9	7.9	0.9
Belews Crk Jc NC	Winston Salem NC	23	0.0	5.6	5.6	0.0	3.7	3.7	-1.8
Winston Salem NC	Greensboro NC	26	0.0	4.7	4.7	0.0	2.7	2.7	-2.1
Belews Creek Jc NC	Belews Crk CI NC	4	0.0	2.3	2.3	0.0	2.7	2.7	0.4

**NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities**

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change In Trains
			Psg Trains Day	Frt Trains Day	Total Trains Day	Psg Trains Day	Frt Trains Day	Total Trains Day	
Kinney YD VA	Brookneal VA	32	0.0	1.7	1.7	0.0	2.1	2.1	0.4
Vabrook VA	Mayo Jct NC	39	0.0	3.7	3.7	0.0	4.4	4.4	0.6
South Boston VA	Clover VA	16	0.0	0.6	0.6	0.0	0.6	0.6	0.0
Kimballton VA	Norcross VA	2	0.0	1.4	1.4	0.0	2.9	2.9	1.5
Elkton VA	Harrisonburg VA	20	0.0	1.6	1.6	0.0	2.6	2.6	1.0
Bluefield VA	Iager WV	56	0.0	27.7	27.7	0.0	28.7	28.7	1.0
Iager WV	Wharncliffe WV	16	0.0	35.1	35.1	0.0	35.4	35.4	0.3
Wharncliffe WV	Williamson WV	32	0.0	36.0	36.0	0.0	36.6	36.6	0.7
Williamson WV	Wolf Creek WV	18	0.0	33.7	33.7	0.0	35.6	35.6	1.9
Wolf Creek WV	Kenova OH	55	0.0	24.5	24.5	0.0	26.3	26.3	1.8
Kenova OH	Columbus OH	130	0.0	21.1	21.1	0.0	23.3	23.3	2.1
Columbus OH	Bucyrus OH	69	0.0	25.7	25.7	0.0	31.6	31.6	5.9
Bucyrus OH	Bellevue OH	34	0.0	26.0	26.0	0.0	34.5	34.5	8.5
Bellevue OH	Sandusky Dock OH	15	0.0	1.4	1.4	0.0	5.9	5.9	4.5
Bluefield VA	Cedar Bluff VA	34	0.0	6.7	6.7	0.0	6.9	6.9	0.2
Cedar Bluff VA	St Paul VA	42	0.0	11.1	11.1	0.0	10.4	10.4	-0.6
St Paul VA	Norton VA	22	0.0	6.4	6.4	0.0	5.4	5.4	-1.0
Norton VA	Ramsey VA	5	0.0	3.5	3.5	0.0	2.9	2.9	-0.6
Weller VA	Richlands VA	46	0.0	4.1	4.1	0.0	4.2	4.2	0.1
Weller WV	Devon WV	27	0.0	5.7	5.7	0.0	6.5	6.5	0.9
Cedar Bluff VA	Iager WV	45	0.0	6.7	6.7	0.0	6.4	6.4	-0.3
Kellysville WV	Elmore WV	47	0.0	3.7	3.7	0.0	5.4	5.4	1.7
Elmore WV	Deepwater WV	60	0.0	0.3	0.3	0.0	2.3	2.3	2.0
Elmore WV	Pinnacle Crk Jct WV	17	0.0	4.6	4.6	0.0	4.9	4.9	0.3
Pinnacle Crk Jct WV	Simon WV	23	0.0	1.7	1.7	0.0	2.0	2.0	0.3
Simon WV	Wharncliffe WV	23	0.0	3.8	3.8	0.0	4.1	4.1	0.3
Simon WV	Kopperston WV	21	0.0	1.9	1.9	0.0	1.9	1.9	0.0
Pinnacle Crk Jct WV	Pinnacle Crk WV	4	0.0	2.9	2.9	0.0	2.9	2.9	0.0
Mullens WV	Winding Gulf WV	29	0.0	0.4	0.4	0.0	0.4	0.4	0.0
Amigo WV	Stone Coal Jct WV	1	0.0	0.3	0.3	0.0	0.3	0.3	0.0
Wolf Creek WV	Pontiki KY	12	0.0	4.3	4.3	0.0	4.5	4.5	0.1
Pontiki KY	Pevler KY	10	0.0	0.3	0.3	0.0	0.6	0.6	0.3

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change In Trains
			Psg Trains Day	Frt Trains Day	Total Trains Day	Psg Trains Day	Frt Trains Day	Total Trains Day	
Marrowbone WV	Naugatuck WV	3	0.0	3.5	3.5	0.0	3.7	3.7	0.2
Buffalo FW NY	Ashtabula OH	128	0.0	13.0	13.0	0.0	25.1	24.7	11.7
Ashtabula OH	Cleveland OH	50	0.0	13.0	13.0	0.0	35.2	35.2	22.2
Cleveland OH	Vermillion OH	37	0.0	13.5	13.5	0.0	37.8	37.8	24.3
Vermillion OH	Bellevue OH	26	0.0	15.6	15.6	0.0	31.8	31.8	16.2
Bellevue OH	Ft Wayne IN	120	0.0	23.9	23.9	0.0	28.5	28.5	4.6
Ft Wayne IN	Hammond IN	129	0.0	8.6	8.6	0.0	11.1	11.1	2.5
Hammond IN	Calumet IL	8	0.0	26.5	26.5	0.0	12.8	12.8	-13.7
Calumet IL	Landers IL	8	0.0	9.5	9.5	0.0	18.2	18.2	8.7
Hadley IN	Hobart IN	111	0.0	6.8	6.8	0.0	0.9	0.9	-6.0
Argos IN	Dillon IN	22	0.0	0.9	0.9	0.0	1.7	1.7	0.8
Buffalo NY	Black Rock NY	7	0.0	10.6	10.6	0.0	5.1	5.1	-5.5
Black Rock NY	St Thomas ON	131	0.0	1.8	1.8	0.0	2.5	2.5	0.7
St Thomas ON	West Detroit MI	94	0.0	2.0	2.0	0.0	2.4	2.4	0.3
Oakwood MI	Butler IN	107	0.0	15.2	15.2	0.0	17.3	17.3	2.1
Butler IN	Ft Wayne IN	28	0.0	13.6	13.6	0.0	22.4	22.4	8.8
Ft Wayne IN	Lafayette Jct IN	115	0.0	20.2	20.2	0.0	37.8	37.8	17.6
Lafayette Jct IN	Sidney IL	71	0.0	22.7	22.7	0.0	41.2	41.2	18.5
Sidney IL	Tolono IL	10	0.0	21.3	21.3	0.0	37.1	37.1	15.8
Tolono IL	Bement IL	18	0.0	21.6	21.6	0.0	35.4	35.4	13.8
Bement IL	Decatur IL	20	0.0	26.3	26.3	0.0	40.6	40.6	14.2
Decatur IL	Moberly MO	209	0.0	10.8	10.8	0.0	17.3	17.3	6.6
Moberly MO	CA Jct MO	94	0.0	18.6	18.6	0.0	25.9	25.9	7.3
CA Jct MO	N Kansas City MO	31	0.0	30.0	30.0	0.0	31.3	31.3	1.3
Feeder ON	Wellend ON	6	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Sheffield Yard OH	South Lorain OH	4	0.0	3.6	3.6	0.0	4.6	4.6	1.0
Milan MI	Homestead OH	35	0.0	4.1	4.1	0.0	0.0	0.0	-4.1
Homestead OH	Oak Harbor OH	20	0.0	6.6	6.6	0.0	4.4	4.4	-2.2
Oak Harbor OH	Bellevue OH	27	0.0	7.7	7.7	0.0	27.2	27.2	19.5
Ft Wayne IN	Muncie IN	64	0.0	19.6	19.6	0.0	15.0	15.0	-4.6
Muncie IN	Ivorydale OH	106	0.0	20.6	20.6	0.0	20.5	20.5	-0.1
Ivorydale OH	Cincinnati OH	6	0.0	31.3	31.3	0.0	36.0	36.0	4.7

**NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities**

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change In Trains
			Pagr Trains Day	Frt Trains Day	Total Trains Day	Pagr Trains Day	Frt Trains Day	Total Trains Day	
Vera OH	Sardenia OH	57	0.0	3.4	3.4	0.0	0.0	0.0	-3.4
Sardenia OH	Norwood OH	43	0.0	3.4	3.4	0.0	1.7	1.7	-1.7
Norwood OH	Ivorydale OH	5	0.0	3.4	3.4	0.0	2.0	2.0	-1.4
Lafayette Jct IN	Alexandria IN	67	0.0	3.0	3.0	0.0	4.8	4.8	1.8
Alexandria IN	Muncie IN	16	0.0	2.6	2.6	0.0	11.8	11.8	9.2
IC 95St Chicago IL	Gibson City IL	99	0.0	2.0	2.0	0.0	5.2	5.2	3.2
Gibson City IL	Bement IL	41	0.0	5.4	5.4	0.0	7.0	7.0	1.6
Gibson City IL	E. Peoria IL	72	0.0	3.1	3.1	0.0	0.9	0.9	-2.2
Decatur IL	Granite City IL	106	0.0	9.8	9.8	0.0	15.3	15.3	5.4
Granite City IL	TRRA Madison IL	6	0.0	18.9	18.9	0.0	23.9	23.9	5.0
TRRA Madison IL	Luther MO	6	0.0	20.8	20.8	0.0	21.6	21.6	0.8
Luther MO	Moberly MO	141	0.0	10.2	10.2	0.0	11.4	11.4	1.2
Coffeen Coal IL	CNW Madison IL	53	0.0	0.6	0.6	0.0	0.7	0.7	0.1

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Conrail Line Segments - Base Case and Post Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Oak Island NJ	Aldene NJ	8	42.4	26.9	-37
Aldene NJ	Manville NJ	20	41.6	25.8	-38
Manville NJ	Bethlehem PA	52	30.2	24.1	-20
Bethlehem PA	Allentown PA	3	24.8	22.8	-8
Allentown PA	Burn PA	3	49.7	56.0	13
Bethlehem PA	Burn PA	5	15.1	11.7	-22
Burn PA	Rdg Belt Jct PA	37	65.7	67.8	3
Rdg Belt Jct PA	WM Jct PA	4	58.2	55.7	-4
WM Jct PA	Rutherford PA	45	86.8	91.0	5
Rutherford PA	Harrisburg PA	6	85.8	89.6	4
Harrisburg PA	Marysville PA	9	85.2	100.6	18
Oak Island NJ	Greenville NJ	4	22.9	10.1	-56
Oak Island NJ	E Rail TV NJ	6	15.1	18.4	22
E Rail TV NJ	Port Reading NJ	8	10.8	8.7	-20
Port Reading NJ	South Amboy NJ	6	3.2	1.6	-49
Bound Brook NJ	Port Reading NJ	15	7.5	7.6	1
Phillipsburg NJ	Dover NJ	47	0.6	0.5	-6
Hazleton PA	Lehighon PA	29	0.4	0.4	0
Lehighon PA	Allentown PA	29	8.2	4.1	-50
Reading PA	Reading Belt Jct. PA	2	8.5	12.4	46
West Falls PA	Abrams PA	14	36.9	28.0	-24
Abrams PA	WM Jct. PA	39	50.8	44.1	-13
Oak Island NJ	Morrisville PA	49	43.6	44.8	3
Morrisville PA	Abrams PA	32	11.3	12.0	7
Earnest PA	Coatsville PA	29	1.4	1.7	21
West Falls PA	Wayne Jct PA	4	14.3	2.4	-83
Zoo PA	Arsenal PA	2	7.1	14.7	107
Arsenal PA	Greenwich PA	5	7.1	6.5	-8
Eastwick PA	Marcus Hook PA	12	7.0	11.7	66
CSX Park Jct PA	Frankfrd Jct PA	5	12.9	8.3	-36
Frankfrd Jct PA	Pavonia NJ	4	18.6	14.2	-24

Conrail Line Segments - Base Case and Post Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Pavonia NJ	Woodbury NJ	9	9.0	5.3	-42
Woodbury NJ	Paulsboro NJ	5	5.7	3.2	-44
Paulsboro NJ	Carneys Pnt NJ	16	2.2	1.2	-45
Woodbury NJ	Millville NJ	30	1.5	0.9	-40
Bulson St NJ	Winslow Jct NJ	23	1.7	0.7	-59
Winslow Jct NJ	Palermo Coal NJ	34	1.1	0.4	-64
Pavonia NJ	Burlington NJ	15	1.0	0.6	-40
Morrisville PA	Frankfrd Jct PA	23	29.1	33.1	14
Frankfrd Jct PA	Zoo PA	6	33.6	37.3	11
Arsenal PA	Marcus Hook PA	15	21.2	21.2	0
Marcus Hook PA	Perryville MD	43	22.4	26.2	17
Perryville MD	Bay View MD	32	47.8	44.0	-8
Bayview MD	Washington DC	44	25.0	30.1	21
Bell DE	Edgemoor DE	1	5.1	13.5	164
Newark DE	Harrington DE	56	6.3	7.0	11
Harrington DE	Pocomoke DE	64	1.7	1.6	-3
Harrington DE	Indian River Coal DE	43	2.7	2.9	7
Wayne NJ	Croxtan NJ	19	0.8	0.9	13
Croxtan NJ	Suffern NY	28	18.9	26.8	42
Suffern NY	Campbell Hall NY	35	8.2	16.1	96
Campbell Hall NY	Port Jervis NY	30	14.4	22.4	56
Port Jervis NY	Binghamton NY	126	11.5	19.4	69
Binghamton NY	Waverly NY	42	19.1	28.0	46
Waverly NY	Corning NY	36	22.5	31.1	38
Corning NY	Buffalo NY	128	22.8	29.0	27
Waverly NY	Mehoopany PA	59	0.9	0.9	-1
Sayre PA	Ludlowville Coal NY	49	2.4	2.2	-6
Corning NY	Geneva NY	57	0.2	1.2	663
Marysville PA	Enola PA	5	58.1	46.9	-19
Enola Pa	Wago YorkHaven PA	18	48.0	34.8	-27
Wago YorkHaven PA	Perryville PA	58	40.3	31.5	-22

**Conrail Line Segments - Base Case and Post Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)**

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Wago YorkHaven PA	York PA	10	2.0	1.9	-5
Cola PA	Lancaster PA	12	3.5	3.4	-3
Harrisburg PA	Shocks PA	22	2.8	6.8	148
Harrisburg PA	Hagerstown PA	74	21.7	36.9	70
Rockville PA	Watsonstown PA	64	11.4	15.3	34
Watsonstown PA	Montgomery PA	7	14.9	15.5	4
Montgomery PA	Linden PA North	22	4.4	11.0	151
Montgomery PA	Linden PA South	22	10.6	4.6	-57
Linden PA	Keating PA	59	15.7	15.8	1
Keating PA	Ebenezer Jct NY	149	7.7	7.8	0
Ebenezer Jct NY	Buffalo NY	5	0.0	7.8	n/a
Watsonstown PA	Straw Rdg CL PA	13	5.8	5.7	-2
Marysville PA	Pitcairn PA	227	101.3	88.2	-13
Pitcairn PA	Jacks Run PA	18	70.2	70.7	1
Jacks Run PA	Conway East PA	16	115.5	100.7	-13
Conpitt Jct PA	Avonmre Coal PA	28	2.9	2.9	0
Avonmre Coal PA	Etna PA	44	1.5	1.7	14
Etna PA	Federal St PA	6	3.1	3.0	-3
Pitcairn PA	Thomson PA	3	29.0	16.5	-43
Thomson PA	Jacks Run PA	16	41.0	26.1	-36
Thomson PA	W Brownsvile PA	42	65.0	33.6	-48
W Brownsvile PA	Blacksvle Coal WV	54	31.4	15.8	-50
Blacksvle Coal WV	Fed 2 Coal WV	6	7.0	2.4	-66
Emerald Coal PA	Bailey MineCL PA	15	27.4	16.4	-40
W Brownsvile PA	Loveridge Coal WV	81	11.6	6.4	-45
Conway East PA	Rochester PA	5	130.3	114.5	-12
Rochester PA	Ashtabula OH	98	31.3	41.6	33
Ashtabula OH	Ashtabula Harbor OH	2	15.7	11.6	-26
Hubbard OH	Oil City PA	80	2.4	2.1	-13
Youngstown OH	Alliance OH	42	3.1	2.8	-10
Latimer OH	Warren OH	11	2.5	1.5	-40

Conrail Line Segments - Base Case and Post Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Rochester PA	Yellow Creek OH	26	14.7	13.6	-7
Yellow Creek OH	Mingo Jct OH	20	18.5	18.9	2
Mingo Jct OH	Weirtun OH	3	11.5	11.5	0
Mingo Jct OH	MartinsFerry OH	18	2.7	2.7	0
Yellow Creek OH	Alliance OH	41	4.7	6.1	30
Rochester PA	Alliance OH	57	82.3	57.2	-30
Alliance OH	Crestline OH	106	36.1	15.9	-56
Columbus OH	Charleston WV	185	9.5	8.7	-9
Charleston WV	Dickinson WV	14	7.6	7.2	-5
Dickinson WV	Peters Jct WV	41	4.5	7.2	59
Deepwater WV	Fola Mine WV	17	1.3	5.6	331
Scioto OH	Alton OH	6	5.3	8.6	62
Alton OH	Ivorydale OH	109	26.1	35.6	36
Alliance OH	White OH	46	57.5	51.7	-10
White OH	Cleveland OH	11	25.9	49.3	93
Kinsman OH	North Randall OH	9	0.3	0.3	0
Cleveland OH	Shortline Jct OH	7	0.7	8.4	1100
Cleveland OH	Vermillion OH	43	100.8	43.5	-57
Vermillion OH	Oak Harbor OH	43	100.3	72.2	-28
Oak Harbor OH	Airline OH	24	100.9	109.5	9
Airline OH	River Rouge MI	50	22.0	24.0	9
River Rouge MI	W. Detroit MI	5	32.8	32.3	-2
W. Detroit MI	North Yd MI	6	10.5	6.9	-34
North Yard MI	Sterling MI	14	4.7	2.5	-47
Ecorse Jct MI	Brownstown MI	4	1.7	1.2	-29
West Detroit MI	Jackson MI	74	4.8	19.8	315
Jackson MI	Kalamazoo MI	67	7.8	20.4	163
Kalamazoo MI	Elkhart IN	55	11.0	8.6	-22
Jackson MI	Lansing MI	37	0.9	1.2	33
Kalamazoo MI	Grand Rapids MI	49	2.2	2.8	27
Airline OH	Butler IN	68	108.1	81.8	-24

**Conrail Line Segments - Base Case and Post Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)**

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Butler IN	Elkhart IN	63	111.3	83.8	-25
Goshen IN	Alexandria IN	99	13.5	19.9	47
Alexandria IN	Anderson IN	13	12.0	0.0	-100
Elkhart IN	Porter IN	61	109.0	102.9	-6
Porter IN	Control Pt 501 IN	20	129.2	139.1	8
Control Pt 501 IN	Indiana Hbr IN	1	85.9	121.8	42
Indiana Hbr IN	South Chgo IL	8	81.3	105.6	30
South Chgo IL	Ashland Ave IL	9	61.8	30.8	-50
Colehour IL	Calumet Park IL	5	3.6	5.9	64
Indiana Harbor IN	Kankakee IL	57	12.3	7.6	-38
Kankakee IL	Streator IL	49	8.3	9.2	11
Streator IL	Hennepin IL	32	2.9	2.7	-7
Schneider IL	Wheatfld Coal IN	21	6.9	6.8	-1

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Alexandria VA	Manassas VA	22	12.9	15.4	20%
Manassas VA	Montview VA	142	20.3	23.4	15%
Montview VA	Altavista VA	21	23.0	30.5	33%
Altavista VA	Greensboro NC	86	28.1	29.0	3%
Greensboro NC	Linwood NC	41	32.4	38.2	18%
Linwood NC	Salisbury NC	9	46.5	47.3	2%
Salisbury NC	Charlotte NC	50	36.7	34.6	-6%
Charlotte NC	Beaumont SC	70	25.5	23.0	-10%
Beaumont SC	Hayne Yd SC	2	27.1	30.0	11%
Hayne Yd SC	Howell GA	181	25.6	29.7	16%
Riverton Jct VA	Manassas VA	51	13.7	10.6	-23%
Hagerstown MD	Riverton Jct VA	59	18.8	36.8	96%
Riverton Jct VA	Roanoke VA	181	8.8	28.9	228%
Cincinnati OH	SJ Jct KY	112	53.7	55.9	4%
SJ Jct KY	Harriman TN	144	71.5	71.2	0%
Harriman TN	Citico Jct TN	74	51.6	53.6	4%
Citico Jct TN	Ooltewah TN	12	69.4	82.1	18%
Ooltewah TN	Cohutta GA	12	52.2	59.0	13%
Cohutta GA	Austell GA	108	66.4	71.0	7%
Austell GA	Howell GA	16	97.7	101.4	4%
Howell GA	Spring GA	1	67.5	81.4	21%
Spring GA	Scherer Coal GA	65	60.8	67.7	11%
Scherer Coal GA	Macon Jct GA	20	42.7	50.6	18%
Macon Jct GA	Brosnan Yd GA	2	72.6	75.0	3%
C of G Jct GA	Langdale Yd GA	146	24.2	27.1	12%
Langdale Yd GA	FEC Bowden Yd FL	118	16.7	18.8	13%
Norris Yd AL	Austell GA	142	37.7	33.6	-11%
Norris Yd AL	Birmingham 50St AL	5	74.5	74.6	0%
Birmingham 50St AL	Wilson AL	141	17.8	14.7	-17%
Citico Jct TN	Chattanooga TN	2	116.6	111.6	-4%
Wauhatchie TN	Norris Yard AL	130	21.9	26.0	19%
Birmingham 50St AL	Burstal AL	16	52.1	54.7	5%

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Burstal AL	Meridian MS	140	31.7	36.0	13%
Meridian MS	Oliver Jct LA	194	21.0	22.0	5%
Oliver Jct LA	KCS Shrewsbury LA	11	29.6	29.7	0%
Oliver Jct LA	Oliver Yd LA	2	28.6	30.6	7%
Greensboro NC	Raleigh Yd NC	83	10.3	10.2	-1%
Raleigh Yd NC	Chocowinity NC	100	6.9	6.4	-7%
Chocowinity NC	New Bern NC	30	2.5	2.3	-8%
Chocowinity NC	Lee Creek NC	31	5.1	5.7	12%
Chocowinity NC	Plymouth NC	36	3.0	3.0	0%
Raleigh Jct NC	Goldsboro NC	50	2.2	2.2	0%
Goldsboro NC	New Bern NC	58	0.1	0.1	0%
New Bern NC	Morehead City NC	36	2.3	2.5	9%
Greensboro NC	Gulf NC	51	2.9	2.2	-25%
Gulf NC	Raleigh Jct NC	56	0.4	0.7	80%
Fayetteville NC	Fuquay-Varina NC	44	0.8	0.8	0%
Charlotte Jct NC	Columbia SC	109	14.5	9.7	-33%
Columbia SC	Millen GA	135	11.9	8.3	-30%
Salisbury NC	Asheville NC	142	16.7	14.8	-11%
Asheville NC	Leadvale TN	74	23.2	22.1	-5%
Asheville NC	Hayne Yd SC	69	3.3	4.2	26%
Beaumont SC	Columbia SC	94	7.5	7.5	0%
Andrews Yd SC	Charleston SC	120	8.0	8.7	9%
Murphy Jct NC	Waynesville NC	27	3.2	2.7	-16%
Rock Hill SC	Kershaw SC	41	1.8	1.0	-47%
Eastover SC	Kingville SC	5	2.5	2.4	-4%
Hasskamp SC	Wateree Coal SC	18	1.5	1.5	0%
Anderson SC	Seneca SC	24	1.9	2.4	26%
Green GA	Wansley Jct GA	60	6.7	6.5	-4%
Spring GA	East Point GA	6	7.1	13.2	86%
Athens GA	Lula GA	39	1.5	0.9	-38%
Industry Yd GA	Edgewood GA	95	0.9	1.1	20%
Krannert GA	Forrestville GA	12	10.2	4.0	-61%

**NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)**

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Macon Jct GA	Millen GA	112	22.9	20.4	-11%
Millen GA	Savannah GA	70	14.2	14.4	1%
Brosnan Yd GA	Brunswick GA	183	3.1	3.1	0%
Ft Valley GA	Albany GA	77	6.5	6.9	6%
Albany GA	Dothan GA	85	3.1	3.1	1%
Valdosta GA	Occidental FL	42	6.7	6.6	-1%
Madison GA	Mogul GA	68	2.8	2.3	-19%
E Warrenton GA	Waynesboro GA	56	1.6	1.6	0%
Mahrt AL	Greenville GA	75	1.9	1.8	-5%
Childersburg AL	Ft Valley GA	178	2.2	2.3	2%
Ft Valley GA	Rutland Jct GA	22	9.8	10.0	2%
Walton VA	Bulls Gap TN	187	12.7	23.2	83%
Bulls Gap TN	New Line TN	16	39.3	49.3	25%
New Line TN	Sevier Yd TN	32	48.1	60.0	25%
Sevier Yd TN	Cleveland TN	88	35.0	44.7	28%
Cleveland TN	Ooltewah TN	14	17.1	28.8	68%
Cleveland TN	Cohutta TN	15	17.7	15.3	-14%
Bulls Gap TN	Leadvale TN	17	12.3	12.2	-1%
New Line TN	Leadvale TN	11	11.4	10.7	-6%
Harriman TN	Sevier Yd TN	58	26.0	23.1	-11%
Beverly TN	Burley KY	68	5.6	5.2	-6%
Wauhatchie TN	Sheffield AL	154	24.7	29.4	19%
Sheffield AL	Wilson AL	2	51.0	51.8	2%
Wilson AL	Memphis TN	144	33.4	36.7	10%
Corinth MS	Fulton KY	123	3.0	4.0	31%
Bulls Gap TN	Frisco TN	41	40.0	38.8	-3%
Frisco TN	Appalachia VA	46	23.8	21.7	-9%
Frisco TN	St Paul VA	79	22.5	23.8	6%
Appalachia VA	Andover VA	1	17.2	13.3	-23%
Appalachia VA	Norton VA	13	8.8	8.9	1%
Appalachia VA	Bundy	11	5.5	5.4	-2%
Knoxville TN	Alcoa TN	15	0.9	1.0	11%

**NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)**

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Frisco TN	Kingsport TN	6	4.5	6.2	38%
Burstal AL	Selma AL	89	17.9	15.1	-16%
Selma AL	Mobile AL	162	8.2	8.5	4%
Wilton AL	Roberta AL	5	7.7	8.0	4%
Roberta AL	Coosa Pines AL	33	5.1	5.4	5%
Berry Coal AL	Parrish AL	23	2.9	2.9	0%
Demopolis AL	Marion Jct AL	38	1.5	1.5	0%
Maplesville AL	Montgomery AL	51	1.4	1.6	14%
Clinton TN	Pruden TN	62	1.2	1.1	-6%
Louisville KY	SJ Jct KY	87	24.8	23.3	-6%
Louisville KY	E St Louis IL	263	21.0	19.9	-5%
Norfolk VA	Burkeville VA	138	65.1	65.2	0%
Burkeville VA	Pamplin VA	37	18.4	18.3	-1%
Pamplin VA	Roanoke VA	85	28.3	32.1	14%
Roanoke VA	Salem VA	7	70.8	84.9	20%
Salem VA	Walton VA	33	52.1	56.9	9%
Walton VA	Narrows VA	30	38.3	32.6	-15%
Narrows VA	Kellysville WV	11	104.6	108.9	4%
Kellysville WV	Bluefield VA	22	96.8	96.3	0%
Abilene VA	Pamplin VA	16	6.5	5.4	-17%
Burkeville VA	Altavista VA	78	50.4	52.2	4%
Altavista VA	Tinkers Crk Conn VA	41	59.3	55.8	-6%
Tinkers Crk Conn VA	Salem VA	13	47.3	50.9	8%
Salem VA	Narrows VA	66	64.0	74.5	16%
Burkeville VA	West Point VA	91	2.4	2.6	8%
Petersburg VA	Hopewell VA	9	3.2	3.0	-6%
Poe ML VA	Petersburg VA	3	16.4	12.3	-25%
Suffolk VA	Edgerton VA	71	3.1	3.1	-2%
S Roanoke VA	Belews Crk Jc NC	99	17.8	17.8	0%
Belews Crk Jc NC	Winston Salem NC	23	12.7	8.3	-35%
Winston Salem NC	Greensboro NC	26	6.4	5.6	-13%
Belews Creek Jc NC	Belews Crk CI NC	4	7.2	8.2	14%

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Brookneal VA	Kinney YD VA	32	2.0	2.5	25%
Vabrook VA	Mayo Jct NC	39	10.6	12.8	20%
South Boston VA	Clover VA	16	1.3	1.7	31%
Kimballton VA	Norcross VA	2	1.2	1.8	50%
Elkton VA	Harrisonburg VA	20	2.6	2.8	8%
Bluefield VA	Iager WV	56	83.5	84.1	1%
Iager WV	Wharncliffe WV	16	101.1	101.7	1%
Wharncliffe WV	Williamson WV	32	99.7	100.2	1%
Williamson WV	Wolf Creek WV	18	93.0	93.7	1%
Wolf Creek WV	Kenova OH	55	67.6	67.0	-1%
Kenova OH	Columbus OH	130	52.7	53.2	1%
Columbus OH	Bucyrus OH	69	57.7	75.5	31%
Bucyrus OH	Bellevue OH	34	58.3	81.2	39%
Bellevue OH	Sandusky Dock OH	15	5.9	10.4	76%
Bluefield VA	Cedar Bluff VA	34	15.8	16.8	6%
Cedar Bluff VA	St Paul VA	42	27.6	28.4	3%
St Paul VA	Norton VA	22	17.3	18.5	7%
Norton VA	Ramsey VA	5	7.8	7.6	-3%
Weller VA	Richlands VA	46	7.9	8.0	0%
Weller WV	Devon WV	27	22.3	23.1	4%
Cedar Bluff VA	Iager WV	45	18.9	18.8	0%
Kellysville WV	Elmore WV	47	8.7	13.7	57%
Elmore WV	Deepwater WV	60	0.5	6.3	1142%
Elmore WV	Pinnacle Crk Jct WV	17	12.9	13.9	8%
Pinnacle Crk Jct WV	Simon WV	23	4.1	4.9	20%
Simon WV	Wharncliffe WV	23	12.1	13.2	9%
Simon WV	Kopperston WV	21	5.4	5.6	4%
Pinnacle Crk Jct WV	Pinnacle Crk WV	4	8.8	8.9	1%
Muliens WV	Winding Gulf WV	29	0.6	0.9	52%
Amigo WV	Stone Coal Jct WV	1	0.3	0.3	0%
Wolf Creek WV	Pontiki KY	12	12.8	13.6	6%
Pontiki KY	Pevler KY	10	0.3	0.6	100%

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Marrowbone WV	Naugatuck WV	3	9.2	11.0	19%
Buffalo NY	Ashtabula OH	128	19.6	42.7	117%
Ashtabula OH	Cleveland OH	50	19.9	69.7	251%
Cleveland OH	Vermillion OH	37	25.5	61.8	143%
Vermillion OH	Bellevue OH	26	30.6	54.7	79%
Bellevue OH	Ft Wayne IN	120	40.6	43.2	6%
Ft Wayne IN	Hammond IN	129	16.1	16.0	0%
Hammond IN	Calumet IL	8	40.7	14.2	-65%
Calumet IL	Landers IL	8	12.2	36.2	197%
Hadley IN	Hobart IN	111	9.3	2.3	-75%
Argos IN	Dillon IN	22	0.6	1.1	77%
Buffalo NY	Black Rock NY	7	14.3	6.0	-58%
Black Rock NY	St Thomas ON	131	1.6	2.5	57%
St Thomas ON	West Detroit MI	94	2.7	3.6	33%
Oakwood MI	Butler IN	107	16.3	22.5	23%
Butler IN	Ft Wayne IN	28	16.8	25.0	49%
Ft Wayne IN	Lafayette Jct IN	115	28.6	54.6	91%
Lafayette Jct IN	Sidney IL	71	32.1	59.5	85%
Sidney IL	Tolono IL	10	30.8	46.4	51%
Tolono IL	Bement IL	18	30.6	44.0	44%
Bement IL	Decatur IL	20	37.7	59.1	57%
Decatur IL	Moberly MO	209	15.9	28.1	77%
Moberly MO	CA Jct MO	94	27.7	39.4	42%
CA Jct MO	N Kansas City MO	31	50.8	56.3	11%
Feeder ON	Welland ON	6	1.3	1.3	0%
Sheffield Yard OH	South Lorain OH	4	2.6	3.3	27%
Milan MI	Homestead OH	35	6.2	0.0	-100%
Homestead OH	Oak Harbor OH	20	16.6	9.3	-44%
Oak Harbor OH	Bellevue OH	27	17.2	49.0	184%
Ft Wayne IN	Muncie IN	64	28.6	21.5	-25%
Muncie IN	Ivorydale OH	106	34.4	40.9	19%
Ivorydale OH	Cincinnati OH	6	49.6	65.0	31%

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Vera OH	Sardenia OH	57	5.7	0.0	-100%
Sardenia OH	Norwood OH	43	5.7	0.3	-95%
Norwood OH	Ivorydale OH	5	5.7	1.6	-72%
Lafayette Jct IN	Alexandria IN	67	5.3	7.8	48%
Alexandria IN	Muncie IN	16	5.6	26.3	370%
IC 95St Chicago IL	Gibson City IL	99	5.6	13.8	146%
Gibson City IL	Bement IL	41	11.0	16.4	49%
Gibson City IL	E. Peoria IL	72	4.0	2.6	-35%
Decatur IL	Granite City IL	106	18.0	21.1	17%
Granite City IL	TRRA Madison IL	6	18.6	31.8	71%
TRRA Madison IL	Luther MO	6	20.1	25.1	25%
Luther MO	Moberly MO	141	13.8	14.4	4%
Coffeen Coal IL	CNW Madison IL	53	1.9	1.9	3%

Appendix E

**Operating Plan Figures
Table of Abbreviations
and
Train Schedule Identification Guide**

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Fig. No	Title
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APPENDIX E FIGURES

E.1	Table of Abbreviations
E.2	Train Schedule Identification Key

TABLE OF ABBREVIATIONS

Abbreviation	Name
A&S	Alton & Southern Railroad
AA	Ann Arbor Railroad
AVP	Assistant Vice President
B&O	Baltimore & Ohio Railroad
B&P	Buffalo & Pittsburgh Railroad
BNSF	Burlington Northern Santa Fe Railway
BRC	Belt Railway of Chicago
BSOR	Buffalo Southern Railroad
C&S	Communications and Signal Department
CIND	Central Railroad Company of Indiana
CN	Canadian National Railroad
Conrail	Consolidated Rail Corporation
CP	Canadian Pacific Railway
CPRS	Canadian Pacific Rail System
CRL	Chicago Rail Link
CSAO	Conrail's Shared Assets Operations
CSS	Chicago, Southshore & South Bend Railroad
CSX	CSX Corporation
CSXT	CSX Transportation Company
CTC	Centralized Traffic Control
CUOH	Columbus & Ohio River Railroad
CV	Central Vermont Railway
D&H	Delaware & Hudson Railroad
DOT	Department of Transportation
EJ&E	Elgin, Joliet & Eastern Railway
EMD	Electromotive Division (General Motors)
FRA	Federal Railroad Administration
GTW	Grand Trunk Western Railroad
GWWE	Gateway Eastern Railway
GWWR	Gateway Western Railway
I&O	Indiana & Ohio Railway
IC	Illinois Central Railroad
IHB	Indiana Harbor Belt Railroad
ITMS	NS' Traffic Planning & Monitoring Program
JIT	Just In Time
KCS	Kansas City Southern Railway
LIRR	Long Island Railroad
LT	Lake Terminal Railroad
MARC	Maryland Area Rail Commuter
MBTA	Massachusetts Bay Transportation Authority
METRA	Northeast Illinois Regional Commuter Railroad Corp.
MG	Million Gross Tons
MofW	Maintenance of Way
MP	Milepost
NCRR	North Carolina Railroad Company
NJT	New Jersey Transit
NS	Norfolk Southern Railway Company

TABLE OF ABBREVIATIONS

Abbreviation	Name
NSPCC	NS Police Communications Center
NSPD	NS Police Department
NSR	Newburgh & South Shore Railroad
NYC	New York Central Railroad
NYSW	New York, Susquehanna and Western Railway
OTM	Other Track Material
PRR	Pennsylvania Railroad
RT	River Terminal Railway
S&E	Signal and Electrical Department
SB	South Buffalo Railway Company
SEPTA	Southeastern Pennsylvania Transportation Authority
SP	Southern Pacific Transportation Company
STB	Surface Transportation Board
TC	Traffic Control
TR	Trackage Rights
TRRA	Terminal Railroad Association of St. Louis
TTX	TTX Company (Trailer Train)
TYES	NS' Yard Inventory System
UP	Union Pacific Railroad
UPSP	Union Pacific Railroad (post SP Merger)
VRE	Virginia Railroad Express
WC	Wisconsin Central Ltd
WLE	Wheeling & Lake Erie Railroad

Figure E.2

TRAIN SCHEDULE IDENTIFICATION GUIDE

<u>Category</u> (1-2)	<u>Origin</u> (3-4)	<u>Destination</u> (5-6)	<u>Interchange RR</u> (8-9)
	CO	NP	UP
	COLUMBUS, OH	NORTH PLATTE, NE	TO UNION PACIFIC
IM-INTERMODAL AU-AUTOMOTIVE TC-TRIPLE CROWN LC-LOCAL GM-GENERAL MERCHANDISE DS-DOUBLESTACK			AA-ANN ARBOR AS-ALTON SOUTHERN BN-BURLINGTON NORTHERN BP-BUFFALO PITTSBURG BR-BELT RAILWAY CHICAGO BS-BIRMINGHAM SOUTHERN CE-CERA CN-CANADIAN NATIONAL CP-CANADIAN PACIFIC CR-CONRAIL CS-CSXT EJ-ELGIN JOLLIETTE EASTERN FE-FLORIDA EAST COAST IHB-INDIANA HARBOR BELT IC-ILLINOIS CENTRAL KC-KANSAS CITY SOUTHERN LI-LONG ISLAND LR-LIRC NY-NEW YORK SUSQUEHANA
			SA-SANDERSVILLE SB-SOUTH BUFFALO UP-UNION PACIFIC WC-WISCONSIN CENTRAL WE-WHEELING LAKE ERIE

EXHIBIT14

Figure 14-1

Conrail Train Densities

Figure 14-2

NS Train Densities

CONRAIL 1996 Tonnage

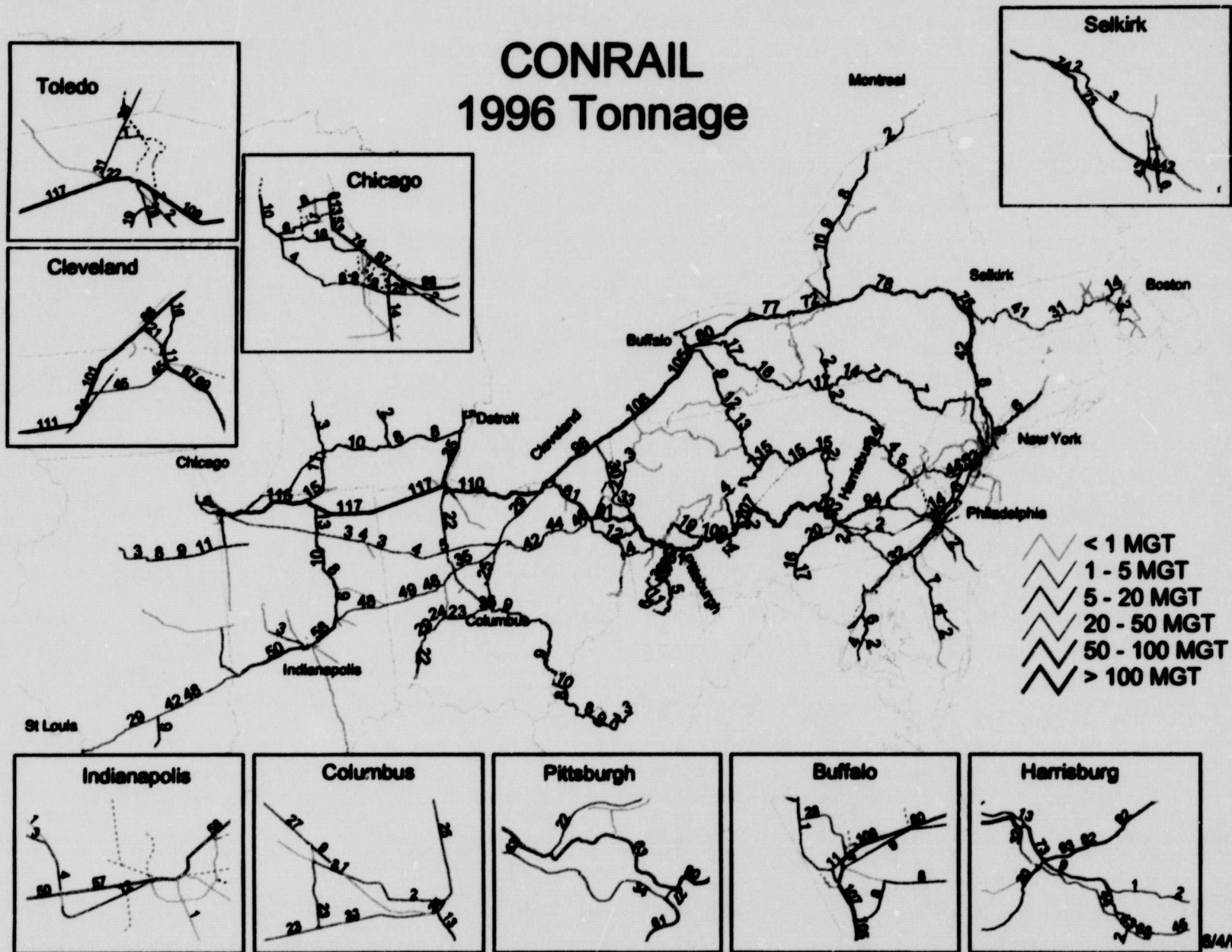


Figure 14-1

Figure 14-2

NS Density Map

NS Density Map is located in the back pocket of this volume.

JOINT VERIFIED STATEMENT
OF
KENNETH R. PEIFER
AND
ROBERT S. SPENSKI

Kenneth R. Peifer is Vice President Labor Relations at CSX Transportation, Inc. ("CSX"). He began his railroad career in 1965 in the Operating Department of The Baltimore and Ohio Railroad Company. In 1972 he joined the Labor Relations Department of the Chicago Rock Island & Pacific, and in 1973 he accepted a position in labor relations with the Western Pacific Railroad. In 1977 he joined the Labor Relations Department of the Southern Pacific Railroad and he served as Assistant Vice President-Labor Relations from 1985 to 1992. In this position Mr. Peifer directed all of the labor relations activities for the Southern Pacific rail companies. In March of 1992 Mr. Peifer joined the Labor Relations Department of CSX.

Mr. Peifer earned a Bachelor of Arts degree in English - Education from the City University of New York in 1969 and a Master of Arts degree in Public Administration from Golden Gate University in 1974. He also attended the University of San Francisco Labor Management School.

During his 25 years in labor relations in the rail industry, Mr. Peifer has had extensive experience with Interstate Commerce Commission ("ICC") and Surface Transportation Board ("STB") transactions including proposed mergers and acquisitions of control, and with the labor protective conditions imposed in such transactions. This experience includes the proposed Southern Pacific-Santa Fe merger in the mid-1980s and continuing

implementation of the common control of Chessie and Seaboard railroads since he joined CSX in 1992.

Robert S. Spenski is Vice President Labor Relations at Norfolk Southern Corporation and Norfolk Southern Railway Company ("NS"). Mr. Spenski began his railroad career in 1966 as a personnel officer at Southern Railway Company, a predecessor of NS. He joined Southern's Labor Relations Department in 1969, becoming Assistant Director Labor Relations in 1971, Director in 1973, and Senior Director in 1983 (at NS, Southern's successor). He was next Assistant Vice President Labor Relations from 1983 to 1987, when he became Senior Assistant Vice President Labor Relations, the position he held until becoming Vice President on June 1, 1994.

Mr. Spenski earned a Bachelor of Arts degree from Bethany College in 1957. During his nearly 30 years in railroad labor relations, Mr. Spenski also has had extensive experience with ICC and STB transactions including mergers, consolidations, and acquisitions of control, and with the labor protective conditions imposed in such transactions. His experience includes the acquisition of common control of Norfolk and Western and Southern Railway by Norfolk Southern in 1982, and finance docket transactions involving the Kentucky & Indiana Terminal and other carriers.

Summary of Labor Impact

This statement explains the agreement employee portion of the

Labor Impact Exhibit which is attached to this Verified Statement. It also discusses Appendix A-NS and Appendix A-CSX which are attached to the respective Operating Plans, as well as, Appendix A-Shared Assets Areas which is attached to both Operating Plans. These appendices address certain changes in labor agreements that are essential to achieve the benefits and efficiencies projected in the Operating Plans.

We project in the Labor Impact Exhibit a net loss of approximately 2,650 jobs over the first three years, or 3.6 percent of the total 1996 employment of CSX, NS and Conrail. The projected job loss is less than the rail industry's average annual attrition rate of nearly 5% as calculated from the most recent data published by the U.S. Railroad Retirement Board, Bureau of the Actuary in August 1994. A large majority of Conrail, CSX and NS employees will retain comparable jobs after the transaction is implemented. Perhaps more importantly, they will be working for newly extended railroads aggressively seeking growth in new markets.

For example, the overall impact on employment in the operating crafts is positive for the reported three years. In the longer run, Applicant Carriers believe that traffic will continue to shift to rail from trucks resulting in new job opportunities for our employees. By seeking greater efficiencies in an extended network, Applicants will be able to focus on growing their market shares, and ultimately, their ability to create new jobs.

Labor Impact Analysis

The Labor Impact Exhibit shows the projected net effect of the

entire transaction on all categories of employment, including both represented and non-agreement employees, on the expanded CSX and NS Systems, and the remaining operations of Conrail, Inc. and Consolidated Rail Corporation (collectively "Conrail"), i.e., Shared Assets Areas, Continuing Conrail Management and the System Support Operations facilities. The Labor Impact Exhibit is formatted in accordance with STB regulations and the Board's Decision No. 7. See the Verified Statements of Paul N. Austin and Charles J. Wodehouse for explanation of the effects on non-agreement employees.

The Exhibit is organized by the current work location of Applicant Carriers' employees. For each location the Exhibit reflects the job classification, such as Machinist and Trainmen. The Exhibit further provides the number of jobs that will be created, abolished or transferred and the year following consummation of the transaction (one, two or three) in which these changes will occur. If a position is to be transferred, the Exhibit identifies the new location.

The Exhibit is based on the calendar year 1996 average monthly employment levels for the Applicant Carriers. It is prepared on a consolidated basis for the entire transaction because this format provides the best portrayal of this highly interrelated transaction in which the allocated portions of Conrail will be operated by CSX and by NS as part of their separate systems, and the remaining properties will be operated to provide certain services exclusively for CSX and NS. Calendar year 1996 data is the most recent

available for agreement employees and we believe that use of the 1996 employment figures as a base for the labor impact analysis will reflect the impacts of the transaction more accurately than would the use of 1995 employment figures because Conrail experienced significant reductions in its workforce during 1995 and 1996 that were unrelated to this transaction. Use of 1995 figures as a base would therefore overstate the impact of the transaction on employees and would overstate the associated cost savings of the transaction.¹ Use of 1996 figures as a base will reflect the labor impacts of the transaction more accurately than 1995 figures but will still overstate them somewhat because there have been further reductions since 1996 which were not related to the transaction. Given this fact and considering that the Transaction will not be implemented for about another year, the Exhibit represents today's view. The actual rearrangement and selection and assignment of Conrail's workforce will be arrived at in the implementing agreement process. At that time, the actual allocation of the workforce will be determined by CSX's and NS' respective needs of service.

The Summary of Benefits exhibit for CSX (Appendix A to Volume 1) and NS (Appendix B to Volume 1) and the pro forma financial statements for CSX (Volume 1, Appendices C-E) and NS (Volume 1, Appendices F-H) incorporate the economic effects on each of them of

¹In compliance with the Surface Transportation Board's requirement, the Labor Impact Exhibit will be supplemented, using the calendar year 1995 average monthly employment levels for the Applicant Carriers, by July 1, 1997.

the position changes shown in the Labor Impact Exhibit. Applicants have assumed that the eligible employees affected by the transaction will receive the standard employee protective conditions established in New York Dock for most aspects of the application and protection under the Norfolk and Western, Oregon Short Line and Mendocino Coast conditions for related trackage rights, abandonments, and lease approvals. These labor conditions provide both the framework for substantive benefits for affected employees and a procedural mechanism for resolving disputes regarding implementation of particular transactions. Our economic projections reflect protective payments where appropriate, but also reflect realistic assumptions about other options for the potentially affected employees. For example, a number of the employees in affected positions will retain their employment, because they will be needed at locations projected to have employment increases, or to replace employees who leave as a result of normal attrition. In addition, the expanded CSX and NS systems will offer some employees a severance option, which, based on past experience, we expect a number to accept.

Revised Labor Arrangements

The CSX and NS Operating Plans describe certain of the changes in operations required for CSX and NS to integrate their respective portions of Conrail into their rail systems, and to provide for the continued operation of the Shared Assets Areas and other common functions and facilities. These operational changes are necessary

to provide improved services to shippers and achieve greater efficiency and utilization of capital in rail operations. As explained in Appendix A-CSX, Appendix A-NS and Appendix A-Shared Assets Areas many of these changes in operations cannot be implemented under existing labor arrangements. For example, after the transaction, train crews will be required to operate interchangeably over either CSX or NS and allocated Conrail routes in many corridors, which would be impossible under existing labor agreements. Similarly, the efficiencies of the transaction could not be achieved, for example, if the expanded CSX and NS Systems were required to operate pursuant to existing labor agreements under which different maintenance crews must be used to maintain tracks of existing Conrail and CSX or NS in the same geographic area. These are but two of the examples that are described in the three appendices.

Each Appendix A describes certain of the proposed new seniority districts, operations, changes in bargaining agreements, and personnel assignments that will be essential to allow CSX and NS to achieve the efficiencies envisioned in their respective Operating Plans. Because the Conrail workforce initially must be allocated into comparable jobs on CSX, NS, and Conrail (for its Shared Assets Areas, operating Continuing Conrail Management and the System Support Operations facilities), where necessary to effect the transaction the parties will jointly negotiate (and if no agreement is reached will jointly arbitrate to reach an agreement) an implementing agreement to which they will be parties

with the representatives for each class or craft on the three rail systems satisfying all labor conditions for this transaction.

The arrangements described in each Appendix A represent our best projections, based on the current information. However, experience teaches that additional coordinations and rearrangements and modifications of existing labor agreements will be necessary as circumstances change, as shipping patterns evolve, and as each carrier acquires experience in managing its new expanded system. Such necessary changes, like those explicitly described in the appendices, will undoubtedly provide greater long-term employment opportunities for our employees, while they give the carriers the flexibility to meet their customers' needs.

Conclusion

The position changes summarized in the Labor Impact Exhibit reflect the details of the Operating Plans as they are projected, including the necessary coordinations and changes in seniority districts, bargaining agreements, etc., set forth in the CSX and NS Operating Plans and each Appendix A. All of these changes are essential to achieve the transportation efficiencies of the transaction, as well as to allow the expanded CSX and NS Systems to provide to customers the service benefits described in the Operating Plans. They are also essential if the expanded CSX and NS Systems are to meet the needs of shippers for efficient transportation at attractive and competitive prices. These new arrangements and coordinations will lead to additional rail


traffic, which, in turn, will create new job opportunities and enhanced job security for our employees. After the initial implementation of the transaction, additional changes also may become evident based upon experiences with the expanded CSX and NS Systems and Shared Assets Areas.

As of the date of the Application, no employee protection agreements have been reached with authorized labor representatives. However, contacts will be made expeditiously with the necessary authorized labor representatives in order to initiate the process of obtaining these agreements.

VERIFICATION

COMMONWEALTH OF VIRGINIA)
) SS.
CITY OF NORFOLK)

Robert S. Spenski, being duly sworn, deposes and says that he is Vice President Labor Relations for Norfolk Southern Corporation, and has read the foregoing statement, knows the contents thereof, and that the same is true and correct.


Robert S. Spenski

Subscribed and sworn to before me by Robert S. Spenski
this 12th day of June 1997.


Debra B. Coyne
Notary Public

My commission expires: January 31, 1998.

VERIFICATION

COMMONWEALTH OF VIRGINIA)
) SS.
CITY OF NORFOLK)

Robert S. Spenski, being duly sworn, deposes and says that he is Vice President Labor Relations for Norfolk Southern Corporation, and has read the foregoing statement, knows the contents thereof, and that the same is true and correct.


Robert S. Spenski

Subscribed and sworn to before me by Robert S. Spenski
this 12th day of June, 1997.

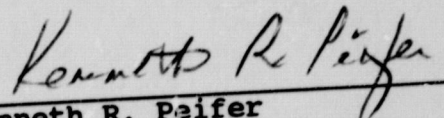
Debra B. Capout
Notary Public

My commission expires: January 31, 1998.

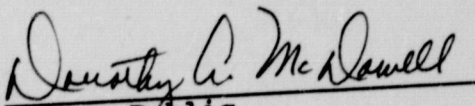
VERIFICATION

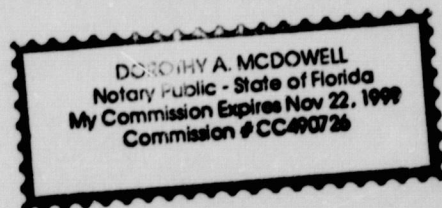
STATE OF FLORIDA)
)
COUNTY OF DUVAL) ss.

Kenneth R. Peifer, being duly sworn, deposes and says that he is Vice President Labor Relations of CSX Transportation, Inc., that he is qualified and authorized to submit this Verified Statement, and that he has read the foregoing statement, knows the contents thereof, and that the same is true and correct.


Kenneth R. Peifer

Subscribed and sworn to before me by Kenneth R. Peifer this
10th day of June, 1997.

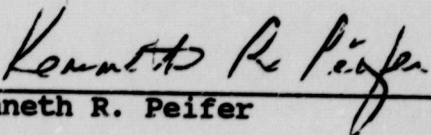

Notary Public



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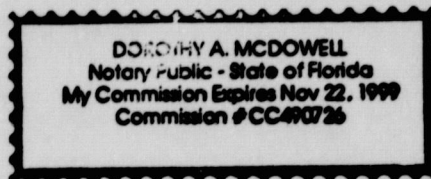
STATE OF FLORIDA)
) ss.
COUNTY OF DUVAL)

Kenneth R. Peifer, being duly sworn, deposes and says that he is Vice President Labor Relations of CSX Transportation, Inc., that he is qualified and authorized to submit this Verified Statement, and that he has read the foregoing statement, knows the contents thereof, and that the same is true and correct.


Kenneth R. Peifer

Subscribed and sworn to before me by Kenneth R. Peifer this 10th day of June, 1997.


Notary Public



VERIFIED STATEMENT

OF

PAUL N. AUSTIN

I. QUALIFICATIONS

My name is Paul N. Austin, and I am Vice President Personnel of Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively "NS"). My office is at Norfolk Southern headquarters, Three Commercial Place, Norfolk, Virginia, 23510. I began my railroad career in 1968 as an analyst in the Labor Relations Department of Norfolk and Western Railway Company ("NW"), a predecessor of NS. I progressed through several positions in Labor Relations over the next few years, and joined the Personnel Department in June 1972 as Supervisor Personnel. I was appointed Manager Salary Administration in 1975 and Manager Personnel in 1980, and was appointed in 1982, following the consolidation of NW and Southern Railway Company ("SR"), to the position of Manager Compensation for NS. In 1987, I was named Director Compensation and in February 1993, I became Assistant Vice President Personnel. In June 1994, I was elected to the position of Vice President Personnel.

I earned a Bachelor of Arts degree from Virginia Polytechnic Institute and State University in 1965. During my career, I have either participated in or directed study teams in two previous consolidation efforts, one in the 1960's dealing with a proposed merger of NW with Chesapeake & Ohio/Baltimore & Ohio, and the second being the NW/SR consolidation in 1982. I have extensive experience in compensation, benefits, organization design and staffing issues.

My responsibilities in connection with this transaction include development of statistics relative to the nonagreement employee population of NS and Conrail, the impact of the proposed

transaction on that population, and the nonagreement employment policies and practices that will pertain to those affected by the NS acquisition of operating control over certain Conrail routes and assets.

II. POLICIES AND PRACTICES

Transactions of this nature offer companies the opportunity to reexamine their employment policies and practices. Although the transaction will achieve operational efficiencies through elimination of functional and administrative redundancies, many Conrail nonagreement employees have the experience, skills and strengths to help NS create sustainable growth for the expanded company. When NS begins to operate certain Conrail routes and assets, NS will welcome many present Conrail nonagreement employees to employment with NS. These former Conrail employees will be governed by the same policies and practices currently in effect at NS. The logic is simple: NS is twice the size of the portions of Conrail that NS will operate and the least disruption to all concerned results from extending NS practices to the expanded NS system.

Furthermore, to recognize the experience, skills, and strengths of those nonagreement people joining NS, we will offer a level of compensation and benefits that is at least equal to that which they enjoy at Conrail. The NS benefits package is quite comprehensive and is designed to provide both financial support for today's expenses and long-term financial security.

NS also recognizes the importance of sustaining a Conrail nonagreement workforce that can continue to focus on the business issues at hand on a day-to-day basis, especially during the transition period prior to consummation of the transaction. To that end, NS and CSX have agreed to utilize a coordinated process for staffing at NS and CSX by Conrail nonagreement employees, following Board approval of the Application. While Conrail remains an independent company, both NS and CSX will refrain from hiring Conrail nonagreement employees, except as

may be agreed to in special circumstances by both parties. This process will protect the interests of Conrail's customers by keeping the focus of Conrail nonagreement employees on Conrail's business. This process will be communicated to the Conrail nonagreement employees, and Conrail senior management has been made aware of it.

III. LABOR IMPACT STATEMENT - NONAGREEMENT EMPLOYEES

The NS nonagreement portion of the Labor Impact Statement was prepared under my direction. The analysis of Conrail information was as follows: We furnished to NS department heads information on current organization and staffing levels at Conrail. NS department heads were asked to determine their nonagreement staffing requirements for NS and the portion of Conrail we will operate. This analysis utilized a zero-based justification for all new positions on the expanded NS system.

In order to develop the savings attributable to NS, we assumed as the NS base 58% (the percentage of Conrail stock acquired by NS) of Conrail staffing and expenses for General and Administrative ("G&A"), other system or headquarters functions, and Continuing Conrail Management, including the Shared Assets Areas. For field operations on assets to be operated by NS or CSX, the base was the Conrail staffing and expense level. Guidelines were prepared by NS in conjunction with CSX to ensure consistency of definition, analysis, and process. From the base figure reflecting NS's 58% share, the personnel expenses calculated for the "new" NS positions were deducted to produce the savings. Hypothetically, if Conrail's total annual staffing costs and expenses for nonagreement G&A employees was \$100 million, NS's share would be \$58 million. If the personnel expenses estimated for "new" NS positions were \$30 million, the savings would be \$28 million. This information from the NS portion of the Labor Impact Statement was

included in the Summary of Benefits contained in the Joint Application, as described in the Verified Statement of William E. Ingram.

NS and CSX used the average annual 1996 employment at NS, CSX and Conrail as the pre-transaction basis for analysis of labor impacts. Because there have been major changes in staffing levels on each of the properties in recent years, including an early retirement program and a separation program for almost 900 Conrail nonagreement personnel in 1996, we focused the analysis on the current impact of the transaction. Accordingly, because of the magnitude of these programs, we have counted as savings in the Statement of Benefits only abolishments reducing nonagreement employment below recent (April 1997) levels. The Labor Impact Statement is footnoted accordingly.

We have not made a final determination on the location of every functional area for the expanded company. Our current plans are that, where applicable, former Conrail functions will be located at the present NS work locations for these functions, except where NS departments specified plans to retain or establish G&A staffs at current Conrail or other work locations.

The following guidelines were used by NS and CSX for preparing the nonagreement portion of the NS/CSX Labor Impact Statement:

1. The base for establishing the applicable number of Conrail nonagreement employees for the cost analysis process was "blended" nonagreement employment for the year 1996, with the same data for 1995 referenced as additional information.¹ The cost analysis measured any employee impact against the 1996 employment levels but used 1995 labor and benefits expenses per employee. The number of employee positions eliminated

¹ The joint application will be supplemented using 1995 blended average employee counts as soon as those data can be obtained from Conrail and analyzed.

summed with the number of employee positions retained plus the number of employees transferred balances to the Conrail nonagreement employment figures in the base.

2. Due to the uniqueness of this proposed transaction, NS and CSX each performed an independent analysis of their needs. Reconciliation of the number of Conrail positions that were either abolished or transferred was conducted at the time the Labor Impact Statement was combined, to avoid either under counting or double counting Conrail positions.

3. The transition period used to measure the impact of the acquisition is three years, which is the time frame expected for full implementation of the traffic and operating aspects of the transaction.

4. Three employee positions categories (abolished, created and transferred) were used within each transition year.

After preparation, internal reviews and reconciliation, the NS portion of this effort was furnished to CSX, which assembled the combined Labor Impact Statement.

Because of the high percentage of nonagreement employees in certain areas which are shown as transfers, it is anticipated that some will elect severance in lieu of relocating. We project that approximately one third would do so, and these employees are shown in the Statement of Benefits and in the pro forma financial statements as receiving separation payments. While we hope that all personnel offered transfers would accept them, we anticipate that some number of new hires could be needed.

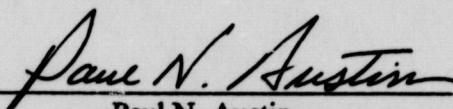
The information included in the Labor Impact Statement represents our best projections for future nonagreement employment levels, based on the information currently available. However, different and additional coordinations and rearrangements of work probably will be necessary as circumstances change, and we gain experience in managing our expanded system.

These changes will be necessary to achieve the efficiencies of the acquisition, to provide customers safe, efficient transportation at attractive and competitive prices and to create additional opportunities for business growth. Such necessary changes will provide greater long-term employment opportunities and security for our employees.

VERIFICATION

I, Paul N. Austin , verify under penalty of perjury that I am Vice President Personnel,
that I have read the foregoing document and know its contents, and that the same is true and
correct to the best of my knowledge and belief.

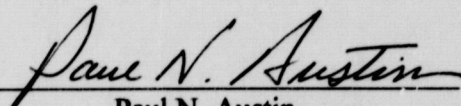
Executed on June 10, 1997.


Paul N. Austin

VERIFICATION

I, Paul N. Austin , verify under penalty of perjury that I am Vice President Personnel,
that I have read the foregoing document and know its contents, and that the same is true and
correct to the best of my knowledge and belief.

Executed on June 10, 1997.


Paul N. Austin

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES*
49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
ATLANTA	GA	Boilermakers	5 Altoona, PA			1
ENOLA	PA	Boilermakers		1		3
HUNTINGTON	WV	Boilermakers			5	1
ROANOKE	VA	Boilermakers		4		1
			5	5	5	
ALLENTOWN	PA	Carmen		4		1
ALLSTON(BEACON PK YD)	MA	Carmen		1		1
ASHTABULA	OH	Carmen		2		1
ATLANTA	GA	Carmen	2 Altoona, PA			1
BALTIMORE(BAYVIEW YD)	MD	Carmen		2		1
BRONX	NY	Carmen		1		1
BROOK PARK	OH	Carmen		1		1
BURNS HARBOR	IN	Carmen		1		1
CALUMET	IL	Carmen		55		1
CAMDEN	NJ	Carmen		1		1
CANTON	OH	Carmen		2		1
CHATTANOOGA	TN	Carmen		12		3
COLLINWOOD	OH	Carmen		4		1
COLUMBUS	OH	Carmen		7		1
COLUMBUS(BUCKEYE YD)	OH	Carmen		4		1
CONWAY	PA	Carmen		8		1
DECATUR	IL	Carmen		43		1
DETROIT(JEFFERSON DK)	MI	Carmen		1		1
DETROIT(NORTH YD)	MI	Carmen		2		1
DETROIT(STERLING YD)	MI	Carmen		2		1
DETROIT-RIVER ROUGE	MI	Carmen		1		1
ELKHART	IN	Carmen		7		1
ELMIRA	NY	Carmen		2		1
ENOLA	PA	Carmen		9		1
ENOLA	PA	Carmen		3		3
FRAMINGHAM	MA	Carmen		1		1
FRONTIER	NY	Carmen		7		1
FT.WAYNE	IN	Carmen		6		1
HARRISBURG	PA	Carmen		2		1
HUNTINGTON	WV	Carmen			18	1
INDIANAPOLIS	IN	Carmen		2		1
INDIANAPOLIS(AVON YD)	IN	Carmen		3		1
LORAIN	OH	Carmen		2		1
LORDSTOWN(GOODMAN YD)	OH	Carmen		2		1
MACEDONIA	OH	Carmen		4		1
MANSFIELD	OH	Carmen		1		1
MARION	OH	Carmen		2		1
METUCHEN	NJ	Carmen		1		1
MINGO JUNCTION	OH	Carmen		1		1
MORaine	OH	Carmen		1		1
MORRISVILLE	PA	Carmen		10		1
NEWARK	NJ	Carmen		2		1
NEWARK(OAK ISLAND YD)	NJ	Carmen		2		1
NIAGARA FALLS(SUSP BR	NY	Carmen		1		1
NO BERGEN	NJ	Carmen		1		1

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES*
49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
NORTHUMBERLAND	PA	Carmen		1		1
PHILADELPHIA	PA	Carmen		1		1
PHILADELPHIA-SOU PHIL	PA	Carmen		1		1
READING	PA	Carmen		1		1
ROANOKE	VA	Carmen		8		1
ROCKPORT	OH	Carmen		2		1
ROSE	PA	Carmen		1		1
SECAUCUS	NJ	Carmen		4		1
SELKIRK	NY	Carmen		9		1
SENECA	NY	Carmen		1		1
SHARONVILLE	OH	Carmen		3		1
SHIRE OAKS	PA	Carmen		1		1
SO KEARNY	NJ	Carmen		2		1
SOUTH FORK	PA	Carmen		1		1
ST LOUIS	MO	Carmen		1		1
SYRACUSE(DEWITT YD)	NY	Carmen		2		1
TOLEDO	OH	Carmen		4		1
TOLEDO(STANLEY YD)	OH	Carmen		2		1
W SPRINGFIELD	MA	Carmen		1		1
WAYNE	MI	Carmen		11		1
WAYNESBURG	PA	Carmen		3		1
WILLIAMSON	WV	Carmen		44		1
			2	330	18	
ALBANY	NY	Clerical Employees		1		1
ALLENTOWN	PA	Clerical Employees		2		1
ALLSTON(BEACON PK YD)	MA	Clerical Employees		1		1
ASHTABULA	OH	Clerical Employees		1		1
ATLANTA	GA	Clerical Employees	8 Aitona, PA			1
ATLANTA	GA	Clerical Employees		13		2
ATLANTA	GA	Clerical Employees		3		3
BALTIMORE	MD	Clerical Employees		1		1
BETHLEHEM	PA	Clerical Employees		32		1
BETHLEHEM	PA	Clerical Employees	6 Roanoke, VA			1
BUFFALO	NY	Clerical Employees		14		1
BUFFALO	NY	Clerical Employees	7 Jacksonville, FL			1
BUFFALO(FRONTIER YD)	NY	Clerical Employees		2		1
BURNS HARBOR	IN	Clerical Employees		1		1
CALUMET	IL	Clerical Employees		1		2
CANTON	OH	Clerical Employees		1		1
CARTERET	NJ	Clerical Employees		1		1
CHICAGO	IL	Clerical Employees		12		1
CHICAGO(47TH ST YD)	IL	Clerical Employees		3		1
CLEVELAND	OH	Clerical Employees		2		1
COLLINWOOD	OH	Clerical Employees		3		1
COLUMBUS	OH	Clerical Employees		8		1
COLUMBUS(BUCKEYE YD)	OH	Clerical Employees		2		1
CONEMAUGH	PA	Clerical Employees		1		1
CONWAY	PA	Clerical Employees		9		1
CRESSONA	PA	Clerical Employees		1		1
DEARBORN	MI	Clerical Employees		90		1

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES*
49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
DEARBORN	MI	Clerical Employees	66 Atlanta, GA			1
DEARBORN	MI	Clerical Employees	41 Jacksonville, FL			1
DEARBORN	MI	Clerical Employees	16 Roanoke, VA			1
DEARBORN	MI	Clerical Employees		8		3
DETROIT	MI	Clerical Employees		8		1
E ST LOUIS(ROSE LAKE)	IL	Clerical Employees		2		1
ELKHART	IN	Clerical Employees		1		1
ENOLA	PA	Clerical Employees		11		1
ENOLA	PA	Clerical Employees		3		2
ENOLA	PA	Clerical Employees		15		3
ENOLA	PA	Clerical Employees	3 to be determined			3
FAIRLANE	OH	Clerical Employees		4		1
FRAMINGHAM	MA	Clerical Employees		2		1
GREENTREE	PA	Clerical Employees		1		1
HAMMOND	IN	Clerical Employees		3		1
HARRISBURG	PA	Clerical Employees		2		1
HENNEPIN	IL	Clerical Employees		1		1
HUNTINGTON	WV	Clerical Employees			1	1
INDIANAPOLIS	IN	Clerical Employees		8		1
INDIANAPOLIS(AVON YD)	IN	Clerical Employees		1		1
INDIANAPOLIS(HARRISON	IN	Clerical Employees		1		1
JERSEY CITY	NJ	Clerical Employees		1		1
JERSEY CITY(CROXTON)	NJ	Clerical Employees		14		1
KALAMAZOO	MI	Clerical Employees		1		1
LIMA	OH	Clerical Employees		1		1
LORDSTOWN	OH	Clerical Employees		1		1
MANSFIELD	OH	Clerical Employees		1		1
MILLVILLE	NJ	Clerical Employees		1		1
MORRISVILLE	PA	Clerical Employees		2		1
MOUNT LAUREL	NJ	Clerical Employees		2		1
MOUNT LAUREL	NJ	Clerical Employees	3 Jacksonville, FL			1
MOUNT LAUREL	NJ	Clerical Employees	1 Roanoke, VA			1
MT VERNON	MD	Clerical Employees		6		1
NEWARK	NJ	Clerical Employees		3		1
NEWARK(OAK ISLAND YD)	NJ	Clerical Employees		1		1
PHILADELPHIA	PA	Clerical Employees		6		1
PHILADELPHIA	PA	Clerical Employees	1 Harrisburg, PA			1
PHILADELPHIA	PA	Clerical Employees	2 Pittsburgh, PA			1
PHILADELPHIA-BYBERRY	PA	Clerical Employees		24		1
PHILADELPHIA-COMMERCE	PA	Clerical Employees		184		1
PHILADELPHIA-COMMERCE	PA	Clerical Employees	10 Atlanta, GA			1
PHILADELPHIA-COMMERCE	PA	Clerical Employees	1 Chicago, IL			1
PHILADELPHIA-COMMERCE	PA	Clerical Employees	92 Jacksonville, FL			1
PHILADELPHIA-COMMERCE	PA	Clerical Employees	25 Roanoke, VA			1
PHILADELPHIA-COMMERCE	PA	Clerical Employees		3		2
PHILADELPHIA-ISLAND A	PA	Clerical Employees		14		1
PHILADELPHIA-ISLAND A	PA	Clerical Employees	1 Cleveland, OH			1
PHILADELPHIA-ISLAND A	PA	Clerical Employees	1 Detroit, MI			1
PHILADELPHIA-SOU PHIL	PA	Clerical Employees		4		1
PITTSBURGH	PA	Clerical Employees		1		1
PITTSBURGH	PA	Clerical Employees	1 Atlanta, GA			1

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES*
49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
PITTSBURGH (NCSC)	PA	Clerical Employees		147		1
PITTSBURGH (NCSC)	PA	Clerical Employees	15 Atlanta, GA			1
PITTSBURGH (NCSC)	PA	Clerical Employees	185 Jacksonville, FL			1
PITTSBURGH (NCSC)	PA	Clerical Employees	200 Atlanta, GA			2
RICHMOND	VA	Clerical Employees			3	1
RIDGEFIELD	NJ	Clerical Employees		32		1
ROANOKE	VA	Clerical Employees		26		2
ROANOKE	VA	Clerical Employees		35		3
ROCKPORT	OH	Clerical Employees		1		1
SELKIRK	NY	Clerical Employees		8		1
SO KEARNY	NJ	Clerical Employees		3		1
SYRACUSE(DEWITT YD)	NY	Clerical Employees		1		1
TOLEDO	OH	Clerical Employees		6		1
TRENTON	NJ	Clerical Employees		1		1
W SPRINGFIELD	MA	Clerical Employees		1		1
WALBRIDGE	OH	Clerical Employees		24		1
WAYNESBURG	PA	Clerical Employees		2		1
WORCESTER	MA	Clerical Employees		1		1
			685	834	4	
ASHTABULA	OH	Dock Workers		1		1
			0	1	0	
ATLANTA	GA	Electricians	45 Altoona, PA			1
CALUMET	IL	Electricians		3		1
CAMDEN	NJ	Electricians		2		1
CAMDEN	NJ	Electricians	2 Bellevue, OH			1
COLLINWOOD	OH	Electricians		1		1
CONWAY	PA	Electricians		7		1
ELKHART	IN	Electricians		2		1
ELKHART	IN	Electricians	4 Bellevue, OH			3
ENOLA	PA	Electricians		7		1
ENOLA	PA	Electricians		10		3
ENOLA	PA	Electricians	43 to be determined			3
HARRISBURG	PA	Electricians		2		1
HUNTINGTON	WV	Electricians			53	1
INDIANAPOLIS	IN	Electricians		1		1
MACEDONIA	OH	Electricians		1		1
NEWARK(OAK ISLAND YD)	NJ	Electricians		3		1
NEWARK(OAK ISLAND YD)	NJ	Electricians	6 Bellevue, OH			1
READING	PA	Electricians		1		1
ROANOKE	VA	Electricians		3		1
SELKIRK	NY	Electricians		3		1
SHARONVILLE	OH	Electricians		1		1
TOLEDO	OH	Electricians		2		1
WAYNESBURG	PA	Electricians		1		1
WILLOW RUN	MI	Electricians		3		1
			100	53	53	
ALBANY	GA	Engineers		3		1
ALLENTOWN/BETHLEHEM C/T	PA	Engineers		7		1

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(Applicant Carriers)

<u>Current Location</u>	<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
ALTOONA	PA Engineers			3	1
ALTOONA	PA Engineers			5	2
ALTOONA	PA Engineers			2	3
ANDOVER	VA Engineers		2		1
ARGOS	IN Engineers		5		1
ASHEVILLE	NC Engineers		1		1
ATLANTA	GA Engineers		7	3	1
ATLANTA	GA Engineers			4	2
ATLANTA	GA Engineers			2	3
AUGUSTA	GA Engineers			1	1
BALTIMORE	MD Engineers			9	1
BALTIMORE	MD Engineers			6	2
BALTIMORE	MD Engineers			2	3
BEAPARK	MA Engineers			1	1
BELLEVUE	OH Engineers			1	1
BELLEVIJE	OH Engineers			2	2
BELLEVUE	OH Engineers			1	3
BIGFOUR ROAD WEST (AVON)	IN Engineers			4	1
BIRMINGHAM	AL Engineers		4		1
BLUEFIELD	WV Engineers			1	1
BLUEFIELD	WV Engineers			2	2
BLUEFIELD	WV Engineers			1	3
BRUNSWICK	GA Engineers			1	1
BUFFALO	NY Engineers			15	1
BUFFALO LINES E&W	NY Engineers			9	1
BUFFALO YARD	NY Engineers			3	1
BURNS HARBOR	IN Engineers	1 Chicago, IL			1
CHARLESTON	SC Engineers		1		1
CHICAGO	IL Engineers		30		1
CINCINNATI	OH Engineers		13		1
CLEVELAND	OH Engineers		5	20	1
CLEVELAND	OH Engineers	8 Willard, OH			1
COLUMBIA	SC Engineers		1		1
COLUMBUS	GA Engineers		5		1
COLUMBUS	OH Engineers		5	4	1
CONNEAUT	OH Engineers	17 Buffalo, NY			1
CONNEAUT	OH Engineers	16 Cleveland, OH			1
CONWAY	PA Engineers		4		1
CORNING	NY Engineers			4	1
CORNING	NY Engineers			6	2
CORNING	NY Engineers			3	3
CRESTLINE	OH Engineers	31 Willard, OH			1
CREWE	VA Engineers			2	1
CREWE	VA Engineers			4	2
CREWE	VA Engineers			1	3
CUMBERLAND	MD Engineers			9	1
DANVILLE	IL Engineers	11 Terre Haute, IN			2
DANVILLE	IL Engineers	12 Terre Haute, IN			3
DANVILLE	KY Engineers		5		1
DECATUR	IL Engineers			17	1
DECATUR	IL Engineers			27	2

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(Applicant Carriers)

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DECATUR	IL	Engineers			11	3
DETROIT	MI	Engineers			26	1
DETROIT (YARD)	MI	Engineers			14	1
DEWITT	NY	Engineers			2	1
ELKHART (WEST)	IN	Engineers		7		1
ELMORE	WV	Engineers			1	1
ELMORE	WV	Engineers			2	2
ENOLA	PA	Engineers		6		1
ETOWAH	TN	Engineers			3	1
EVANSVILLE	IN	Engineers	12 Terre Haute, IN			2
EVANSVILLE	IN	Engineers	11 Terre Haute, IN			3
FAIRLANE	OH	Engineers		1		1
FORT WAYNE	IN	Engineers			1	1
FT. WAYNE	IN	Engineers			5	1
FT. WAYNE	IN	Engineers			8	2
FT. WAYNE	IN	Engineers			3	3
GRAND RAPIDS	MI	Engineers		4		1
GREENVILLE	SC	Engineers			2	1
GREENVILLE	SC	Engineers			3	2
GREENVILLE	SC	Engineers			1	3
GREENWICH	PA	Engineers			4	1
HAGERSTOWN	MD	Engineers		3		1
HARRINGTON	DE	Engineers		6		1
HOBSON	OH	Engineers			1	1
HOBSON	OH	Engineers			1	2
HOBSON	OH	Engineers			1	3
INDIANAPOLIS ROAD EAST	IN	Engineers			5	1
JACKSONVILLE	FL	Engineers			3	1
KANKAKEE	IL	Engineers			1	1
KANKAKEE	IL	Engineers			2	2
KANKAKEE	IL	Engineers			1	3
KNOXVILLE	TN	Engineers		4		1
LAFAYETTE	IN	Engineers		1		1
LINWOOD	NC	Engineers		8		1
LOUISVILLE	KY	Engineers		10		1
LYNCHBURG	VA	Engineers			2	1
LYNCHBURG	VA	Engineers			3	2
MACON	GA	Engineers			4	1
MACON	GA	Engineers			6	2
MACON	GA	Engineers			2	3
MANASSAS	VA	Engineers			1	1
MASSENA	NY	Engineers			1	1
MERIDIAN	MS	Engineers			3	1
MERIDIAN	MS	Engineers			6	2
MERIDIAN	MS	Engineers			2	3
MOBERLY	MO	Engineers			6	1
MOBERLY	MO	Engineers			10	2
MOBERLY	MO	Engineers			4	3
MONTGOMERY	AL	Engineers		3		1
NASHVILLE	TN	Engineers			3	1
NEW CASTLE	PA	Engineers			5	1

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(Applicant Carriers)

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NIAGARA	NY	Engineers			1	1
OAKDALE	TN	Engineers			1	1
OAKISLAND	NJ	Engineers			8	1
PENSACOLA	FL	Engineers			3	1
PERU	IN	Engineers			4	1
PERU	IN	Engineers			7	2
PERU	IN	Engineers			2	3
PHILADELPHIA	PA	Engineers		1		1
PHILADELPHIA YARD	PA	Engineers			1	1
PORT READING	NJ	Engineers			1	1
PORTSMOUTH	OH	Engineers			1	1
PORTSMOUTH	OH	Engineers			2	2
PORTSMOUTH	OH	Engineers			1	3
PRINCETON	IN	Engineers			2	1
PTJERVIS	NY	Engineers			1	1
PTJERVIS	NY	Engineers			3	2
PTJERVIS	NY	Engineers			2	3
RALEIGH	NC	Engineers		6		1
RENOVO	PA	Engineers		2		1
ROANOKE	VA	Engineers			8	1
ROANOKE	VA	Engineers			12	2
ROANOKE	VA	Engineers			4	3
SELKIRK ROAD EAST	NY	Engineers			11	1
SELKIRK ROAD WEST	NY	Engineers			3	1
SELMA	AL	Engineers		4		1
SHEFFIELD	AL	Engineers		2		1
SHENNANDOAH	VA	Engineers			5	1
SHENNANDOAH	VA	Engineers			7	2
SHENNANDOAH	VA	Engineers			3	3
ST. THOMAS	ONT	Engineers			1	1
ST. THOMAS	ONT	Engineers			2	2
TOLEDO	OH	Engineers		70		1
VALDOSTA	GA	Engineers			1	1
VALDOSTA	GA	Engineers			2	2
WASHINGTON	IN	Engineers		9		1
WILLARD	OH	Engineers			23	1
WSPRINGFIELD	MA	Engineers			1	1
			119	245	457	
ATLANTA	GA	Laborers/Firemen and Oilers	10 Altoona, PA			1
CALUMET	IL	Laborers/Firemen and Oilers		4		1
CONWAY	PA	Laborers/Firemen and Oilers		2		1
ELKHART	IN	Laborers/Firemen and Oilers		1		1
ENOLA	PA	Laborers/Firemen and Oilers		2		1
ENOLA	PA	Laborers/Firemen and Oilers		30		3
HUNTINGTON	WV	Laborers/Firemen and Oilers			14	1
INDIANAPOLIS	IN	Laborers/Firemen and Oilers		1		1
NEWARK(OAK ISLAND YD)	NJ	Laborers/Firemen and Oilers		3		1
SELKIRK	NY	Laborers/Firemen and Oilers		3		1
			10	46	14	

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ATLANTA	GA	Machinists	67 Altoona, PA			1
CALUMET	IL	Machinists		6		1
CAMDEN	NJ	Machinists		1		1
CAMDEN	NJ	Machinists	4 Bellevue, OH			1
CHATTANOOGA	TN	Machinists		6		2
CHICAGO	IL	Machinists		7		1
COLLINWOOD	OH	Machinists		1		1
COLUMBUS	OH	Machinists		1		1
CONWAY	PA	Machinists		6		1
DEARBORN ZONE R GANG	MI	Machinists		4		1
ELKHART	IN	Machinists		3		1
ELKHART	IN	Machinists	10 Bellevue, OH			3
ENOLA	PA	Machinists		7		1
ENOLA	PA	Machinists		14		3
ENOLA	PA	Machinists	80 to be determined			3
FRONTIER	NY	Machinists		1		1
HUNTINGTON	WV	Machinists			77	1
INDIANAPOLIS	IN	Machinists		2		1
KNOXVILLE	TN	Machinists		2		1
MACEDONIA	OH	Machinists		1		1
MORRISVILLE	PA	Machinists		3		1
NEWARK(OAK ISLAND YD)	NJ	Machinists		8		1
NEWARK(OAK ISLAND YD)	NJ	Machinists	12 Bellevue, OH			1
PHILADELPHIA	PA	Machinists		1		1
PITTSBURGH ZONE R GAN	PA	Machinists		1		1
ROANOKE	VA	Machinists		1		1
SELKIRK	NY	Machinists		7		1
WAYNESBURG	PA	Machinists		2		1
			173	85	77	
ALBANY DIV RAIL GANG	NY	Maintenance of Way		20		1
CANTON	OH	Maintenance of Way	20 Richmond, VA			1
CANTON	OH	Maintenance of Way		4		2
CANTON	OH	Maintenance of Way	70 Charlotte, NC			2
CLEVELAND	OH	Maintenance of Way		5		1
DEARBORN ZONE R GANG	MI	Maintenance of Way		78		1
ERIE	MI	Maintenance of Way		4		1
HARRISBURG	PA	Maintenance of Way		7		1
HARRISBURG	PA	Maintenance of Way	5 Atlanta, GA			1
INDIANAPOLIS	IN	Maintenance of Way		32		2
INDIANAPOLIS ZONE R G	IN	Maintenance of Way		3		1
INDIANAPOLIS ZONE R G	IN	Maintenance of Way		32		2
MACEDONIA	OH	Maintenance of Way		1		1
MT HOLLY	PA	Maintenance of Way		5		1
PHILA ZONE RAIL GANG	PA	Maintenance of Way		90		1
PHILADELPHIA-COMMERCE	PA	Maintenance of Way		1		1
PITTSBURGH ZONE R GAN	PA	Maintenance of Way		91		1
SELKIRK	NY	Maintenance of Way		9		2
SYSTEM RAIL GANGS		Maintenance of Way		7		1
SYSTEM RAIL GANGS		Maintenance of Way		39		2
TOLEDO	OH	Maintenance of Way		2		1

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UPPER SANDUSKY	OH	Maintenance of Way		2		1
W SPRINGFIELD	MA	Maintenance of Way		3		2
WALBRIDGE	OH	Maintenance of Way		14		1
WORCESTER	MA	Maintenance of Way		19		2
			95	473	0	
ABRAMS	PA	Nonagreement		1		1
ALBANY	NY	Nonagreement		1		1
ALQUIPPA	PA	Nonagreement		1		1
ALLENTOWN	PA	Nonagreement		3		1
ALTOONA	PA	Nonagreement	2 Roanoke, VA			1
ASHTABULA	OH	Nonagreement		12		1
ATLANTA	GA	Nonagreement		1		1
ATLANTA	GA	Nonagreement	21 Altoona, PA			1
ATLANTA	GA	Nonagreement		1		2
ATLANTA	GA	Nonagreement		5		3
BALTIMORE	MD	Nonagreement		1		1
BETHLEHEM	PA	Nonagreement		12		1
BOSTON	MA	Nonagreement		1		1
BRONX	NY	Nonagreement		1		1
BUFFALO	NY	Nonagreement		6		1
CAMDEN	NJ	Nonagreement		1		1
CAMPBELL HALL	NY	Nonagreement		1		1
CANTON	OH	Nonagreement		10		1
CANTON	OH	Nonagreement		1		2
CHATTANOOGA	TN	Nonagreement		1		3
CHICAGO	IL	Nonagreement		22		1
CINCINNATI	OH	Nonagreement		1		1
CLEVELAND	OH	Nonagreement		3		1
CLEVELAND	OH	Nonagreement		1		2
COLLINWOOD	OH	Nonagreement		1		1
COLUMBUS	OH	Nonagreement		7		1
COLUMBUS	OH	Nonagreement	1 Atlanta, GA			1
COLUMBUS	OH	Nonagreement	1 Philadelphia, PA			1
COLUMBUS	OH	Nonagreement		1		2
CONWAY, PA	PA	Nonagreement		6		1
CONWAY, PA	PA	Nonagreement		1		2
DEARBORN	MI	Nonagreement		56		1
DEARBORN	MI	Nonagreement	8 Atlanta, GA			1
DEARBORN	MI	Nonagreement	7 Jacksonville, FL			1
DETROIT	MI	Nonagreement		2		1
E ST LOUIS	IL	Nonagreement		2		1
EASTON	PA	Nonagreement		1		1
EDISON	NJ	Nonagreement		6		1
ELIZABETHPORT	NJ	Nonagreement		1		1
ELKHART	IN	Nonagreement		10		1
ELMIRA	NY	Nonagreement		1		1
ENOLA	PA	Nonagreement		7		1
ENOLA	PA	Nonagreement		1		2
ENOLA	PA	Nonagreement		2		3
ENOLA	PA	Nonagreement	9 to be determined			3

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FAIRLANE	OH	Nonagreement		1		1
GREENFIELD	IN	Nonagreement		2		1
GREENTREE	PA	Nonagreement		21		1
HAMMOND	IN	Nonagreement		1		1
HARRISBURG	PA	Nonagreement		11		1
HARRISBURG	PA	Nonagreement	2 Atlanta, GA			1
HOUSTON	TX	Nonagreement		5		1
HOUSTON	TX	Nonagreement		1		3
HUNTINGDON	PA	Nonagreement		5		1
HUNTINGTON	WV	Nonagreement			4	1
INDIANAPOLIS	IN	Nonagreement		16		1
ISELIN	NJ	Nonagreement		1		1
JACKSON	MI	Nonagreement		1		1
JACKSONVILLE	FL	Nonagreement			4	1
JEFFERSONVILLE	IN	Nonagreement		1		1
JUNIA TA	PA	Nonagreement	1 Atlanta, GA			1
LANSING	IL	Nonagreement		1		1
LAPORTE	IN	Nonagreement		1		1
LOS ANGELES	CA	Nonagreement		1		1
LUCKNOW	PA	Nonagreement		2		1
MACEJONIA	OH	Nonagreement		1		2
MEADVILLE	PA	Nonagreement		1		1
MEL VINDALE	MI	Nonagreement		1		1
MONTREAL	PQ	Nonagreement		1		1
MOUNT LAUREL	NJ	Nonagreement		9		1
MT VERNON	MD	Nonagreement		1		1
MUNCY	PA	Nonagreement		1		1
NEW YORK	NY	Nonagreement		1		1
NEW YORK	NY	Nonagreement		1		3
NEWARK	NJ	Nonagreement		4		1
NEWARK	NJ	Nonagreement		1		2
NILES	OH	Nonagreement		1		1
NORFOLK	VA	Nonagreement		1		2
NORFOLK	VA	Nonagreement		4		3
PHILADELPHIA	PA	Nonagreement		690		1
PHILADELPHIA	PA	Nonagreement	301 Atlanta, GA			1
PHILADELPHIA	PA	Nonagreement	3 Baltimore, MD			1
PHILADELPHIA	PA	Nonagreement	1 Boston, MA			1
PHILADELPHIA	PA	Nonagreement	1 Buffalo, NY			1
PHILADELPHIA	PA	Nonagreement	2 Chicago, IL			1
PHILADELPHIA	PA	Nonagreement	1 Columbus, OH			1
PHILADELPHIA	PA	Nonagreement	3 Detroit, MI			1
PHILADELPHIA	PA	Nonagreement	26 Harrisburg, PA			1
PHILADELPHIA	PA	Nonagreement	2 Indianapolis, IN			1
PHILADELPHIA	PA	Nonagreement	152 Jacksonville, FL			1
PHILADELPHIA	PA	Nonagreement	3 New York, NY			1
PHILADELPHIA	PA	Nonagreement	89 Norfolk, VA			1
PHILADELPHIA	PA	Nonagreement	6 Pittsburgh, PA			1
PHILADELPHIA	PA	Nonagreement	1 Portside, NJ			1
PHILADELPHIA	PA	Nonagreement	1 Portsmouth, OH			1
PHILADELPHIA	PA	Nonagreement	1 Richmond, VA			1

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PHILADELPHIA	PA	Nonagreement	150 Roanoke, VA			1
PHILADELPHIA	PA	Nonagreement		32		2
PHILADELPHIA	PA	Nonagreement		17		3
PITCAIRN	PA	Nonagreement		3		1
PITTSBURGH	PA	Nonagreement		55		1
PITTSBURGH	PA	Nonagreement	31 Atlanta, GA			1
PITTSBURGH	PA	Nonagreement	16 Jacksonville, FL			1
PITTSBURGH	PA	Nonagreement		2		2
PORTLAND	OR	Nonagreement		2		1
READING	PA	Nonagreement		4		1
ROANOKE	VA	Nonagreement		15		2
ROANOKE	VA	Nonagreement		15		3
SELKIRK	NY	Nonagreement		18		1
SELKIRK	NY	Nonagreement	4 Jacksonville, FL			1
SEVEN HILLS(CLEV)	OH	Nonagreement		1		1
SHIRE OAKS	PA	Nonagreement		4		1
SHIRE OAKS	PA	Nonagreement		3		3
SO KEARNY	NJ	Nonagreement		4		1
ST LOUIS	MO	Nonagreement		1		1
SYRACUSE	NY	Nonagreement		1		1
TOLEDO	OH	Nonagreement		3		1
W SPRINGFIELD	MA	Nonagreement		1		1
WASHINGTON	DC	Nonagreement		4		1
WAYNESBURG	PA	Nonagreement		2		1
WESTBORO	MA	Nonagreement		1		1
WILLIAMSPORT	PA	Nonagreement	1 Atlanta, GA			1
YOUNGSTOWN	OH	Nonagreement		1		1
			847	1170**	8	
BOSTON	MA	Police		4		1
BUFFALO	NY	Police		2		1
CHICAGO	IL	Police		1		1
CLEVELAND	OH	Police			3	1
DEARBORN	MI	Police		7		1
E ST LOUIS	IL	Police		2		1
ELIZABETH	NJ	Police		1		1
INDIANAPOLIS	IN	Police		2		1
MOUNT LAUREL	NJ	Police		15		1
MOUNT LAUREL	NJ	Police	11 Roanoke, VA			1
NO BERGEN	NJ	Police		1		1
PHILADELPHIA	PA	Police		4		1
SELKIRK	NY	Police		2		1
TOLEDO	OH	Police		3		1
WESTBORO	MA	Police		2		1
			11	46	3	
ANDERSON	IN	Railway Supervisors/Foremen		2		1
ASHTABULA	OH	Railway Supervisors/Foremen		1		1
BETHLEHEM SYS RAIL GA	PA	Railway Supervisors/Foremen		2		1
BUFFALO	NY	Railway Supervisors/Foremen			1	1
CHICAGO	IL	Railway Supervisors/Foremen		14		1

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<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
CLEVELAND	OH	Railway Supervisors/Foremen			1	1
COLLINWOOD	OH	Railway Supervisors/Foremen		5		1
COLUMBUS(BUCKEYE YD)	OH	Railway Supervisors/Foremen		1		1
CONWAY	PA	Railway Supervisors/Foremen		1		1
CONWAY ZONE R GANG	PA	Railway Supervisors/Foremen		1		1
DEARBORN ZONE R GANG	MI	Railway Supervisors/Foremen		4		1
ELIZABETH ZONE R GANG	NJ	Railway Supervisors/Foremen		2		1
ELIZABETHPORT	NJ	Railway Supervisors/Foremen		1		1
ELKHART	IN	Railway Supervisors/Foremen		1		1
ELKHART	IN	Railway Supervisors/Foremen	2 Bellevue, OH			3
ENOLA	PA	Railway Supervisors/Foremen		2		1
ERIE	MI	Railway Supervisors/Foremen		2		1
ERIE	PA	Railway Supervisors/Foremen		2		1
FRONTIER	NY	Railway Supervisors/Foremen		1		1
GREENTREE	PA	Railway Supervisors/Foremen		1		1
HARRISBURG	PA	Railway Supervisors/Foremen		1		1
HUNTINGTON	WV	Railway Supervisors/Foremen			3	1
INDIANAPOLIS	IN	Railway Supervisors/Foremen		3		1
JACKSON	MI	Railway Supervisors/Foremen		1		1
LANSING	IL	Railway Supervisors/Foremen		1		1
MACEDONIA	OH	Railway Supervisors/Foremen		4		1
MORRISVILLE	PA	Railway Supervisors/Foremen		1		1
MOUNT LAUREL SYS R GA	NJ	Railway Supervisors/Foremen		1		1
NEWARK	NJ	Railway Supervisors/Foremen		1		1
NEWARK(OAK ISLAND YD)	NJ	Railway Supervisors/Foremen	2 Bellevue, OH			1
PHILA ZONE RAIL GANG	PA	Railway Supervisors/Foremen		2		1
PHILADELPHIA	PA	Railway Supervisors/Foremen		1		1
PITCAIRN	PA	Railway Supervisors/Foremen		2		1
PITTSBURGH ZONE R GANG	PA	Railway Supervisors/Foremen		7		1
READING	PA	Railway Supervisors/Foremen		1		1
SELKIRK	NY	Railway Supervisors/Foremen		1		1
TOLEDO	OH	Railway Supervisors/Foremen		1		1
TOLEDO(STANLEY YD)	OH	Railway Supervisors/Foremen		5		1
WAYNE	MI	Railway Supervisors/Foremen		1		1
WILLOW RUN	MI	Railway Supervisors/Foremen		1		1
			4	78	5	
ATLANTA	GA	Sheet Metal Workers	3 Altoona, PA			1
CAMDEN	NJ	Sheet Metal Workers	1 Bellevue, OH			1
CONWAY	PA	Sheet Metal Workers		2		1
ENOLA	PA	Sheet Metal Workers		2		1
ENOLA	PA	Sheet Metal Workers		23		3
HUNTINGTON	WV	Sheet Metal Workers			9	1
KALAMAZOO	MI	Sheet Metal Workers		2		1
NEWARK(OAK ISLAND YD)	NJ	Sheet Metal Workers	1 Bellevue, OH			1
ROANOKE	VA	Sheet Metal Workers		3		1
SELKIRK	NY	Sheet Metal Workers		4		1
TOLEDO	OH	Sheet Metal Workers		1		1
			5	37	9	
ASHTABULA	OH	Signalmen			1	1

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES* 49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
BEREA	OH	Signalmen			1	1
COLUMBUS	OH	Signalmen		21		1
COLUMBUS	OH	Signalmen	9 Atlanta, GA			1
COLUMBUS	OH	Signalmen	8 Jacksonville, FL			1
COLUMBUS	OH	Signalmen	15 Roanoke, VA			1
COLUMBUS	OH	Signalmen	22 Savannah, GA			1
TOLEDO	OH	Signalmen			8	1
UPPER SANDUSKY	OH	Signalmen		3		1
WILLOW RUN	MI	Signalmen		1		1
			54	25	10	
DEARBORN	MI	Train Dispatchers		5		1
GREENTREE	PA	Train Dispatchers		5		1
INDIANAPOLIS	IN	Train Dispatchers		4		1
MOUNT LAUREL	NJ	Train Dispatchers		6		1
MOUNT LAUREL	NJ	Train Dispatchers	64 Harrisburg, PA			1
SELKIRK	NY	Train Dispatchers		5		1
			64	25	0	
ALBANY	GA	Trainmen		3		1
ALLENTOWN/BETHLEHEM C/T	PA	Trainmen		7		1
ALTOONA	PA	Trainmen			3	1
ALTOONA	PA	Trainmen			5	2
ALTOONA	PA	Trainmen			2	3
ANDOVER	VA	Trainmen		2		1
ARGOS	IN	Trainmen		9		1
ASHEVILLE	NC	Trainmen		1		1
ATLANTA	GA	Trainmen		7	3	1
ATLANTA	GA	Trainmen			4	2
ATLANTA	GA	Trainmen			2	3
AUGUSTA	GA	Trainmen			1	1
BALTIMORE	MD	Trainmen			10	1
BALTIMORE	MD	Trainmen			6	2
BALTIMORE	MD	Trainmen			2	3
BELLEVUE	OH	Trainmen			1	1
BELLEVUE	OH	Trainmen	20 Cleveland, OH			1
BELLEVUE	OH	Trainmen			2	2
BELLEVUE	OH	Trainmen			1	3
BIGFOUR ROAD WEST (AVON)	IN	Trainmen			1	1
BIRMINGHAM	AL	Trainmen		4		1
BLUEFIELD	WV	Trainmen			1	1
BLUEFIELD	WV	Trainmen			2	2
BLUEFIELD	WV	Trainmen			1	3
BRUNSWICK	GA	Trainmen			1	1
BUFFALO	NY	Trainmen			15	1
BUFFALO LINES E&W	NY	Trainmen			17	1
BUFFALO YARD	NY	Trainmen			2	1
BURNS HARBOR	IN	Trainmen	2 Chicago, IL			1
CHARLESTON	SC	Trainmen		1		1
CHICAGO	IL	Trainmen		53		1
CINCINNATI	OH	Trainmen		17		1

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES* 49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
CLEVELAND	OH	Trainmen		36	20	1
CLEVELAND	OH	Trainmen	8 Willard, OH			1
COLUMBIA	SC	Trainmen		1		1
COLUMBUS	GA	Trainmen		9		1
COLUMBUS	OH	Trainmen		10	8	1
CONNEAUT	OH	Trainmen	10 Buffalo, NY			1
CONWAY	PA	Trainmen		4		1
CORNING	NY	Trainmen			4	1
CORNING	NY	Trainmen			6	2
CORNING	NY	Trainmen			3	3
CRESTLINE	OH	Trainmen	44 Willard, OH			1
CREWE	VA	Trainmen			2	1
CREWE	VA	Trainmen			4	2
CREWE	VA	Trainmen			1	3
CUMBERLAND	MD	Trainmen			11	1
DANVILLE	IL	Trainmen	11 Terre Haute, IN			2
DANVILLE	IL	Trainmen	13 Terre Haute, IN			3
DANVILLE	KY	Trainmen		5		1
DECATUR	IL	Trainmen			17	1
DECATUR	IL	Trainmen			27	2
DECATUR	IL	Trainmen			11	3
DETROIT	MI	Trainmen			26	1
DETROIT (YARD)	MI	Trainmen			10	1
DEWITT	NY	Trainmen			1	1
ELKHART (WEST)	IN	Trainmen		7		1
ELMORE	WV	Trainmen			1	1
ELMORE	WV	Trainmen			2	2
ENOLA	PA	Trainmen		6		1
ETOWAH	TN	Trainmen			3	1
EVANSVILLE	IN	Trainmen	13 Terre Haute, IN			2
EVANSVILLE	IN	Trainmen	11 Terre Haute, IN			3
FAIRLANE	OH	Trainmen		2		1
FT. WAYNE	IN	Trainmen			5	1
FT. WAYNE	IN	Trainmen			8	2
FT. WAYNE	IN	Trainmen			3	3
GRAND RAPIDS	MI	Trainmen		9		1
GREENVILLE	SC	Trainmen			2	1
GREENVILLE	SC	Trainmen			3	2
GREENVILLE	SC	Trainmen			1	3
GREENWICH	PA	Trainmen			8	1
HAGERS TOWN	MD	Trainmen		3		1
HARRINGTON	DE	Trainmen		6		1
HOBSON	OH	Trainmen			1	1
HOBSON	OH	Trainmen			1	2
HOBSON	OH	Trainmen			1	3
INDIANAPOLIS ROAD EAST	IN	Trainmen			2	1
JACKSONVILLE	FL	Trainmen			3	1
KANKAKEE	IL	Trainmen			1	1
KANKAKEE	IL	Trainmen			2	2
KANKAKEE	IL	Trainmen			1	3
KNOXVILLE	TN	Trainmen		4		1

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES* 49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
LAFAYETTE	IN	Trainmen		3		1
LINWOOD	NC	Trainmen		8		1
LOUISVILLE	KY	Trainmen		14		1
LYNCHBURG	VA	Trainmen			2	1
LYNCHBURG	VA	Trainmen			3	2
MACON	GA	Trainmen			4	1
MACON	GA	Trainmen			6	2
MACON	GA	Trainmen			2	3
MANASSAS	VA	Trainmen			1	1
MERIDIAN	MS	Trainmen			3	1
MERIDIAN	MS	Trainmen			6	2
MERIDIAN	MS	Trainmen			2	3
MOBERLY	MO	Trainmen			6	1
MOBERLY	MO	Trainmen			10	2
MOBERLY	MO	Trainmen			4	3
MONTGOMERY	AL	Trainmen		3		1
NASHVILLE	TN	Trainmen			3	1
NEW CASTLE	PA	Trainmen			6	1
NIAGARA	NY	Trainmen			1	1
OAKDALE	TN	Trainmen			1	1
OAKISLAND	NJ	Trainmen			22	1
PENSACOLA	FL	Trainmen			3	1
PERU	IN	Trainmen			4	1
PERU	IN	Trainmen			7	2
PERU	IN	Trainmen			2	3
PHILADELPHIA	PA	Trainmen		2		1
PHILADELPHIA YARD	PA	Trainmen			2	1
PORT READING	NJ	Trainmen			3	1
PORTSMOUTH	OH	Trainmen			1	1
PORTSMOUTH	OH	Trainmen			2	2
PORTSMOUTH	OH	Trainmen			1	3
PRINCETON	IN	Trainmen			2	1
PTJERVIS	NY	Trainmen			1	1
PTJERVIS	NY	Trainmen			3	2
PTJERVIS	NY	Trainmen			2	3
RALEIGH	NC	Trainmen		6		1
RENOVO	PA	Trainmen		2		1
ROANOKE	VA	Trainmen			8	1
ROANOKE	VA	Trainmen			12	2
ROANOKE	VA	Trainmen			4	3
SELKIRK ROAD EAST	NY	Trainmen			16	1
SELKIRK ROAD WEST	NY	Trainmen			1	1
SELMA	AL	Trainmen		4		1
SHEFFIELD	AL	Trainmen		2		1
SHENNANDOAH	VA	Trainmen			5	1
SHENNANDOAH	VA	Trainmen			7	2
SHENNANDOAH	VA	Trainmen			3	3
ST. THOMAS	ONT	Trainmen			1	1
ST. THOMAS	ONT	Trainmen			2	2
TOLEDO	OH	Trainmen		70		1
VALDOSTA	GA	Trainmen			1	1

LABOR IMPACT EXHIBIT

EFFECTS ON APPLICANT CARRIERS' EMPLOYEES* 49 CFR 1180.6(a)(2)(v)

(Applicant Carriers)

<u>Current Location</u>		<u>Classification</u>	<u>Jobs Transferred To</u>	<u>Jobs Abolished</u>	<u>Jobs Created</u>	<u>Year</u>
VALDOSTA	GA	Trainmen			2	2
WASHINGTON	IN	Trainmen		9		1
WILLARD	OH	Trainmen			29	1
			132	329	487	
BUFFALO(FRONTIER YD)	NY	Yardmasters		1		1
CHICAGO	IL	Yardmasters		8		1
CLEVELAND	OH	Yardmasters		1		1
COLLINWOOD	OH	Yardmasters		1		3
COLUMBUS(BUCKEYE YD)	OH	Yardmasters		1		1
CONWAY	PA	Yardmasters		2		1
ELKHART	IN	Yardmasters		1		1
INDIANAPOLIS	IN	Yardmasters		2		1
INDIANAPOLIS(AVON YD)	IN	Yardmasters		1		1
NEWARK(OAK ISLAND YD)	NJ	Yardmasters		1		1
PORT READING	NJ	Yardmasters			2	1
SELKIRK	NY	Yardmasters		1		1
SHARONVILLE	OH	Yardmasters		1		1
WALBRIDGE	OH	Yardmasters		4		1
			0	25	2	

* Impact measured from a base of the average employee counts for the 12 months of 1996.
No labor impact is foreseen on Blacksmiths, Bridge Inspectors, and Communication Workers.

** Nonagreement number of jobs abolished does not reflect the impact of Conrail's 1996 Voluntary Separation Program and Voluntary Retirement Program, which would in our estimation reduce these numbers by 344.

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LOCATIONS OVER 50 MGT TOTAL

SHOWN ON MAP BY YELLOW TRACK LINE

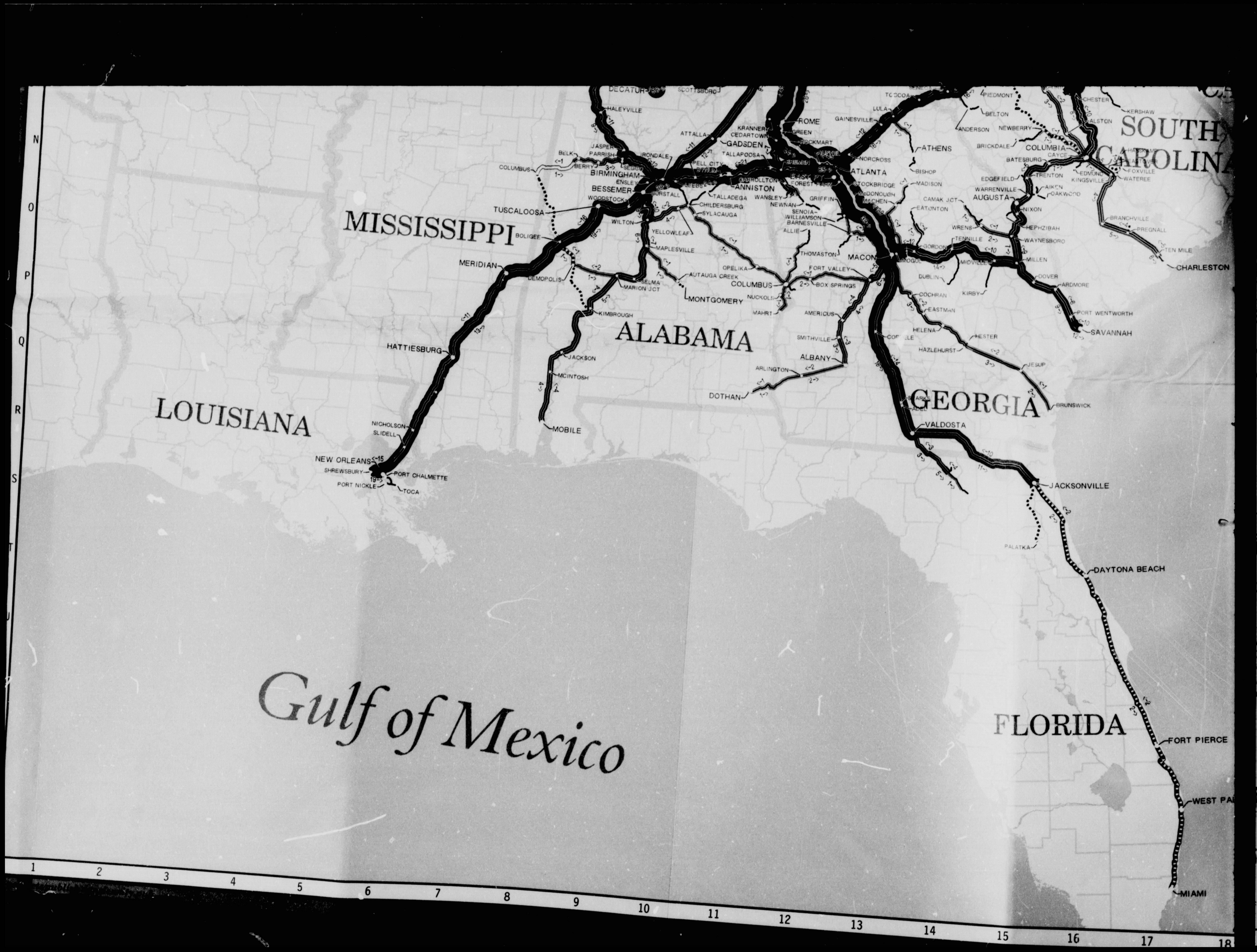
Line Segment	Milepost Range	From - To Stations	Inc MGT	Dec MGT	Total MGT	Map Grid
(In Descending Order by Total MGT)						
Over 100 MGT						
07	332.40 - 338.20	CITICOCJ, TN CHATTANO, TN	58.32	67.34	125.65	L-11
04 H	134.70 - 148.24	AUSTELL, GA ATLANTA, GA	64.54	44.53	109.08	N-12
62 N	462.98 - 470.00	SPRIGG, WV WILLIAMY, WV	47.12	60.19	107.31	H-14
92 B	244.70 - 248.70	BELLEVUE, OH SOUTHWES, OH	49.74	55.80	105.53	D-13
55 N	332.80 - 360.30	WHITETHO, VA EASTENDB, WV	23.04	80.20	103.24	I-15
100 MGT to 90 MGT						
62 N	438.15 - 462.98	GILBERTB, WV SPRIGG, WV	37.09	60.69	97.77	I-15
62 N	470.00 - 484.29	WILLIAMY, WV NAUGATUC, WV	42.78	51.67	94.45	H-14
62 N	360.30 - 438.15	EASTENDB, WV GILBERTB, WV	22.39	67.96	90.35	H-15
90 MGT to 80 MGT						
04 H	148.24 - 154.60	ATLANTA, GA SOUTHYAR, GA	48.98	37.65	86.63	N-12
80 MGT to 70 MGT						
62NA	.00 - 4.03	NAUGATUC, WV UPPERBUR, WV	40.29	39.62	79.91	H-14
55 N	128.89 - 133.40	CREWE, VA BURKEVIL, VA	24.18	55.60	79.77	I-19
92 B	371.40 - 372.72	FTWAYNE, IN RUNNIONA, IN	38.22	40.50	78.72	D-11
04 H	240.40 - 242.05	MACONJCT, GA MACON, GA	40.23	37.67	77.91	O-13
07 A	235.07 - 238.10	JERSEY, TN CITICOCJ, TN	31.93	45.27	77.20	L-11
04 A	226.68 - 235.07	OLTEWAH, TN JERSEY, TN	31.92	45.24	77.16	L-11
55 B	.00 - 21.33	BURKEVIL, VA ABILENEC, VA	22.59	54.32	76.92	I-18
04 H	26.70 - 79.80	COHUTTA, GA ROME, GA	49.20	26.19	75.39	L-11
10	254.81 - 258.30	TUNNEL25, TN HARRIJCT, TN	41.75	33.48	75.22	K-12
10	115.50 - 116.64	DANVJCTN, KY DANVILLE, KY	41.45	33.64	75.09	H-12
07 A	362.00 - 363.10	DECATURJ, AL DECATUR, AL	18.02	56.34	74.37	M-9
10	116.64 - 254.81	DANVILLE, KY TUNNEL25, TN	41.05	33.25	74.30	J-12
55 N	88.31 - 128.89	JACK, VA CREWE, VA	21.27	52.62	73.89	I-19
55LP	1.00 - 5.10	NORFOLK, VA BRIDGE5, VA	21.71	51.77	73.49	I-21
55 N	257.40 - 262.80	ROANOKE, VA SALEMCRS, VA	32.24	40.92	73.17	I-17
94 S	213.00 - 229.90	WBJUNCTI, MO HARDIN, MO	36.25	36.04	72.28	F-3
94 S	229.90 - 242.30	HARDIN, MO CAJUNCTI, MO	36.23	35.97	72.20	F-2
55 N	1.23 - 8.40	BRIDGE5, VA CANALDRI, VA	19.81	50.26	70.07	I-21
70 MGT to 60 MGT						
04 H	79.80 - 134.70	ROME, GA AUSTELL, GA	43.85	25.12	68.97	M-12
55 N	8.40 - 77.81	CANALDRI, VA POE, VA	19.23	48.88	68.11	I-20
55 P	.00 - 8.86	POE, VA JACK, VA	19.19	48.66	67.85	I-19
55 V	251.04 - 264.30	SALEMCON, VA BRADSHVA, VA	.62	67.10	67.72	I-16
04 H	181.00 - 218.70	MCDONUG, GA SCHERER, GA	38.77	28.77	67.54	N-13
04 H	154.60 - 181.00	SOUTHYAR, GA MCDONUG, GA	38.72	28.61	67.34	N-12
55 V	264.30 - 316.86	BRADSHVA, VA WHITETHO, VA	.21	66.90	67.11	I-16
62NA	4.03 - 59.13	UPPERBUR, WV KENOVA, WV	37.96	26.53	64.49	H-14
07 A	401.10 - 404.11	SHEFFIEL, AL NORALA, AL	25.81	36.49	62.30	M-9
60 MGT to 50 MGT						
07 TC	46.00 - 46.50	FRISCO, TN FRISCSXT, TN	31.32	27.90	59.22	J-14
92 B	365.40 - 371.40	NE-TOWER, IN FTWAYNE, IN	27.39	30.06	57.45	D-11
04 H	15.20 - 26.70	OLTEWAH, TN COHUTTA, GA	35.80	20.99	56.79	L-11
03	323.10 - 334.62	LINWOOD, NC SPENCER, NC	27.81	28.94	56.75	K-16
55 V	200.30 - 240.00	HURTCOMN, VA CROSSOVE, VA	2.70	53.89	56.59	I-17
55 N	262.80 - 297.63	SALEMCRS, VA WALTON, VA	31.32	24.72	56.03	I-16
07	331.20 - 332.40	TENBRIDG, TN CITICOCJ, TN	30.00	25.51	55.51	L-11
55 V	240.00 - 243.10	CROSSOVE, VA 45CROSSO, VA	1.55	53.81	55.36	I-17
92 S	1.00 - 96.00	COLUMBUS, OH SOUTHWES, OH	30.23	24.69	54.92	E-13
62 N	567.89 - 608.50	KENOVA, WV VERA, OH	30.20	23.94	54.14	G-13
10	258.30 - 331.20	HARRIJCT, TN TENBRIDG, TN	29.52	24.41	53.93	L-11
08CM	134.96 - 156.00	BIRMINGH, AL BURSTALL, AL	24.44	29.49	53.93	N-9
10	2.45 - 115.50	CINCINNA, OH DANVJCTN, KY	28.04	24.85	52.89	G-12
92 N	608.50 - 704.60	VERA, OH COLUMBUS, OH	28.51	23.72	52.23	F-13
07 A	91.30 - 124.00	NEWLINE, TN KNOXVILL, TN	28.24	22.90	51.14	K-13
55 V	243.10 - 251.04	45CROSSO, VA SALEMCON, VA	.41	50.63	51.04	I-17
04 H	242.05 - 243.50	MACON, GA MEAD JCT, GA	26.86	24.00	50.87	O-13
04 H	239.20 - 240.40	N.MACON, GA MACONJCT, GA	25.59	25.16	50.74	O-13
55LP	.00 - 1.00	LAMBERTS, VA NORFOLK, VA	11.43	39.29	50.73	I-20
94 S	250.56 - 266.60	MAXWELL, MO BIRMINGH, MO	25.75	24.90	50.65	F-2
04 H	218.70 - 239.20	SCHERER, GA N.MACON, GA	25.41	25.14	50.56	O-12

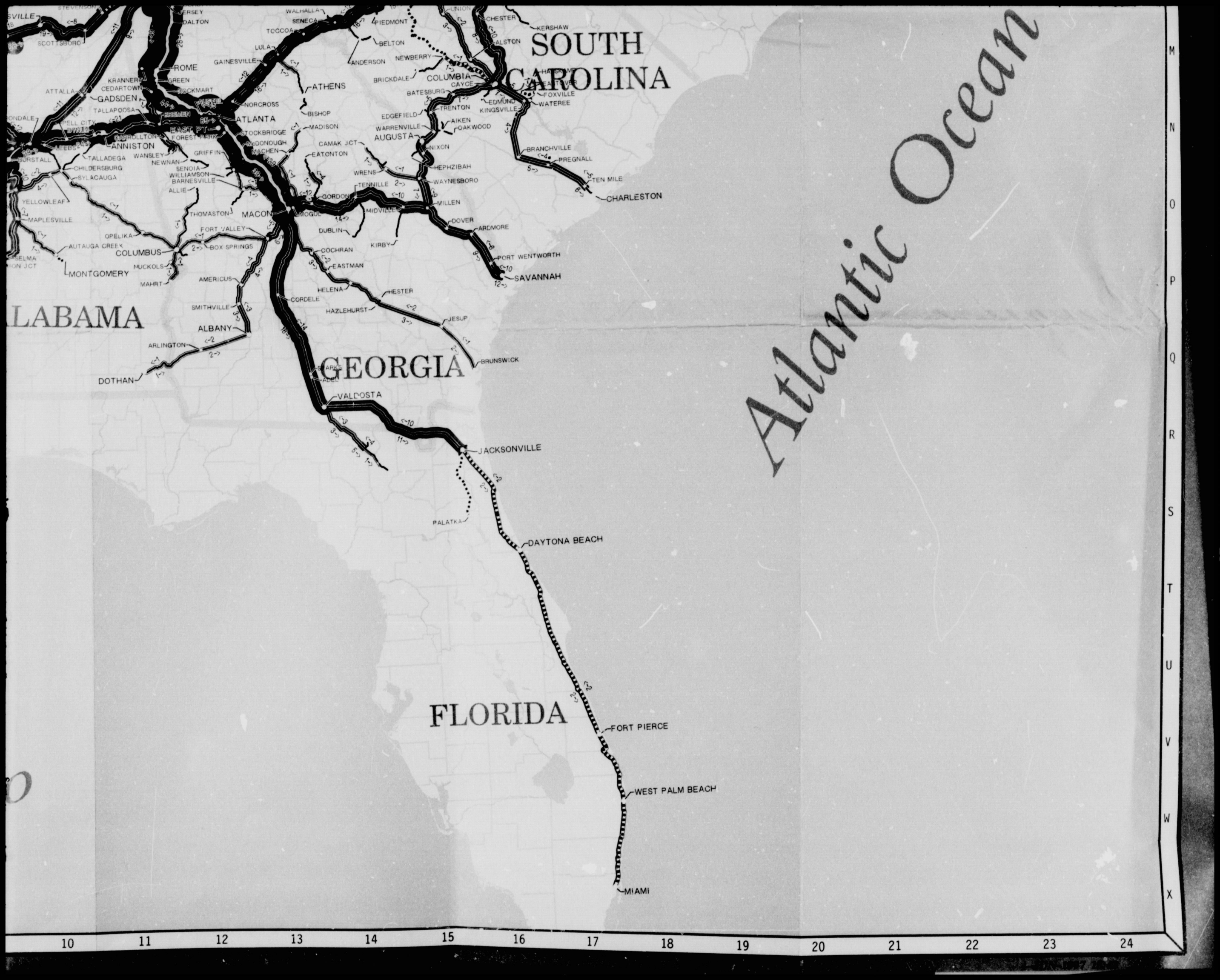
07 TC	46.00 - 46.50	FRISCO ,TN	FRISCSXT,TN	31.32	27.90	59.22	J-14
92 B	365.40 - 371.40	NE-TOWER,IN	FTWAYNE ,IN	27.39	30.06	57.45	D-11
04 H	15.20 - 26.70	OOLTEWAH,TN	COHUTTA ,GA	35.80	20.99	56.79	L-11
03	323.10 - 334.62	LINWOOD ,NC	SPENCER ,NC	27.81	28.94	56.75	K-16
55 V	200.30 - 240.00	HURTCONN,VA	CROSSOVE,VA	2.70	53.89	56.59	I-17
55 N	262.80 - 297.63	SALEMCRS,VA	WALTON ,VA	31.32	24.72	56.03	I-16
07	331.20 - 332.40	TENBRIDG,TN	CITICOJC,TN	30.00	25.51	55.51	L-11
55 V	240.00 - 243.10	CROSSOVE,VA	45CROSSO,VA	1.55	53.81	55.36	I-17
92 S	1.00 - 96.00	COLUMBUS,OH	SOUTHWES,OH	30.23	24.69	54.92	E-13
62 N	567.89 - 608.50	KENOVA ,WV	VERA ,OH	0.20	23.94	54.14	G-13
10	258.30 - 331.20	HARRIJCT,TN	TENBRIDG,TN	29.52	24.41	53.93	L-11
08CM	134.96 - 156.00	BIRMINGH,AL	BURSTALL,AL	24.44	29.49	53.93	N-9
10	2.45 - 115.50	CINCINNA,OH	DANVJCTN,KY	28.04	24.85	52.89	G-12
92 N	608.50 - 704.60	VERA ,OH	COLUMBUS,OH	28.51	23.72	52.23	F-13
07 A	91.30 - 124.00	NEWLINE ,TN	KNOXVILL,TN	28.24	22.90	51.14	K-13
55 V	243.10 - 251.04	45CROSSO,VA	SALEMCON,VA	.41	50.63	51.04	I-17
04 H	242.05 - 243.50	MACON ,GA	MEAD JCT,GA	26.86	24.00	50.87	O-13
04 H	239.20 - 240.40	N.MACON ,GA	MACONJCT,GA	25.59	25.16	50.74	O-13
55LP	.00 - 1.00	LAMBERTS,VA	NORFOLK ,VA	11.43	39.29	50.73	I-20
94 S	250.56 - 266.60	MAXWELL ,MO	BIRMINGH,MO	25.75	24.90	50.65	F-2
04 H	218.70 - 239.20	SCHERER ,GA	N.MACON ,GA	25.41	25.14	50.56	O-12











SOUTH
CAROLINA

ALABAMA

GEORGIA

FLORIDA

Atlantic Ocean

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

M
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V
W
X

The Thoroughbred
of Transportation.



Norfolk Southern's Corporate Vision

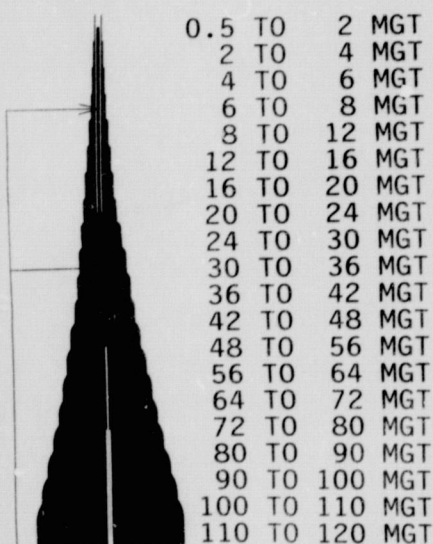
Be the safest, most
customer-focused and
successful transportation
company in the world

For Full Detail of Traffic, See
Engineering Systems Publication
"GROSS TRAFFIC DENSITY"

MAP LEGEND

Increasing Milepost Direction In RED
Decreasing Milepost Direction In GREEN

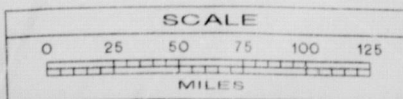
Red and Green Line Widths Scaled at
250 Million Gross Tons (MGT) per inch
and Rounded to whole MGT



SINGLE MAIN / DOUBLE MAIN

⊙ DIVISION HEADQUARTERS

..... NS TRACKAGE OR
HAULAGE RIGHTS

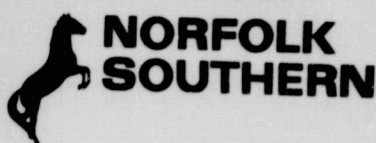


INSET SHOWN AT DOUBLE SIZE (HALF SCALE)

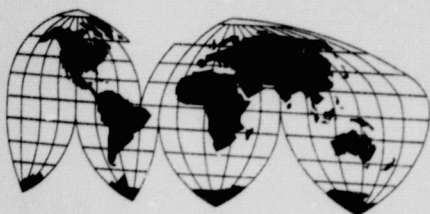
1996 DIRECTIONAL TRAFFIC DENSITY

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