

180274 CSX/NS-21 Office of the Secretary **BEFORE THE** SURFACE TRANSPORTATION BOARD JUN 2 3 1997 **Finance Docket No. 33388** CSX CORPORATION AND CSX TRANSPORTATION, INC. JUN 2 3 199 ORFOLK SOUTHERN CORPORATION AND MAIL NORFOLK SOUTHERN RAILWAY COMPANY MANAGEN - CONTROL AND OPERATING LEASES/AGREEMENTS CONRAIL INC. AND CONSOLIDATED RAIL CORPORATIO

#### RAILROAD CONTROL APPLICATION

#### **VOLUME 4A OF 8** STATEMENTS OF SHIPPERS, PUBLIC OFFICIALS AND OTHERS IN SUPPORT OF THE APPLICATION

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JUN 2 3 1997

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FOB JAMES, JR. GOVERNOR STATE OF ALABAMA GOVERNOR'S OWICE MONTGOMERY 36130

April 23, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, N.W. Washington, DC 20423-0001

Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing to convey the State of Alabama's wholehearted support for the proposal which is being brought before the Board in the captioned proceedings. Alabama's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in Alabama. Such growth is crucial to us because it creates new jobs for Alabama residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits which will accrue to Alabama by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is as important to us as good rail service, but some diversion of freight traffic from the highways to the railroads would help reduce highway traffic to more acceptable levels.

In conclusion, the State of Alabama urges the Board to approve the application filed in the captioned proceeding as expeditiously as possible and thereby enable its residents to begin realizing the benefits of the improved rail service which will result from the proposed transaction.

Sincerely ma, h. Governor

Mr. David Goode, Chairman Norfolk Southern Corporation Three Commercial Place Norfolk, Virginia 23510-2191

copics: Mr. John Snow, Chairman CSX Corporation Post Office Box \$5629 Richmond, Virginia 23285-5629

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COP



COMMONWEALTH OF KENTUCKY OFFICE OF THE GOVERNOR

PAUL E. PATTON GOVERNOR

cc:

April 28, 1997

700 CAPITOL AVENUE SUITE 100 FRANKFORT, KY 40601 (502) 564-2611 Fax: (502) 564-2517

1.2

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, N.W. Washington, DC 2423-0001

#### Finance Docket No. 33388 RE: CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Secretary Williams:

It is a pleasure for me to offer my support for the proposal being brought before the Surface Transportation Board in the captioned proceeding. The enhanced rail transportation service resulting from the proposed transaction should generate significant new business and industrial growth in Kentucky. Such growth is crucial to us because it creates new jobs for the Commonwealth's residents. In addition, this growth should result in more railroad jobs on the expanded CSX and NS rail system and will provide an expanded market reach for Kentucky's rail shippers. Our coal producers and vehicle manufacturers will have direct rail access to Northeast markets for the very first time.

For these reasons and on behalf of our citizens I urge the Board to approve the application filed in the captioned proceeding expeditiously and thereby enable Kentucky to realize the benefits of the rail service which will result from the proposed transaction.

Sindere

Mr. John W. Snow, Chairman Mr. Jay S. Westbrook, Resident Vice President



### STATE OF TENNESSEE

DON SUNDQUIST GOVERNOR

May 9, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street NW Washington, DC 20423-0001

RE: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. and Consolidated Rail Corporation Finance Docket No. 33388

Dear Mr. Williams:

This is to express my support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

Tennessee has a longstanding relationship with both NS and CSX which together comprise more than 80 percent of the total Class 1 rail miles in Tennessee. I believe the acquisition of Conrail by NS and CSX will benefit Tennessee by making both railroads stronger. Such a combination will allow industries in our state to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive disadvantage.

Shippers like GM and Nissan served by CSX and A. E. Staley, Bowater, and Olin Chemical served by NS, as well as Eastman Chemical served by both companies, will receive more competitive rail service and single line access to many more customers and suppliers in new markets in the northeast. The enhanced transportation service resulting from this new rail network will generate significant new business and industrial growth for Tennessee resulting in new jobs for our citizens.

> State Capitol, Nashville, Tennessee 37243-0001 Telephone No. (615) 741-2001

Mr. Vernon A. Williams, Secretary Page 2 May 9, 1997

In conclusion, as Governor of Tennessee, I am pleased to support the proposed acquisition of Conrail by NS and CSX and urge that the application be approved as expeditiously as possible.

Best regards,

Don Sundquist

DS/ccp

cc: Mr. John W. Snow, Chairman CSX Corporation P.O. Box 85629 Richmond, VA 23285-5629

> Mr. David R. Goode, Chairman Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510-9241



COMMONWEALTH of VIRGINIA

Office of the Governor

George Allen Governor

May 29, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. And Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the Commonwealth of Virginia, I am writing in support of the proposed acquisition of Conrail by CSX and Norfolk Southern.

Virginia has been fortunate to have had a longstanding relationship with both of these fine railroads, and their predecessors' companies, and to have had the benefit of two healthy competing railroads for many years.

The addition of Conrail routes will create two stronger transportation companies, offering Virginia businesses and citizens better access to the northeast markets. Improved routes between Hampton Roads and the Midwest and beyond will assist our ports and we are confident that the enhanced rail configuration in the eastern United States will open new market opportunities for products produced throughout Virginia.

We also have benefitted from the good citizenship role played by both companies in Virginia. They have strong and generous corporate cultures which I understand are reflected throughout both companies' service areas. Undoubtedly NS and CSX will both be responsive to the communities throughout the new regions they propose to serve.

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Mr. Vernon A. Williams May 29, 1997 Page Two

The agreement reached by CSX and NS will bring much more rail competition and better access to areas that our industries have had difficulty in reaching. This competitive rail package should benefit those in our communities who ship and receive goods both to and from these areas.

Therefore, we strongly support the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved. Obviously, we intend to remain engaged throughout the STB review process and may provide additional input on more specific matters of interest to Virginia. If you require further details regarding the impact to Virginia of this merger, kindly contact me or my Secretary of Transportation, Robert Martínez.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

With warm regards, I remain,

ye Allen Sincerely, George Allen

GA:cmg

c: The Honorable Robert E. Martínez Secretary of Transportation



STATE OF WEST VIRGINIA OFFICE OF THE GOVERNOR CHARLESTON 25205

CECIL H. UNDERWOOD GOVERNOR

March 19, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1201 Constitution Ave. NW Room 2215 Washington, D.C. 20423

Dear Mr. Secretary,

Railroads have played an important role in the history of West Virginia. Either directly or indirectly, thousands of our families have depended on rail transportation for their livelihoods. West Virginians certainly understand the importance of the industry.

The proposed merger of the Conrail system into CSX Transportation and Norfolk Southern Corporation bodes well for West Virginia. I understand the merger, which is pending final negotiations and completion, would benefit both rail lines and West Virginia shippers, including coal and chemical producers and other important manufacturers.

We believe CSXT and Norfolk Southern are committed to achieving an equitable merger that would result in balanced competition. Such a resolution would benefit West Virginia companies by allowing them to deliver their products more efficiently to existing and additional marketplaces.

Combined, the three railroads - CSXT, Norfolk Southern and Conrail - employ more than 5,000 people in West Virginia. It is my understanding that CSXT and Norfolk Southern are committed to preserving their employment levels in West Virginia. In fact, CSXT executives have informed me that the merger would spur potential new opportunities in West Virginia, especially at CSXT's Huntington Locomotive Shop.



# STATE of SOUTH CAROLINA

CHARLES MOLONY CONDON ATTORNEY GENERAL Office of the Attorney General Columbia 29211

May 29, 1997

The Honorable Linda Morgan Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

## RE: Financial Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mrs. Morgan:

Based upon the information provided to this Office the proposed system created by the acquisition and control of Conrail by CSX and Norfolk Southern will have great benefit for South Carolina industries that ship rail, including grain, paper, chemicals and metals, expanding statewide efforts to create new jobs and opportunity for all our citizens. It will bring single-line service between our State and the Northeast and Midwest, providing more reliability, better service and increased efficiency.

By creating two strong rail competitors in the East, the market search for companies in South Carolina will expand in our State and throughout the region.





The Honorable Linda Morgan May 29, 1997 Page 2

Thank you for your attention to this important matter.

Sincerely,

Charles Molony Condon Attorney General

CMC/mfw

cc: Mr. John Snow Chairman, President and CEO CSX Corporation P. O. Box 85629 Richmond, VA 23285-5629

> Mr. David R. Goode Chairman, President and CEO Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510





## State of South Clarolina Office of The Lieutenant Covernor

Ролт Ониса Вок 142 Социнна, South Carolina 29202 Тилична (803) 734-2080 Fax (803) 734-2082

May 27, 1997

The Honorable Linda Morgan Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

Ros Paulas

UTENANT GOVERNOR

Dear Ms. Morgan:

I would like to take this opportunity to voice my support for the proposed acquisition of Conrail by CSX and Norfolk-Southern. This is a pro-business move that will enable the region's two powerhouse railroads to be even more competitive, and help create a rail transportation infrastructure that will support and enhance our economic development initiatives in South Carolina.

The transaction will bring major benefits to a number of sectors that are critical to our growth: pulp and paper, metalworking and hemical. These industries announced more than \$2.5 billion in capital investment and 10,000 new jobs last year, and the competitive dvantages of the acquisition can be expected to further support their activities.

What's more, the arrangement will bring single-line service between South Carolina and markets in the Midwest and Northeast. This will eliminate the costs and delays often associated with interchange points, assuring business enhanced service, greater speed and more reliability than ever.

Over the years, CSX and Norfolk Southern have been critical components of an intermodal transportation network that has helped South Carolina become one of the Southeast's preferred business locations. The proposed acquisition of Conrail makes the railroads more competitive, and in doing so makes South Carolina more competitive. For those reasons, I hope that you will quickly and favorably approve this transaction.

Sincerely,

Bet Peeler

Bob Peeler Lieutenant Governor

RLP/tgm



cc: Mr. John W. Snow Chairman, President and CEO CSX Corporation Post Office Box 85629 Richmond, VA 23285-5629 Mr. David R. Goode Cairman, President and CEO Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510



JOHN S. WILDER LEUTELANT GOVERNOR BUTE ONE LEGELATIVE PLAZA BURLENG NAMVELLE, TENDISONE 37243-0920 TE: TODE (515) 741-2305

## TENNESSEE SENATE CHAMBER

May 12, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

Re: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. and Consolidated Rail Corporation Finance Docket No. 33388

Dear Mr. Williams:

As Lieutenant Governor of Tennessee, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

Tennessee has a longstanding relationship with both NS and CSX which together comprise approximately 90 percent of the total Class I rail miles in the state. I believe the acquisition of Conrail by NS and CSX will benefit Tennessee by making both railroads stronger. Such a combination will allow industries in our state to reach markets by rail that they have here ofore either been unable to reach or have been able to reach only at a competitive disadvantage. Shippers will receive more competitive rail service and single line access to many more customers and suppliers in new markets in the northeast.

The enhanced transportation service resulting from this new rail network will generate significant new business and industrial growth for Tennessee. This growth is crucial to the state of Tennessee as it provides new jobs for our citizens. Additionally, the enlarged CSX and NS system will be able to compete more effectively with motor carriers because of improved equipment utilization and single line service. Motor carriers will always retain a major share of the freight business because of their speed and flexibility; and good truck service is

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Ar. Williams Page Two May 9, 1997

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as important as good rail service. However, a diversion of freight traffic from the highways to the rails would help reduce highway traffic to more acceptable levels.

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In conclusion, I strongly support the proposed acquisition of Conrail by NS and CSX and urge that their application be approved as expeditiously as possible.

Sincerely,

millelen

ohn S. Wilder

JSW:sw

Mr. John W. Snow, Chairman CC: **CSX** Corporation P.O. Box 85629 Richmond, VA 23285-5629

> Mr. David R. Good, Chairman Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510-9241

615 371 6313 PAGE.003

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## HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

JOHN S. ARNICK

7TH LEGISLATIVE DISTRICT BALTIMORE COUNTY

CO-CHAIRMAN: ADMINISTRATIVE, EXECUTIVE, AND LEGISLATIVE REVIEW COMMITTEE

MEMBER: LEGISLATIVE POLICY COMMITTEE

HOUSE RULES AND EXECUTIVE NOMINATIONS COMMITTEE

COMMERCE AND GOVERNMENT MATTERS COMMITTEE BALTIMORE OFFICE: 7542 HOLABIRD AVENUE BALTIMORE, MARYLAND 21222 BUSINESS PHONE: (410) 288-2900

HOME: 7918 DIEHLWOOD RD. BALTIMORE, MARYLAND 21222 PHONE: (410) 265-2109

ANNAPOLIS OFFICE: ROOM 426 LOWE HOUSE OFFICE BUILDING TOLL FREE (410) 841-3458

May 28, 1997

Vernon A. Williams, Secretary Surface Transportation Board 12th Street & Constitution Ave., N.W. Rm. 2215 Washington, D.C. 21423

Dear Mr. Williams:

As an elected official in the District that emcompasses the Dundalk Marine Terminal and includes many businesses that rely on railroads, I wish to express my strong support for the merger of Norfolk Southern and CSX. It is my belief that this will not only be of great value to the State of Maryland, but I feel the entire Eastern Seaboard will benefit.

Thank you for your prompt consideration.

Very truly yours S. Jdh Arnick

JSA:rao

SENATE OF VIRGINIA

JOSEPH B. BENEDETTI REPUBLICAN FLOOR LEADER INTH SENATORIAL DISTRICT PART OF THE CITY OF RICHMOND. POWHATAN COUNTY, PART OF CHESTERFIELD AND HENRICO COUNTIES POST OFFICE BOX 0726 RICHMOND, VIRGINIA 23226 (804) 285-6581



COMMITTEE ASSIGNMENTS: COMMERCE AND LABOR COURTS OF JUSTICE FINANCE LOCAL GOVERNMENT RULES

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

> re: Finance Docket 33388-CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing in support of the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, Virginia's industrial, business and agricultural interests will have access to more efficient rail transportation. The most important benefit will be single-line service to a variety of new markets, including the Northeast for the first time. This means that shippers will no longer experience delays at interchange points and have trouble tracking their merchandise.

I am confident that the enhanced transportation service will mean growth in the rail industry in the coming years. This will result in more railroad jobs in the coming years for CSX and Norfolk Southern.

With best regards,

Sincerely,

JBB/swa


# House of Representatives

STANDING COMMITTEES:

RULES TRANSPORTATION, CHAIRMAN WAYS AND MEANS

JIMMY W. BENEFIELD REPRESENTATIVE, DISTRICT96 6656 MORNING DOVE PLACE JONESBORO, GEORGIA 30236 (404) 656-9141 (FAX) (770) 471-8825 (H)

STATE CAPITOL, ROOM 401 ATLANTA, GEORGIA 30334 (404) 656-6801

May 29, 1997

Mr. Vernon A. Williams, Secretary The Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW. Washington, D.C. 20423-0001

RE: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company-Control and Operating Leases/Agreements-Conrail, Inc. And Consolidated Rail Corporation

#### Dear Mr. Williams:

I wish to express support for Norfolk Southern's and CSX's joint acquisition of Conrail. As a State elected official, I serve as Chairman of the Georgia House Transportation Committee, and I understand that in order to maintain and improve Georgia's competitive industrial position, it is imperative to have two well balanced and competitive rail systems in the East. The Norfolk Southern acquisition of Conrail, with the Competition Alternative package as explained to me and described in its application, will meet the state's competitive expectations and needs. I am a strong advocate for the Principles of Balanced Competition as described in Norfolk Southern's application. The following is my position with respect to the above docket now before your Board:

- 1. I support any plan which promotes balanced rail competition in the territory served by Conrail. I want industries to have viable competition rail service alternatives to and from markets which have heretofore been unavailable to them because of the absence of another railroad.
- 2. I support a plan which will result in a relatively even balance of strength between two major railroads. A single dominant railroad in the Northeast is unacceptable.

Mr. Vernon A. Williams May 29, 1997 Page Two

3. It is my position that competitive access through ownership of rail lines is preferable to trackage rights or some other track use arrangement. Tenants invariably come second when their priorities conflict with those of the landlord.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Tim When ful Jimpy Benefield

State Representative District 96

JJ/lsn



THE SENATE STATE OF MICHIGAN

CHAIRMAN, NATURAL RESOURCES AND ENVIRONMENTAL AFFAIRS VICE CHAIRMAN, FINANCIAL SERVICES MEMBER, LOCAL, URBAN AND STATE AFFAIRS

LOREN N. BENNETT BTH DISTRICT P.O. BOX 30036 LANSING, MICHIGAN 48909-7536 PHONE: (517) 373-7350 TDD: (517) 373-0543

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements--Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

I am writing to strongly support the agreement between CSX Corporation and Norfolk Southern Corporation on their acquisition of Conrail assets.

The merger proposals will have a huge effect on transportation throughout the country. As a state legislator from Southeast Michigan, my area depends on rail transport. It is vital to our state economy, especially the automotive and agricultural sectors. It is in our best interest to have solid companies servicing our state with a dependent rail system.

I would urge you to promptly approve this agreement. I appreciate your careful consideration of this most important matter.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely,

Loren n. Bennet

LOREN N. BENNETT State Senator



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### COMMONWEALTH OF KENTUCKY STATE SENATE

May 22, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, N.W. Washington, DC 20423

Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposed acquisition and control of Conrail by CSX and Norfolk Southern. My district's coal, industrial, and agricultural interests must have access to reliable rail transportation, and this transaction will result in tremendous benefits.

Across Kentucky, CSX employs nearly 4,000 with a payroll of \$179 million. In my district alone, the Raceland car shop and Russell yard employ over 1,000 of our citizens with a payroll of almost \$45 million. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth. Such growth is crucial to us because it creates new jobs for Kentucky's residents and this growth is likely to have a dramatic effect on rail jobs here as well.

Whether the commodity is coal, motor vehicles, metals, minerals, chemicals or grain, many of our residents take part in moving it by rail through Northeastern Kentucky. CSX is a critical link delivering raw materials to Kentucky industries and moving the Mr. Vernon A. Williams May 22, 1997 Page 2

Commonwealth's finished products to the rest of the nation and the world. By eliminating many of the troublesome interchanges, the acquisition will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers.

I urge the Surface Transportation Board to promptly review the application and give their approval. Kentucky is ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail.

Sincerely,

On Mathe Bl

Walter Blevins, Jr. Senate President Pro Tem

cc: Mr. John W. Snow, Chairman CSX Corporation PO Box 85629 Richmond, VA 23285-5629

> Mr. Jay S. Westbrook Resident Vice President CSX Corporation 333 West Vine Street, Suite 310 Lexington, KY 40507

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**BEVERLY A. BODEM** 

HOUSE OF REPRESENTATIVES 2:0. BOX 30014 LANSING, MICHIGAN 48909-7514 (517) 373-0833 FAX: (517) 373-5919 1-800-29-BODEM

STATE REPRESENTATIVE 106TH DISTRICT MEMBER OF COMMITTEES ON: TOURISM, MINORITY VICE CHAIR CONSERVATION, ENVIRONMENT AND RECREATION MARINE AFFAIRS AND PORT DEVELOPMENT

May 30, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

Re: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements -- Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Secretary Williams:

I am writing to express my strong support for the agreement between CSX Corporation and Norfolk Southern Corporation regarding the acquisition of Conrail assets.

As you are well aware, the merger proposals involve the most important rail system in the eastern United States and will have a profound impact on transportation to most of the country's largest markets. Consequently, Michigan, particularly our automotive and agriculture industries, will be greatly affected by the results of this agreement. It is my belief that because were will now be two very strong companies anchoring rail transportation for the region, Michigan's link to several cities throughout the country will be strengthened considerably. The cornerstones of our economy will reap the benefits from the enhancement of rail services made possible by the competition of two balanced railroads.

Again, I would like to express my support for this agreement and urge that it be promptly approved. Thank you for your attention to this matter. Please feel free to contact me should you have any questions regarding my position.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely,

**BAB/kib** 

Beverly A. Bodem

BEVERLY A. BODEM State Representative 106th District



F. VERNON BOOZER STATE SENATOR NINTH DISTRICT BALTIMORE COUNTY, MARYLAND

SENATE BUDGET & TAXATION COMMITTEE SUBCOMMITTEE PUBLIC SAFETY, TRANSPORTATION, ECONOMIC DEVELOPMENT AND NATURAL RESOURCES SENATE RULES COMMITTEE LEGISLATIVE POLICY COMMITTEE JOINT COMMITTEE ON MANAGEMENT OF PUBLIC FUNDS MINORITY LEADER



614 BOSLEY AVENUE TOWSON. MATYLAND 21204-4056 410-828-0569 FAX 410-823-7550/410-828-4327

ANNAPOLIS, MARYLAND 21401-1991

May 30, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 "K" Street, N.W. Washington, D.C. 20413-0001

Re: <u>CSX Corporation and CSX Transportation, Inc.: Norfolk Southern</u> <u>Corporation and Norfolk Southern Railway Company - Control and Operation</u> <u>Leases/Agreements - Conrail, Inc. And Consolidated Rail Corporation</u>, Docket No. 33388

Dear Mr. Williams:

I, F. Vernon Boozer, State Senator support the above merger and urge the STB to accept this letter as testimony. This acquisition will provide the citizens of the State of Maryland with two strong competitive railroads, which own their own tracks and facilities. The merger will reduce truck traffic on major interstate highways and provide better, more direct, and faster service for Maryland goods and services.

I, Senator F. Vernon Boozer, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 20th day of May, 1997.

Very truly yours

F.Vernon Boozer

FVB/nk

# Commonwealth of Kentucky

#### STATE SENATE

CHARLIE BORDERS STATE SENATOR 330 SEATON DRIVE RUSSELL, KENTUCKY 41169 OFFICE: (806) 324-5755 HOME: (806) 835-1721



COMMITTEES: AGRICULTURE & NATURAL RESOURCES APPROPRIATIONS & REVENUE (Vice Chair) BANKING & INSUFIANCE

18th SENATORIAL DISTRICT

May 23, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N. W. Washington DC 20423-0001

RE: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

The 18th District of the Commonwealth of Kentucky wholeheartedly supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Northeastern Kentucky's industrial, business, and agricultural interests must have access to reliable rail transportation, and this transaction will result in tremendous benefits.

CSX is an integral part of our community. The Raceland car shop and Russell yard employ over 1,000 of our citizens with a payroll of almost \$45 million. Across Kentucky, CSX employs nearly 4,000 with a payroll of \$179 million. Whether the commodity is coal, motor vehicles, metals, minerals, chemicals or grain, many of our residents take part in moving it by rail through Greenup County.

CSX is a critical link delivering raw materials to Kentucky industries and moving the Commonwealth's finished products to the rest of the nation and the Mr. Williams May 23, 1997 Page 2

world. The proposed transaction will provide the Commonwealth's freight shippers with single line access to many more customers and suppliers. By eliminating many of the troublesome interchanges, the acquisition will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers.

We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth. Such growth is crucial to us because it creates new jobs for Kentucky's residents and this growth is likely to have a dramatic effect on rail jobs here as well.

Because the value of this acquisition is so significant to Kentucky, I would urge the Surface Transportation Board to expeditiously review the application and give their approval. Kentucky companies are ready to take advartage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail. The sooner the STB acts, the sooner my district will be able to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

harle Brokes

Charlie Borders State Senator

c: Mr. John W. Snow Chairman CSX Corporation P O Box 85629 Richmond VA 23285-5629 Mr. Jay S. Westbrook Resident Vice President CSX Corporation 333 West Vine Street, Suite 310 Lexington KY 40507

State Senator 13th Senate District Oakland County

STATE CAPITOL LANSING, MICHIGAN 48913 (517) 373-2523 1-888-THE-13TH (517) 373-0543 TDD



CHAIRMAN Financial Services Committee

CHAIRMAN Gaming and Casino Oversight Committee

VICE CHAIRMAN Families, Mental Health and Human Services Committee

025

### **MICHAEL J. BOUCHARD**

MICHIGAN STATE SENATOR ASSISTANT MAJORITY LEADER

May 30, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements--Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388

Dear Mr. Secretary:

I wish to express my support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

The proposed agreement will give those who utilize rail shipping in Michigan greater choice and expanded services. This newly created competitive market will undoubtedly lead to reduced shipping costs for Michigan's industrial companies. In addition, Michigan industries will be better served by the expanded rail network possessed by these two rail companies.

I believe that this agreement will help to further Michigan's already booming economy. Therefore, I strongly support this agreement and urge for its expedient approval. If you have any questions regarding my position please do not hesitate to contact me directly.

Sincerely,

Michael Bouchard

MICHAEL J. BOUCHARD Assistant Majority Leader Michigan State Senate

Recycled Paper BENNETT BOZMAN 38TH LEGISLATIVE DISTRICT VORCESTER-WICOMICO-SOMERSET

DEPUTY MAJORITY WHIP WAYS AND MEANS COMMITTEE



ANNAPOLIS OFFICE: 413 LOWE HOUSE OFFICE BUILDING ANNAPOLIS, MARYLAND 21401-1991 1-800-492-7122 EXT. 3431 (410)841-3431

> DISTRICT OFFICE: 11744 GUM POINT ROAD BERLIN, MARYLAND 21811 (410) 641-2227

#### HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

May 29, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, DC 20423-0001

RE:

CSX Corporation and CSX Transportation Inc.; Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Cperating Leases/Agreements - Conrail, Inc. And Consolidated Rail Corporation. STB Finance Docket No. 33388

Dear Mr. Williams:

As an elected official representing residents of the Lower Eastern Shore of Maryland in the 38th Legislative District (Worcester, Wicomico and Somerset Counties), in the Maryland House of Delegates, I support the above merger and urge the STB to accept this letter as testimony.

Based on input from the Lower Eastern Shore business community, and review of Norfolk Southern's interest in economic development, I feel that the Shore would most definitely benefit from this merger, as would other areas of the State of Maryland.

I, Bennett Bozman, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 29th day of May.

Sincerely.

BAB

Bennett Bozman (D-38th) Maryland State Delegate

BB:hgh



Larry L. Koon First Vice-Chairman

Woodrow M. McKay Third Vice-Chairman

Get

Merita Ann Allison William D. Boan Marion P. Carnell Gilda Cobb-Hunter Daniel T. Cooper Robert W. H. rrell, Jr. C. Aiexander Mark, J. Thomas G. Keegan Mark S. Kelley Kenneth Kennedy

Jeannie Potter Executive Secretary Henry E. Brown, Jr. Chairman

#### Ways and Means Committee



House of Representatives P. O. BOX 11867 TELEPHONE: 734-3144 Columbia, SC 29211

May 22, 1997

The Honorable Linda Morgan Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

#### RE: Financial Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

I am writing in support of CSX and Norfolk Southern joint acquisition of Coarail, which will have major benefits for customers and the public in South Carolina. Meaningful competition will be provided to and from the Northeast and Midwest, between two major railroads of equal size and scope.

Rail traffic will benefit from single-line service, providing an expanded market reach, of benefit to the shippers. Among the major commodities transported by rail in South Carolina are grain, paper, minerals, chemicals and metals. Rail service by two first-class railroads have helped to bring industries like BMW, Nucor, Amoco, Eastman, and many others to our state. The joint acquisition will enhance our prospects for continued growth and expansion.

Sincerely,

Henry E. Brown, Jr. Brown J

Chairma

cc: Mr. John W. Snow Chairman, President and CEO CSX Corporation

> Mr. David R. Goode Chairman, President and CEO Norfolk Southern Corporation

John G. Felder Second Vice-Chairman

Alfrea B. Robinson, Jr. Secretary/Treasurer

Marion H. Kinon Stephen P. Lanford Denny W. Neilson Richard M. Quinn, Jr. John W. Riser Robert J. Sheheen J. Roland Smith Molly M. Spearman Lewis R. Vaughn Annette Young-Brickell

Frank W. Fusco Director of Research



#### STATE OF INDIANA

#### HOUSE OF REPRESENTATIVES

THIRD FLOOR STATE HOUSE, INDIANAPOLIS, INDIANA 46204 LAWRENCE L. BUELL 2502 SILVER LANE DRIVE INDIANAPOLIS, IN 46203

1997-98 COMMITTEES: ELECTIONS AND APPORTIONMENT WAYS AND MEANS

May 19, 1997

Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> re: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company--Control and Operating Leases/Agreements--Conrail, Inc. and Consolidated Rail Corporation

Dear Secretary Williams:

My name is Lawrence L. Buell. I am an Indiana State Representative elected to District 89 in Indianapolis, Indiana. I wish to express my support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

I am personally aware of the quality and reputation of Norfolk Southern. In addition, Norfolk Southern's strong and effective industrial development efforts have proven to be invaluable to many areas in Indiana.

I truly believe that the proposed acquisition of Conrail by Norfolk Southern and CSX will benefit our community by making Norfolk Southern a stronger competitor. Such a combination will allow industries in this community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive disadvantage.

The competitive package Norfolk Southern and CSX have offered bring rail competition to areas where Conrail has, in effect, had an outright monopoly. The proposed acquisition should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

I strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and I urge that it be promptly approved.

By my execution hereof, I declare under the penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Very truly yours,

Lawrence L. Buell State Representative

LLB/db



15TH DISTRICT FARNUM BUILDING, SUITE 305 P.O. BOX 30036 LANSING, MICHIGAN 48909-7536 PHONE: (517) 373-1758 TOLL-FREE: (888) 736-2855 FAX: (517) 373-0938 E-MAIL: senbbullard@senate.state.mi.us



THE SENATE STATE OF MICHIGAN DISTRICT OFFICE 101 E. COMMERCE ROAD, SUITE B MILFORD, MICHIGAN 48381 PHONE: (810) 684-9786 FAX: (810) 684-7608

COMMITTEES: OVERNMENT OPERATIONS, CHAIR EDUCATION HEALTH POLICY AND SENIOR CITIZENS

#### BILL BULLARD, JR.

May 29, 1997

MR. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp. & Norfolk Southern Railway Co. Control & Operating Leases/Agreements --Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

I would like to express my ardent support for the agreement between CSX Corporation and Norfolk Southern Corporation on the requisition of Conrail assets.

As you are well aware, the merger proposals involve the most important rail systems in the eastern United States and will have a profound impact on transportation to most of the country's largest markets. Consequently, Michigan, particularly our automotive and agriculture industries, will be greatly affected by the results of this agreement. It is my belief that because there will now be two very strong companies anchoring rail transportation for the region, Michigan's link to several cities throughout the country will be strengthened considerable. The cornerstones of our economy will reap the benefits from the enhancement of rail services made possible by the competition of two balanced railroads.

Again, I would like to express my support for this agreement and urge that it be promptly approved. Thank you for your attention to this matter. Please feel free to contact me should you have any questions regarding my position.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing

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statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

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Sincerely,

Bill Bullard gr

Bill Bullard, Jr. State Senator



ERIC CANTOR 2500 EAST PARHAM ROAD SUITE 400 RICHMOND, VIRGINIA 23228

SEVENTY-THIRD DISTRICT

May 23, 1997

COMMONWEALTH OF VIRGINIA HOUSE OF DELEGATES RICHMOND

> COMMITTEE ASSIGNMENTS COURTS OF JUSTICE GENERAL LAWS CLAIMS

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

RE: Finance Docket 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing in support of the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, Virginia's industrial, business, and agricultural interests will have access to more efficient rail transportation. The most important benefit will be single-line service to a variety of new markets, including the Northeast for the first time. This means that shippers will no longer experience delays at interchange points and have trouble tracking their merchandise.

I am confident that the enhanced transportation service will mean growth in the rail industry in the coming years. This will result in more railroad jobs in the coming years for CSX and Norfolk Southern.

With kind regards, I am

Sincerely, **Bric Cantor** 

031

· 032

## Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES Frankfort, Kentucky 40601



72 Collins Dr. Wittensville, Kentucky 41274 Homa (506) 297-3152 Frankfor: 1-800-372-7181 (502) 564-8100

COMMITTEES Transportation, Chairman Transportation Budget Sub-Committee Natural Resources and Environment Labor and Industry

May 23, 1997

Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street NW Washington D C 20423-0001

RE: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Kentucky's coal and other industrial interests must have access to reliable rail transportation. Without question, this transaction will result in tremendous benefits.

CSX is a critical link delivering coal to the nation's generators of electricity. In addition, Kentucky industries depend on CSX to deliver the Commonwealth's finished products to the rest of the nation and the world. The acquisition of Conrail will eliminate many troublesome interchanges resulting in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers. Kentucky's freight shippers will have single line access to many more customers and suppliers. Shippers will see reduced transit times for their shipments and will be able to expand into new markets.

HUBERT COLLINS State Representative 97th District Johnson, Martin, and Magoffin Counties Mr. Vernon A. Williams May 23, 1997 Page two

Coal, motor vehicles, metals, minerals, chemicals, and grain are all shipped by rail in Kentucky and are vital to the continued health of the Commonwealth. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth in these and other areas. This crucial growth is likely to create new jobs for Kentucky's residents and may have a dramatic effect on rail jobs here as well. Railroad jobs are significant in Kentucky as CSX employs nearly 4,000 Kentuckians with an annual payroll of \$179 million.

I urge the Surface Transportation Board to review the application swiftly and give their approval. Kentucky companies are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail. The benefits of this new balanced and stronger rail system will be welcome in the Commonwealth.

Sincerely,

Hubert Collins State Representative

HC:jy

CC: Mr. John W. Snow Mr. Jay S. Westbrook

# Commonwealth of Kentucky

#### HOUSE OF REPRESENTATIVES



COMMITTEES: Education Natural Resources & Environment Transportation

BARBARA WHITE COLTER 90th Legislative District

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W. Washington DC 20423-0001

#### Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

200 Langdon Avenue

Manchester, Kentucky 40962

Home: (606) 598-2833

Office: (606) 598-5111

FAX: (606) 598-2901

I am writing to convey my wholehearted support for the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Kentucky's coal and other industrial interests must have access to reliable rail transportation. Without guestion, this transaction will result in tremendous benefits.

Coal, motor vehicles, metals, minerals, chemicals, and grain are all shipped by rail in Kentucky and are vital to the continued health of the Commonwealth. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth in these and other areas. This crucial growth is likely to create new jobs for Kentucky's residents and may have a dramatic effect on rail jobs here as well. CSX is a major employer in my district. Injecting nearly \$31 million into the local economy, the railroad's locomotive repair facility and yard in Corbin play a significant role. In total, CSX employs 4,000 Kentuckians with an annual payroll of \$179 million. CSX is a critical link delivering coal to the nation's generators of electricity. In addition, Kentucky industries depend on CSX to deliver the Commonwealth's finished products to the rest of the nation and the world. The acquisition of Conrail will eliminate many troublesome interchanges resulting in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers. Kentucky's freight shippers will have single line access to many more customers and suppliers. Shippers will see reduced transit times for their shipments and will be able to expand into new markets.

I urge the Surface Transportation Board to review the application swiftly and give their approval. Kentucky companies are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail. The benefits of this new balanced and stronger rail system will be welcome in the Commonwealth.

Sincerely,

Barbara White Colter

Barbara White Colter State Representative

BWC:cl

Copies:

Mr. John W. Snow Chairman CSX Corporation P O Box 85629 Richmond, Virginia 23285-5629

Mr. Jay S. Westbrook Resident Vice President CSX Corporation 333 West Vine Street, Suite 310 Lexington, Kentucky 40507 NORMAN H. CONVAY 38TH LEGISLATIVE DISTRICT WICOMICO-WORCESTER-SOMERSET

VICE CHAIRMAN, COMMITTEE ON APPROPRIATIONS

CHAIRMAN CAPITAL BUDGET SUBCOMMITTEE

> JOINT COMMITTEE ON SPENDING AFFORDABILITY



ANNAPOLIS OFFICE: 416 LOWE HOUSE OFFICE BUILDING ANNAPOLIS, MARYLAND 21401-1991

(410) 841-3425 TOLL FREE 1-800-492-7122 EXT. 3425

DISTRICT OFFICE: 1312 WHITTIER DRIVE SALISBURY, MARYLAND 21801-3241 (410) 543-9060 HOME PHONE: (410) 866-4177

#### HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401-1991

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K. Street, N.W. Washington, D.C. 20423-0001

> Re: STB Finance Docket No. 33388 Norfolk Southern Corporation

Dear Mr. Williams:

I am writing to express my support for Norfelk Southern Railroad's proposed acquisition of Conrail lines on Maryland's Eastern Shore and the entire Delmarva Peninsula. Norfolk Southern has worked closely in the past with the regions it has served to promote economic development. In today's climate this spirit of cooperation is very important to a region seeking to create jobs and build a positive economic development base. Maryland needs positive corporate citizens and the record indicates that Norfolk Southern would be one of those. Maryland needs Class 1 rail service to all of its regions.

I strongly support the proposed acquisition of Conrail by Norfolk Southern and urge its prompt approval. Enclosed for your information is a copy of a letter to Mr. David R. Goode from the Eastern Shore Delegation dated March 12, 1997 in support of Norfolk Southern.

I, Maryland State Delegate Norman H. Conway, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Sincerely,

Morman H. Conway

Norman H. Conway

NHC/kr Enclosure



M. KIRKLAND "KIRK" COX 1309 APPOMATTOX DRIVE COLONIAL HEIGHTS, VIRGINIA 23834

SIXTY-SIXTH DISTRICT

COMMONWEALTH OF VIRGINIA HOUSE OF DELEGATES RICHMOND

> COMMITTEE ASSIGNMENTS: CONSERVATION AND NATURAL RESOURCES LABOR AND COMMERCE CHESAPEAKE AND ITS TRIBUTARIES

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

RE: Finance Docket 33388 - CSC/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I strongly support the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, it will mean more efficient rail transportation for Virginia's industries, businesses and agricultural pursuits. One important benefit will be single-line service to many new markets which means that shippers will no longer experience delays at interchange points and have trouble tracking their merchandise.

I believe the acquisition will mean growth in the rail industry in the future which will result in more railroad jobs in coming years in our state.

M. Kirkland Cox

037

HOUSE OF REPRESENTATIVES

COMMITTEES: PUBLIC UTILITIES, CHAIR TAX POLICY JOINT LEGISLATIVE RETIREMENT

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation. Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements -- Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

DISTRICT THIRTY-NINE

BARBARA J. DOBB

STATE CAPITOL

P.O. BOX 30014 LANSING, MICHIGAN 48909-7514 (517) 373-1799 1-800-335-DOBB

As a member of the Michigan House of Representatives, I would like to express my support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

I will be joining other legislators in supporting House Resolution No. 61, which reads in part "The joint agreement offers numerous direct benefits to Michigan. Instead of a single railroad dominating the nation's northeast, there will be two variable, strong companies anchoring rail transportation for the region. Michigan's links to major cities in North America are strengthened considerably. Our state's exporters and importers will be able to speed up transit and handling times for our most important goods. The cornerstones of Michigan's economy, automotive manufacturing, agriculture, mining, and chemicals, will all reap benefits from the establishment of rail transportation services made possible by the competition of two strong, balanced, and highly regarded railroads."

Again, I would like to express my support for the agreement and urge its approval. I thank you in advance for your attention to this matter. Please feel free to contact me if you have any questions or would like to discuss my position.

By my execution hereof, I, Barbara J. Dobb, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 29th day of May, 1997.

Sincerely,

Recycled Paper

J. Nelle

Barbara J. Dobb State Representative, 39th District

JOHN P. DONOGHUE WASHINGTON COUNTY DISTRICT 2C

DEPUTY MAJORITY WHIP

MEMBER: ECONOMIC MATTERS COMMITTEE

CHAIRMAN, HEALTH CARE SUBCOMMITTEE

CHAIRMAN, WASHINGTON COUNTY DELEGATION VICE CHAIRMAN, WESTERN MARYLAND DELEGATION



ANNAPOLIS, MARYLAND 21401-1991 (410) 841-3447 TOLL FREE: 1-800-492-7122 DISTRICT OFFICE:

ANNAPOLIS OFFICE:

321 LOWE HOUSE OFFICE BUILDING

49 SUMMIT AVENUE HAGERSTOWN, MARYLAND 21740-5522 (301) 790-3780

HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401-1991

May 30, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001

RE: <u>CSX Corporation and CSX Transportation, Inc.</u>; Norfolk Southern Corporation and Norfolk Southern Railway Company- Control and Operating Leases/Agreements-Conrail, Inc. and Consolidated Rail Corporation, STB Finance Docket No. 33388

Dear Mr. Williams:

As the elected representative of the City of Hagerstown to the Maryland House of Delegates, I support the above merger and urge the Surface Transportation Board to accept this letter as testimony. This merger will provide Maryland with two strong competitive railroads which own their own tracks and facilities. The merger will bring Norfolk Southern's quality of service to new markets and stimulate new competition. I am confident that this will enhance our efforts to bring more economic development opportunities to Hagerstown and Washington County.

I, John P. Donoghue, declare under penalty of perjury that the forgoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 30th day of May, 1997.

Sincerely,

no the

John P. Donoghue Delegate, Legislative District 2C







STATE OF SOUTH CAROLINA THE SENATE COLUMBIA

JOHN DRUMMOND PRESIDENT PRO TEMPORE P. O. BOX 142 COLUMBIA, SC 29202 TELEPHONE : (803) 212-6640

May 20, 1997

The Honorable Linda Morgan, Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, D.C. 20423

RE: Financial Docket No. 33388-CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

It is my understanding that CSX and Norfolk Southern are proposing a joint acquisition of Conrail. Please accept this letter as support for this proposed acquisition. I am well aware of the services provided by both of these corporations and I truly believe that this would be in the best interests of all concerned.

Rail traffic will benefit from single-line service, providing an expanded market reach of benefit to the shippers. Among the major commodities transported by rail in South Carolina are grain, paper, minerals, chemicals, and metals. Rail service by two first-class railroads have helped bring industries such as BMW, Nucor, Amoco, Eastman, and many others to our state. I have no doubt that the joint acquisition will enhance our prospects for continued growth and expansion. With warmest regards,

John Jummon Sincerely

John Drummond

cc: Mr. John W. Snow Mr. David R. Goode



The Senate State of Michigan

COMMITTEES:

CHAIRMAN, TECHNOLOGY AND ENERGY VICE CHAIRMAN, NATURAL RESOURCES AND ENVIRONMENTAL AFFAIRS VICE CHAIRMAN, LOCAL, URBAN AND STATE AFFAIRS CAPITOL COMMITTEE

SENATOR MAT J. DUNASKISS 16TH DISTRICT PO. BOX 30036 LANSING, MICHIGAN 48909-7536 (517) 373-2417 MAJORITY CAUC JS CHAIRMAN

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, DC 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc.; Norfolk Southern Corporation and Norfolk Southern Railway Company-- Control and Operating Leases/Agreements -- Conrail, Inc. and Consolidated Rail Corporation, STB Finance Docket No. 33388

Dear Mr. Secretary:

I would like to express my support for the agreement between CSX Corporation and Norfolk and Southern Corporation on the acquisition of Conrail assets.

I believe that the agreement offers numerous direct benefits for Michigan. Instead of a single railroad dominating the nation's northeast, there would be two strong companies anchoring rail transportation for the region. Michigan's rail links to several other cities will be improved considerably under the agreement. This will allow our state's importers and exporters to speed up transit and handling times for their goods. Many of Michigan's most important economic sectors including automobile manufacturing, agriculture, mining, and chemicals would benefit from the competition of these two railroads.

Again, I exp ess my support for this agreement. If you have any further questions or comments regarding my position, please feel free to contact me. Thank you for your attention in this matter.



I, Mat Dunaskiss, declare under penalty of perjury that I am familiar with the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 29th day of May, 1997

Sincerely,

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WAT DINASKISS

State Senator The Sixteenth District

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JUN 4 97 16:04 FRUM CSX STHIE RELATIONS

HGE . 004

GEORGE C. EDWARDS CARRETT-ALLEGANY COUNTIES DISTRICT 1A

MEMBER: COMMITTEE ON APPROPRIATIONS HOUSE COMMITTEE ON RULES & EXECUTIVE NOMINATIONS

SUBCOMMITTEES: TRANSPORTATION & THE ENVIRONMENT

CAPITAL BUDGET CHAIRMAN: WESTERN MARYLAND DELEGATION



HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

May 28, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 12th and Constitution Avenue, NW Washington, D. C. 20423

> Re: STB Finance Docket No. 33388, CSX Corporation and CSX Trar sportation, Inc.; Norfolk Southern Corporation and Norfolk Southern Railway Corporation-Control and Operating Lease/Agreements--Conrail, Inc. And Consolidated Rail Corporation

Dear Secretary Williams:

I am writing to express my strong support for the restructuring of the Northeast rail system based on the pending partition of Conrail's lines between CSX and Norfolk Southern.

As a Maryland elected official, I am excited about the economic development potential this merger would provide. By increasing the market reach of both NS and CSX, and enhancing their ability to compete with motor carriers for more business, this restructuring promises to benefit shippers and communities throughout Maryland and the eastern half of the United States.

Additional freight moving on CSX will mean fewer trucks clogging our highways and more freight cars and locomotives coming into CSX's Maryland shops for repair and maintenance. This bodes well for local employment and our regional economy.

I urge the Surface Transportation Board to give this pro-competitive, balanced proposal consideration and approval.

Sincerely. wants

George C. Edwards Delegate, District 1A

GCE:ms

DISTRICT OFFICE: P.O. BOX 656 CRANTSVILLE. MARYLAND 21536 (301) 993-5720 (301) 746-5831 FAX: 746-5831

ANNAPOLIS OFFICE.

320 LOWE HOUSE OFFICE BUILDING ANNAPOLIS, MARYLAND 21401-1981 410-041-3433

TOLL FREE: 1-800-492-7122 EXT. 3435



#### HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

May 27, 1997

DISTRICT OFFICE ADDRESS: 7111 SYCAMORE AVENUE

TAKOMA PARK, MARYLAND 20912 (301) 270-4001

OFFICE ADDRESS:

ROOM 424 LOWE HOUSE OFFICE BUILDING (410) 841-3460

TOLL FREE FROM WASHINGTON AREA (301) 858-3460

PETER FRANCHOT

20TH LEGISLATIVE DISTRICT MONTGOMERY COUNTY

> HOUSE CHAIRMAN JOINT COMMITTEE 6.1 FEDERAL RELATIONS

MEMBER

VICE CHAIRMAN SUBCOMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

> Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 333888 1925 K. Street, N.W. Washington, D.C. 20423-0001



Re: <u>CXS Corporation and CSX Transportation, Inc.</u>; <u>Norfolk Southern Corporation and</u> <u>Norfolk Southern Railway Company - Control and Operating Leases/Agreements -</u> <u>Conrail, Inc. and Consolidated Rail Corporation</u>, STB Finance Docket No. 33388

Dear Mr. Williams:

I, Delegate Peter Franchot of the Maryland General Assembly support the above merger and urge the STB to accept this letter as testimony.

I, Delegate Peter Franchot of the Maryland General Assembly, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 27<sup>10</sup> day of May, 1997.

Delegate Peter Franchot Maryland General Assembly



#### STATE OF INDIANA HOUSE OF REPRESENTATIVES

THIRD FLOOR STATE HOUSE.

DAVID N. FRIZZELL 8310 HILL GAIL DRIVE INDIANAPOLIS, INDIANA 46217-4813

1997-98 COMMITTEES: LABOR AND EMPLOYMENT, RRM COMMERCE AND ECONOMIC DEVELOPMENT ECONOMIC GROWTH AND REGULATORY RELIEF PUBLIC MEALTH

May 19, 1997

Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> re: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company--Control and Operating Leases/Agreements--Conrail, Inc. and Consolidated Rail Corporation

Dear Secretary Williams:

My name is David N. Frizzell. I am an Indiana State Representative elected to District 93 in Indianapolis, Indiana. I wish to express my support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

I am personally aware of the quality and reputation of Norfolk Southern. I have had the opportunity to be associated with professionals from Norfolk Southern. They are truly individuals of integrity and they serve their community well. In addition, Norfolk Southern's strong and effective industrial development efforts have proven to be invaluable to many areas in Indiana.

I truly believe that the proposed acquisition of Conrail by Norfolk Southern and CSX will benefit our community by making Norfolk Southern a stronger competitor. Such a combination will allow industries in this community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive disadvantage.

The competitive package Norfolk Southern and CSX have offered bring rail competition to areas where Conrail has, in effect, had an outright monopoly. The proposed acquisition should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

I strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and I urge that it be promptly approved.

By my execution hereof, I declare under the penalty of perjury that I am familiar with the foregoing statement and that it is true and correct Further, I certify that I am qualified to make this statement.

Sincerely insell David N. Frizzell

State Representative

DNF/db

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HOUSE OF REPRESENTATIVES

COMMITTEES: AGRICULTURE AND FORESTRY, MAJORITY VICE CHAIR TRANSPORIATION HUMAN SERVICES

046

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street NW Washington, D.C. 20423-0001

RE: CSX Corporation and CSX Transportation, Inc,: Norfolk Southern Corporation and Norfolk Southern Railway Company, Control and Operating Leases/Agreements, Conrail, Inc, and Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

84TH DISTRICT

REPRESENTATIVE

MIKE GREEN

STATE CAPITOL

LANSING, MICHIGAN 48913 PHONE: (517) 373-0476 HOME OFFICE: (517) 843-5606

As a cosponsor of Michigan House Resolution 61 of 1997, I would like to further express my support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

I am sure you are aware of the negotiations over the Conrail, Inc. assets that have been taking place between these two corporations over the past two years. I am pleased to know that a satisfactory agreement has been reached in which both the CSX and Norfolk Southern Corporations will split the routes and assets of Conrail, Inc. I believe that this particular agreement will have a profound effect on the mobility and efficiency of the railways in Michigan as well as on the overall economic conditions of the state.

Again, I am happy to relay my support for this agreement. Thank you for your serious consideration of this matter. Please feel free to contact me with any questions or comments that you may have.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this twenty-ninth day of May, 1997.

MIKE GREEN State Representative 84th District

MG:bjf

Recycled Paper



FRANKLIN P. HALL POST OFFICE BOX 3407 RICHMOND, VIRGINIA 23235

SIXTY-NINTH DISTRICT

COMMONWEALTH OF VIRGINIA HOUSE OF DELEGATES RICHMOND

> COMMETTEE ASSIGNMENTS: COUNTIES, CHIES AND TOWN ICHAIRMAN) APPROPRIATIONS CORPORATIONS, INSURANCE AND BANKING MINING AND MINERAL RESOURCES

May 27, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, N. W. Washington, D. C. 20423-0001

#### Re: Finance Docket 33388 - CSX/Nortoik Southern Acquisition and Control of Conrail

Dear Mr. Williams:

The purpose of this letter is to offer my support of the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, Virginia's industrial, business, and agricultural interests will have access to more efficient rail transportation. The most important benefit will be single-line service to a variety of new markets, including the Northeast for the first time. This means that shippers will no longer experience delays at interchange points and have trouble tracking their merchandise.

I am confident that the enhanced transportation service will mean growth in the rail industry in the coming years. This will result in more railroad jobs in the coming years for CSX and Norfolk Southern.

Should you have questions of need additional information, please feel free to give me a call.

With best wishes, I :emain

Sincerely, Half klin P. Hall

FPH/nhn-b

MAY. -23' 97 (FRI) 08:38 (

NS-NASHVILLE, TN

CSX TRANS E' WOOD TEL:615-254-0750 P. 002

May 22.97 15:19 No.002 P.01



### Senate Chamber State of Tennessee

NASHMULE

CHANNAL TRANSPORTATION

MARMULE OFFICE BUTE BUT, WAS SERVICED DULDON MARMULE, TRACEOUS STOR-ON (FIL)751-0851 FAL (FIL) 741-7300

AND LINEON CHANTLES

SATORIAL DISTRICT

TOMATY HAUN

SOTATOR

187 8

CHEED ANLLA, TEXALEDREE 37746 PHONE: OFFICE (423) 630-4365 FAX (423) 630-3373

May 14, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

RE: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and No.folk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. and Consolidated Rail Corporation Finance Docket No. 33388

Dear Mr. Williams:

As Chairman of the Senate Transportation Committee, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

Tennessee has a long-standing relationship with both NS and CSX which together comprise approximately 9C percent of the total Class 1 rail miles in the state. I believe the acquisition of Conrail by NS and CSX will benefit Tennessee by making both railroads stronger. Such a combination will allow industries in our state to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive disadvantage. Shippers will receive more competitive rail service and single line access to many more customers and suppliers in new markets in the northeast. The enhanced transportation service resulting from this new rail notwork will generate significant new business and industrial growth for Tennessee, meaning new jobs for our citizens.

615 371 6313

PAGE.02

048

CSX TRANS B' WOOD TEL:615-254-0750

Additionally, the enlarged CSX and NS system will be able to compete more ef ectively with motor carriers because of improved equipment utilization and single line service. Motor carriers will always retain a major share of the freight business because of their speed and flexibility; and good truck service is as important as good rail service. However, a diversion of freight traffic from the highways to the rails would help reduce highway traffic to more acceptable levels.

In conclusion, I strongly support the proposed acquisition of Conrail by NS and CSX and urge that their application be approved as expeditiously as possible.

Sincerely,

Ham Tommy Haun

TH/jy

cc: Mr. John W. Snow, Chairman CSX Corporation

> Mr. David R. Good, Chairman Norfolk Southern Corporation

> > 049



House of Representatives State of Michigan

73RD DISTRICT JACK HORTON STATE CAPITOL LANSING, MICHIGAN 48913 (517) 373.0213 E-MAIL: jhc ton@house.state.mi.us COMMITTEES: HUMAN SERVICES AND CHILDREN, MINORITY VICE CHAIR AGRICULTURE TOURISM

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

Re: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co., Control & Operating Leases/ Agreements -- Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary

It is my privilege to inform you of my support for the CSX Corporation/Norfolk agreement on the acquisition of Conrail assets.

I am persuaded that this agreement will positively impact Michigan's overall economic interests. Our connects to other cities throughout the nation will be significantly multiplied and the competition infused by two balanced railroads will yield superior and more cost effective services. It is my recommendation that this agreement be promptly approved. It is plainly good for Michigan!

By my execution hereof, I declare under penalty of pergury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Thank you for your time.

Sincerely.

ACK HORTON State Representative 73rd House District JH/dh


# HOUSE OF DELEGATES

JOHN ADAMS HURSON

LOWE HOUSE OFFICE BLDG. ROOM 313 NNAPOLIS, MARYLAND 21401-1991

051

May 30, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001

Re: <u>CSX Corporation and CSX Transportation, Inc.</u>, Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements -<u>Conrail, Inc. and Consolidated Rail Corporation</u>, STB Finance Docket No. 33388

Dear Mr. Williams:

As a representative of District 18 in Montgomery County for the Maryland House of Delegates, I support the above merger and urge the STB to accept this letter as testimony. This merger will mean additional jobs and economic development for our state. The additional competition resulting from the merger will also be good for business in Maryland's economy. I hope that this merger will not affect our MARC train service, and I have been assured it will not. I support the proposed merger and urge that it be approved.

Since

John Adams Hurson Delegate-Dist. 18 Majority Leader



House of Representatives State of Michigan ALVIN H. KUKUK

COMMITTEES: MARINE AFFAIRS AND PORT DEVELOPMENT, MINORITY VICE CHAIR COMMERCE PUBLIC UTILITIES

33RD DISTRICT P.O. BOX 30014 LANSING, MICHIGAN 48909-7514 (517) 373-0820

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements -- Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

I would like to express my ardent support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

As you are well aware, the merger proposals involve the most important rail systems in the eastern United Etates and will have a profound impact on transportation to most of the country's largest markets. Consequently, Michigan, particularly our automotive and agriculture industries, will be greatly affected by the results of this agreement. It is my belief that because there will now be two very strong companies anchoring rail transportation for the region, Michigan's link to several cities throughout the country will be strengthened considerably. The cornerstones of our economy will reap the benefits from the enhancement of rail services made possible by the competition of two balanced railroads.

Again, I would like to express my support for this agreement and urge that it be promptly approved. Thank you for your attention to this matter. Please feel free to contact me should you have any questions regarding my position.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely,

Alvin H. Kukuk State Representative



CONTRACTOR OF

# SENATE OF VIRGINIA

BENJAMIN J. LAMBERT, III 9TH SENATORIAL DISTRICT CITY OF RICHMOND, CENTRAL PART, HENRICO, PART OF CENTRAL 904 NORTH FIRST STREET RICHMOND, VIRGINIA 23219 (804) 643-3534



COMMITTEE ASSIGNMENTS: EDUCATION AND HEALTH FINANCE GENERAL LAWS PRIVILEGES AND ELECTIONS

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N. W. Washington, D. C. 20423-0001

Re: Finance Docket 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing in support of the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, Virginia's industrial, business, and agricultural interests will have access to more efficient rail transportation. The most important benefit will be single-line service to a variety of new markets, including the Northeast for the first time. This means that shippers will no longer experience delays at interchange points and have trouble tracking their merchandise.

I am confident that the enhanced transportation service will mean growth in the rail industry in the coming years. This will result in more railroad jobs in the coming years for CSX and Norfolk Southern.

With best regards,

Sincerely, Dere . Lambert, III éniamin .



House of Representatives Lansing, Michigan

29 May 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements --Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

Please accept this document as a statement of my strong support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

As the proposed merger involves the most important rail systems in the eastern United States, it will have a profound impact on transportation to most of the country's largest markets. Consequently, Michigan, particularly our automotive and agriculture industries, will be greatly affected by the results of this agreement. It is my belief that, because there will now be two very strong companies anchoring rail transportation for the region, Michigan's link to several cities throughout the country will be strengthened considerably. The cornerstones of our economy will reap the benefits from the enhancement of rail services made possible by the competition of two balanced railroads.

Again, I would like to express my support for this agreement and urge your favorable consideration. Thank you for your attention to this matter. Please feel free to contact me should you have any questions regarding my position.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely,

your Martin

Lynne Martinez State Representative 69th District

' 054

560 ROOSEVELT BUILDING P.O. BOX 30014 LANSING, MICHIGAN 48909-7514 PHONE: (517) 373-0826 FAX: (517) 373-5932 Mr. Vernon A. Williams Surface Transportation B

69TH DISTRICT

LYNNE MARTINEZ



CHARLES A. MCCLENAHAN ITH LEGISLATIVE DISTRICT/LOWER SHORE SOMERSET - WICOMICO - WORCESTER

ANNAFOLIS OFFICE 412 LOWE HOUSE OFFICE BUILDING 1-800-492-7122 EXT. 3433, (410) 841-3433

ECONOMIC MATTERS COMMITTEE



DISTRICT MAILING ADDRESS 4988 ANNEMESSEX ROAD CRISFIELD, MARYLAND 21817 (410) 548-1444 (410) 968-1444

HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401-1991

May 30, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001

Re: CSX corporation and CSX Transportation, Inc.; Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements -Conrail, Inc. And Consolidated Rail corporation, STB Finance Docket No. 33388

Dear Mr. Williams:

I, Charles McClenahan, District 38, Maryland House of Delegates, support the above merger and urge the STB to accept this letter as testimony. As a representative for the three lower counties of the Eastern Shore of Maryland, Somerset, Wicomico and Worcester and Vice Chairman of the Eastern Shore Delegation, this merger would offer new economic development opportunities for the state of Maryland. Having Norfolk Southern, the most efficient and profitable railroad servicing the Eastern Shore of Maryland, brings an aggressive railroad service to my constituents in the 38 legislative district. This merger will also maintain two class one railroads for the state of Maryland and the Port of Baltimore, that is needed to continue economic growth in the state.

I, Charles McClenahan, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 30th day of May, 1997.

Sincerely,

Mellenelien Charles McClenahan

Charles McClenah Delegate



#### HOUSE OF REPRESENTATIVES STATE OF MICHIGAN

JAMES MCNUTT MIDLAND COUNTY, WHEELER TOWNSHIP AND THE VILLAGE OF BRECKENRIDGE 98TH DISTRICT STATE CAPITOL LANSING, MICHIGAN 48913 LANSING: (517) 373-1791 MIDLAND: (517) 835-5673 TOLL-FREE: 1-800-MCNUTTS jmcnutt@house.state.mi.us

May 30, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

RE: CSX Corporation and CSX Transportation, Inc.: Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. And Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

I am writing to express my earnest support for the proposed agreement between CSX Corporation and Norfolk Southern Corporation regarding the acquisition of Conrail assets.

As you know, the merger proposals involve the most important rail carriers in the eastern United States and will have a profound impact on transportation in most of the country's largest markets. The state of Michigan, particularly our chemical, automotive, manufacturing and agricultural industries, will be significantly affected by this agreement. I expect that, because there will now be two strong companies anchoring rail transportation for the region, Michigan's link to several key cities across the country will be increased substantially. The foundation of our economy will be strengthened by the enhancement of rail services that will result from competition between two balanced railroads.

Again, I fully support this measure and urge that it be promptly approved. If you should have any questions, please do not hesitate to contact me. Thank you for your attention to this matter.

I, James McNutt, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 30th day of May, 1997.

Yours Truly, manut James McNutt



JM/jle



THOMAS W. MOSS, JR. SPEAKER SPEAKERS ROOM STATE CAPITOL RICHMOND, VIRGINIA 23219 EIGHTY-EIGHTH DISTRICT COMMONWEALTH OF VIRGINIA HOUSE OF DELEGATES RICHMOND

> COMMITTEE ASSIGNMENTS: RULES (CHAIRMAN)

June 2, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street NW Washington, DC 20423-0001

> Re: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the citizens of my district in the City of Norfolk, I wish to write in support of the proposed acquisition of Conrail by Norfolk Southern and CSX. My name is Thomas W. Moss, Jr., Speaker of the House of Delegates of Virginia, and I represent the 88th District in the House of Delegates of Virginia, and I have been duly authorized to speak on their behalf.

Norfolk is served by Norfolk Southern and we are pleased to be the home of NS neadquarters. NS also serves the Port of Hampton Roads at Norfolk. The proposed purchase of Conrail lines by NS and CSX will help make Virginia a gateway for materials and goods to be shipped by rail to and from the Northeast and the South.

This acquisition will have a positive impact, as two companies we have always known as strong competitors expand and do so in a balanced manner. Both NS and CSX will now be able to offer single line service to much of the East Coast. This will provide new opportunities for Norfolk businesses and the Port of Hampton Roads.

I therefore strongly support the proposal of NS and CSX to acquire Conrail, and urge the prompt approval of their application by the Board.

By the execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Sincerely,

Thomas W. Moss, Jr.



# House of Representatives State of Michigan

May 29, 1997

SPEAKER PRO TEMPORE MEMBER OF COMMITTEES ON: LABOR AND OCCUPATIONAL SAFETY (CHAIR) COMMERCE HEALTH POLICY PUBLIC UTILITIES

STATE REPRESENTATIVE RAYMOND M. MURPHY SEVENTH DISTRICT ROOM 165, CAPITOL BUILDING P.O. BOX 30014 LANSING, MICHIGAN 48909-7514 (517) 373-0589

> Mr. Vernon A. Williams, Secretary urface Transportation Board STB finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> > RE: CSX Corporation and SCX Transportation, Inc., Norfolk Southern Corp., and Norfolk Southern Railway Co. Control and Operating Leases/Agreements -- Conrail, Inc. and Consolidated Rail Corporation, STB Finance Docket No. 33388

Dear Mr. Secretary:

I would like to express my total support regarding the acquisition of Conrail assets by CSX Corporation and Norfolk Southern Corporation.

This merger proposal involves very important rail systems in the eastern United States and will greatly impact transportation to most of the country's largest markets. Michigan's automotive and agricultural industries will be greatly affected by the results of this agreement. Michigan's connection with several cities throughout the country will be strengthened.

I would like to reiterate my support for this agreement and urge its approval. Please feel free to contact me if I can be of further assistance.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely,

Kaymond h. murphy

Raymond M. Murphy State Representative\7th District Speaker Pro-Tempore

058



Jimmy Naifeh

Speaker State Capitol Nashville, Tennessee 37243-0181 (615) 741-3774

# House of Representatives

State of Tennessee Nashville

Office of the Speaker

May 12, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

RE: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. and Consolidated Rail Corporation Finance Docket No. 33388

Dear Mr. Williams:

As Speaker of the House of Representatives, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

Tennessee has a long-standing relationship with both NS and CSX which together comprise approximately 90 percent of the total Class 1 rail miles in the state. I believe the acquisition of Conrail by NS and CSX will benefit Tennessee by making both railroads stronger. Such a combination will allow industries in our state to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive disadvantage. Shippers will receive more competitive rail service and single line access to many more customers and suppliers in new markets in the northeast. The enhanced transportation service resulting from this new rail network will generate significant new business and industrial growth for Tennessee, meaning new jobs for our citizens.

Additionally, the enlarged CSX and NS system will be able to compete more effectively with motor carriers because of improved equipment utilization and single line service. Motor carriers will always retain a major share of the freight business because of their speed and flexibility; and good truck service is as important as good rail service. However, a diversion of freight traffic from the highways to the rails would help reduce highway traffic to more acceptable levels.

Home Address

PO. Box 97

Covington, Tennessee 38019

(901) 476-9593

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Mr. Williams Page 2 May 12, 1997

In conclusion, I strongly support the proposed acquisition of Conrail by NS and CSX and urge that their application be approved as expeditiously as possible.

Jimmy North

cy: Mr. John W. Snow, Chairman CSX Corporation P.O. Box 85629 Richmond, VA 23285-5629

> Mr. David R. Good, Chairman Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510-9241

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#### THE SENATE



#### STATE OF MICHIGAN

May 29, 1997

COMMITTEES:

CHAIRMAN: SENATE COMMITTEE ON AGRICULTURE AND FORESTRY JOINT COMMITTEE ON ADMINISTRATIVE RULES —ALTERNATE CHAIR, 1997

MEMBER: SENATE COMMITTEE ON TRANSPORTATION AND TOURISM

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements -- Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Williams:

SENATOR WALTER H. NORTH

STATE CAPITOL

LANSING MICHIGAN 48913

PHONE: (517) 373-2413

FAX: (517) 373-5144

I am writing to express my whole hearted support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

As you know, the merger proposals involve the most important rail systems in the eastern United States and will have a profound impact on transportation to most of our countrain largest markets. Consequently, Michigan, particularly our automotive and agriculture industries, will be greatly affected by the results of this agreement. It is my belief that because there will now be two very strong companies anchoring rail transportation for the region, Michigan's link to several cities throughout the country will be strengthened considerably. The cornerstones of our economy will reap the benefits from the enhancement of rail services made possible by the competition of two balanced railroads.

Again, I would like to express my support for this agreement and urge that it be promptly approved. Thank you for your attention to this important matter.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely,

WALTER H. NORTH State Senator 37th District

WHN\jks



#### SENATE MAJORITY LEADER

SENATOR DICK POSTHUMUS 31et District State Capitol Loneing, Michigan 48913 (517) 373-0797 TDD (517) 373-0543

May 27, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corp., & Norfolk Southern Railway Co. Control & Operating Leases/Agreements -- Conrail Inc. & Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

I would like to express my ardent support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

As you are well aware, the merger proposals involve the most important rail systems in the eastern United States and will have a profound impact on transportation to most of the country's largest markets. Consequently, Michigan, particularly our automotive and agriculture industries, will be greatly affected by the results of this agreement. It is my belief that because there will now be two very strong companies anchoring rail transportation for the region, Michigan's link to several cities throughout the country will be strengthened considerably. The cornerstones of our economy will reap the benefits from the enhancement of rail services made possible by the competition of two balanced railroads.

Again, I would like to express my support for this agreement and urge that it be promptly approved. Thank you for your attention to this matter. Please feel free to contact me should you have any questions regarding my position.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely

Dick Posthumus SENATE MAJORITY LEADER

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CHAIRMAN Robb Robinson

20 7 1100

VICE-CHAIRMAN

SECRETARY John White

EXECUTIVE SECRETARY Pal Farmer CPS

RESEARCH ANALYST

COMMITTEE ATTORNEY

May 12, 1997

### HOUSE OF REPRESENTATIVES STATE OF TENNESSEE

#### TRANSPORTATION COMMITTEE

MEMBERS Mae Beavers i-rank Buck Tim Burchen Ronnie Devis Bill Dunn Mary Ann Ecklee George Fraley Ed Haley Joyce Hassell Tommy Head Bobby Hicks John Hood Nicheel McDonali Chris Newton Don Rildgeway Dennis Roach Jeck Sharp Randy Slamps John Tidwali

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

RE: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. and Consolidated Rail Corporation Finance Docket No. 33388

Dear Mr. Williams:

As chairman of the House Transportation Committee, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

Tennessee has a long-standing relationship with both NS and CSX which together comprise approximately 90 percent of the total Class I rail miles in the state. I believe the acquisition of Conrail by NS and CSX will benefit Tennessee by making both railroads stronger. Such a combination will allow industries in our state to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive disadvantage. Shippers will receive more competitive rail service and single line access to many more customers and suppliers in new markets in the northeast. The enhanced transportation service resulting from this new rail network will generate significant new business and industrial growth for Tennessee, meaning new jobs for our citizens.

Sune 24, Legislative Plaza - Nashville, TN 37243-0008 - (615) 741-1371 (O) / (615) 741-1041 (FAX)

Mr. Vernon A. Williams, Secretary Page 2 May 12, 1997

Additionally, the enlarged CSX and NS system will be able to compete more effectively with motor carriers because of improved equipment utilization and single line service. Motor carriers will always retain a major share of the freight business because of their speed and flexibility; and good truck service is as important as good rail service. However, a diversion of freight traffic from the highways to the rails would help reduce highway traffic to more acceptable levels.

In conclusion, I strongly support the proposed acquisition of Conrail by NS and CSX and urge that their application be approved as expeditiously as possible.

615 371 6313

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Sincerely

Roba Robinson

xc: Mr. John W. Snow, Chairman CSX Corporation P. O. Box 85629

> Mr. David R. Good, Chairman Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510-9241



PANNY RHODES PO. BOX 14569 RICHMOND, VIRGINIA 23221

SIXTY-EIGHTH DISTRICT

COMMONWEALTH OF VIRGINIA HOUSE OF DELEGATES RICHMOND

> COMMITTEE ASSIGNMENTS: EDUCATION FINANCE HEALTH, WELFARE AND INSTITUTIONS

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, NW Washington, D.C. 20423-0001

Re: Finance Docket 33388 - <u>CSX/Norfolk Southern Acquisition and</u> <u>Control of Conrail</u>

Dear Mr. Williams:

I wish to express my strong support for the proposed CSX/Norfolk Southern joint acquisition of Conrail. This transaction should produce enhanced services and the benefits of healthy competition and seamless shipping in the Northeast Corridor which will not only provide growth opportunities in the rail industry but increased access and efficiencies for business, industrial and agricultural interests throughout the Eastern United States.

Virginia, proud to be the headquarters of these two fine railroad corporations (CSX and Norfolk Southern), can look forward to these same growth benefits and to being an integral cog in the increased effectiveness and competition in the rail industry.

Thank you for your attention and favorable consideration of this proposal.

Sincerely,

Panny Rhodes Delegate, 68th District

# Commonwealth of Kentucky

#### **HOUSE OF REPRESENTATIVES**



3570 Tackett Cr. Rd Williamsburg, Kentucky 40769 Home: (606) 549-0900

CHARLES L. SILER

State Capitol Annex Frankfort, KY 40601 (502) 564-8100 Ext. 683 FAX (502) 564-6543

May 22, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W. Washington DC 20423-0001

Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I fully support the proposed acquisition and the control of Conrail by CSX and Norfolk Southern. Kentucky's coal and other business interests require access to reliable rail transportation. This proposed transaction will result in tremendous benefits.

CSX plays a significant role in my district as their locomotive repair facility and yard is in Corbin. The railroad is a major employer accounting for nearly \$31 million of the local economy. In total, CSX employs 4000 Kentuckians with an annua! payroll of \$179 million. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth. This crucial growth is likely to create new jobs for Kentucky's residents and may have a dramatic effect on rail jobs here as well.

Whether it is coal, motor vehicles, metals, minerals, chemicals, or grain, all are shipped by rail in Kentucky and are vital to the continued health of the Commonwealth. Kentucky industries depend on CSX to deliver our finished products to the rest of the nation and the world. CSX is a critical link delivering Mr. Vernon A. Williams May 22, 1997 Page 2

coal mined in eastern Kentucky to the nation's producers of electricity. The acquisition of Conrail will eliminate many troublesome interchanges resulting in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers. Kentucky's freight shippers will have single line access to many more customers and suppliers. Shippers will see reduced transit times for their shipments and will be able to expand into new markets.

I urge the Surface Transportation Board to review the application swiftly and give their approval. Kentucky companies are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition on Conrail. The benefits of this new balanced and stronger rail system will be welcome in the Commonwealth.

Sincerely,

1 Jules **Charles Siler** 

State Representative

CS:ah

c: Mr. John W. Snow Chairman CSX Corporation P O Box 85629 Richmond VA 23285-5629

> Mr. Jay S. Westbrook Resident Vice President CSX Corporation 333 West Vine Street, Suite 310 Lexington KY 40507



STATE OF MICHIGAN

COMMITTEES: APPROPRIATIONS: REGULATORY, CHAIRMAN RETIREMENT, CHAIRMAN FAMILY INDEPENDENCE AGENCY GENERAL GOVERNMENT HUMAN RESOURCES, LABOR, AND VETERANS AFFAIRS, VICE CHAIRMAN LEGISLATIVE COUNCIL

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, NW Washington, D.C. 20423-0001

RE: CSX Corporation and CSX Transportation, Inc.,; Norfolk Southern Corporation and Norfolk Southern Railway Compary - Control and Operating Leases/Agreements - Conrail, Inc., and Consolidated Rail Corporation, STB Finance Docket No. 33388.

Dear Mr. Secretary:

SENATOR GLENN D. STEIL

STATE CAPITOL

LANSING, MICHIGAN 48913

PHONE: (517) 373-1801

FAX: (517) 373-5801

TDD: (517) 373-0543

TOLL-FREE: 1-800-357-8345

ASSISTANT MAJORITY WHIP

I would like to take this opportunity to express my support for the proposal reached between CSX Corporation and Norfolk Southern Corporation to purchase Conrail and all of their inlaying assets.

By acquiring Conrail, both the CSX Corporation and Norfolk Southern Corporation would enhance the most important railway system in the eastern United States. The joint agreement these two corporations have negotiated would also have a direct impact on rail transportation in Michigan. Industries such as agriculture, automotive manufacturing, mining and chemicals would all reap great benefits by the establishment of rail transport services from the these two highly regarded, well balanced railroad operation providers.

To that point, I would like to reiterate my complete support of the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets and routes. Furthermore, I would like urge that this arrangement be approved in an expedient manner. Should you have any question as to my position regarding this matter, please feel free to contact me.

Respectfully,

GLENN D. STEIL State Senator 30th District





# Commonwealth of Kentucky

#### HOUSE OF REPRESENTATIVES

HC 76 Box 556 Flat Lick, Kentucky 40935 Home: (606) 542-5210 Message Line: (800) 372-7181



JIM STEWART 86th Legislative District COMMITTEES: Agriculture & Small Business Natural Resources & Environment Elections & Constitutional Amendments

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W. Washington, DC 20423-0001

Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Kentucky's coal, agriculture, and other industrial interests must have access to reliable rail transportation. Without question, this transaction will result in tremendous benefits.

Coal, motor vehicles, metals, minerals, chemicals, and grain are all shipped by rail in Kentucky and are vital to the continued health of the Commonwealth. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth in these and other areas. This crucial growth is likely to create new jobs for Kentucky's residents and may have a dramatic effect on rail jobs here as well. CSX is a major employer in my district. Injecting nearly \$31 million into the local economy, the railroad's locomotive repair facility and yard in Corbin play a significant role. In total, CSX employs 4,000 Kentuckians with an annual payroll of \$179 million. Mr. Vernon A. Williams May 27, 1997 Page 2

CSX is a critical link delivering coal to the nation's generators of electricity. In addition, Kentucky industries depend on CSX to deliver the Commonwealth's finished products to the rest of the nation and the world. The acquisition of Conrail will eliminate many troublesome interchanges resulting in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers. Kentucky's freight shippers will have single line access to many more customers and suppliers. Shippers will see reduced transit times for their shipments and will be able to expand into new markets.

I urge the Surface Transportation Board to review the application swiftly and give their approval. Kentucky companies are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail. The benefits of this new balanced and stronger rail system will be welcomed in the Commonwealth.

Sincerely,

Jim Stewart State Representative

Copies: Mr. John W. Snow Chairman CSX Corporation P O Box 85629 Richmond, Virginia 23285-5629

> Mr. Jay S. Westbrook Resident Vice President CSX Corporation 333 West Vine Street, Suite 310 Lexington, Kentucky 40507

JS:jt

# SENATE OF VIRGINIA

WALTER A. STOSCH 12TH SENATORIAL DISTRICT PART OF HENRICO AND GOOCHLAND COUNTIES 3951 WESTERRE PARKWAY, SUITE 170 RICHMOND, VIRGINIA 23233-1317



COMMITTEE ASSIGNMENTS COMMERCE AND LABOR FINANCE GENERAL LAWS TRANSFORTATION

May 23, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street, N.W. Washington, D.C. 20423-0001

# Re: Finance Docket 33388 - <u>CSX/Norfolk Southern Acquisition and</u> <u>Control of Conrail</u>

Dear Mr. Williams:

I am writing in support of the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, Virginia's industrial, business, and agricultural interests will have access to more efficient rail transportation. The most important benefit will be single-line service to a variety of new markets, including the Northeast for the first time. This means that shippers will no longer experience delays at interchange points and have trouble tracking their merchandise.

I am confident that the enhanced transportation service will mean growth in the rail industry in the coming years. This will result in more railroad jobs in the coming years for CSX and Norfolk Southern.

With best regards,

Sincerely, atter

Walter A. Stosch

WAS/beh



## HOUSE OF DELEGATES

CASPER R. TAYLOR, JR. SPEAKER STATE HOUSE ANNAPOLIS, MARYLAND 21401-1991

June 2, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STP Finance Docket No. 33388 1925 K. Street, NW Washington, D.C. 20423-0001

Re: <u>CSX Corporation and CSX Transportation, Inc.: Norfolk Southern Corporation and Norfolk</u> Southern Railway Company - Control and Operation Leases / Agreements - Conrail, Inc. and Consolidated Rail Corporation, STB Finance Docket No. 33388

Dear Mr. Williams:

I, Casper R. Taylor, Jr., Speaker of the House of Delegates of the State of Maryland am writing to express my support for the above restructuring and urge the STB to accept this letter as testimony.

The restructuring of the Northeast rail system based on the pending partition of Conrail's lines between CSX and Norfolk Southern would ensure that Maryland will continue to be served by two class one railroads. As Speaker of the Maryland House of Delegates, I am excited about the economic development potential this restructuring would provide. By increasing the market reach of both NS and CSX, the proposed restructuring will enhance their ability to compete aggressively with motor carriers and with each other for business. This restructuring promises to benefit shippers and communities throughout Maryland and the eastern half of the United States.

I urge the Surface Transportation Board to give this pro-competitive, balanced proposal consideration and approval. As you move forward in your review of the details of the operating plan I understand that additional concerns relating to the State of Maryland may need to be addressed.

I, Casper R. Taylor, Jr., affirm that the foregoing is a true and correct statement of my opinion concerning this restructuring. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 2nd day of June 1997.

Sin cerely. per R. Taylor Speaker of the House.



State Representative

Eighth District P.O. Box 30014 Lansing, MI 48909-7514 (517) 373-0823 • Fax (517) 373-1239 ivarga@house.state.mi.us

COMMITTEES: REGULATORY AFFAIRS, CHAIR COMMERCE HOUSE OVERSIGHT AND ETHICS INSURANCE MARINE AFFAIRS AND PORT DEVELOPMENT

May 29, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street NW Washington, DC 20423-0001

> RE: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation, STB Finance Docket No 33388

Dear Mr. Secretary:

I wish to express my strong and adamant support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

I believe the merger would have a very positive and profound impact on transportation to most of the country's largest markets. In particular, Michigan's automotive, agriculture, and mining industries will be affected significantly by the agreement. Moreover, the merger would greatly enhance and strengthen Michigan's link to several cities throughout the country. Above all, our nation's economy would benefit greatly from the merger.

Therefore, I highly recommend, support and encourage the acceptance and implementation of this agreement. Please do not hesitate to contact me, if you have any questions regarding my support for this agreement on the acquisition of Conrail.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified to make this statement.

Sincerely,

Ilona Varga

ILONA VARGA State Representative

073

# Commonwealth of Kentucky

#### HOUSE OF REPRESENTATIVES

JOHN VINCENT STATE REPRESENTATIVE 100TH LEGISLATIVE DISTRICT

P.O. BOX 417 ASHLAND, KY 41105-0417 HOME (606) 325-0952 OFFICE (606) 329-8338



CAPITOL ANNEX ROOM 313 FRANKFORT, KY 40601 (502) 564-8100 EXT. 703 FAX (502) 564-5640

May 23, 1997

Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street NW Washington D C 20423-0001

RE: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

I am writing to convey my full support for the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Northeastern Kentucky's industrial, business, and agricultural interests must have access to reliable rail transportation, and this transaction will result in tremendous benefits.

CSX is a critical link delivering raw materials to Kentucky industries and moving the Commonwealth's finished products to the rest of the nation and the world. The proposed transaction will provide the Commonwealth's freight shippers with single line access to many more customers and suppliers. By eliminating many of the troublesome interchanges, the acquisition will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers.

We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth. Such growth is crucial to us because it creates new jobs for Kentucky's residents, and this growth is likely to have a dramatic effect on rail jobs here as well. The Raceland car Vernon Williams May 23, 1997 Page two

shop and Russell yard employ over 1,000 of our citizens with a payroll of almost \$45 million. Across Kentucky, CSX employs nearly 4,000 with a payroll of \$179 million. Whether the commodity is coal, motor vehicles, metals, minerals, chemicals, or grain, many of our residents take part in moving it by rail through Boyd county.

Because the value of this acquisition is so significant to Kentucky, I would urge the Surface Transportation Board to expeditiously review the application and give their approval. Kentucky companies are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail. The sooner the STB acts, the sooner my district will be able to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

John Vincent State Representative

JV:jy

CC: Mr. John W. Snow Mr. Jay S. Westbrook SENATE OF VIRGINIA

STANLEY C. WALKER PRESIDENT PRO TEMPORE 6TH SENATORIAL DISTRICT PART OF THE CITIES OF NORFOLK AND VIRGINIA BEACH 100 WEST PLUME STREET SUITE 750 NORFOLK, VIRGINIA 23510



COMMITTEE ASSIGNMENTS: FINANCE, CO-CHAIRMAN EQUCATION AND HEALTH GENERAL LAWS PRIVILEGES AND ELECTIONS RULES

May 30, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket # 33388 1925 K Street, NW Washington, D.C. 20423-0001

Re: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements-Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the citizens in my district, comprising parts of the Cities of Norfolk and Virginia Beach, I wish to write in support of the proposed acquisition of Conrail by Norfolk Southern and CSX. My name is Stanley C. Walker, President pro tempore of the Senate of Virginia, and I represent the Sixth Senatorial District, and I have been duly authorized to speak on their behalf.

My district has long been the beneficiary of the railroads and their distribution of materials. Since the earlier merger of the Southern and the N&W, this area has truly felt the impact of a Fortune 500 company and all its perquisites. The dccision by Norfolk Southern to locate their headquarters here continues to be a significant part of our economy and we are proud to be their home.

We are also proud to be home to the Port of Hampton Roads and that, too, has been a success story for our Commonwealth. Our Port has experienced record increases, in part as a result of the railroads. Many area jobs in the rail industry, the Port, and secondary industries that serve the railroad, their employees and families are attributable to the presence of the railroads. Economic and industrial development have been spurred by railroad service and growth. Every day, Hampton Roads processes tons and tons of goods and materials for export and import all over the world.

Williams Page Two May 30, 1997

The purchase of Conrail will result in the opening of more markets for our businesses. Prior to this opportunity, it was difficult at best to ship goods to and from the Northeast by rail. Single-line services offered by CSX and NS will create many new marketing options. The access to the Midwest will also improve and, in turn, will increase our visibility to markets in the West.

There are many positive aspects of Norfolk Southern and CSX that we have witnessed here in Hampton Roads. The benefits to the communities in which they operate are numerous and are not limited to the more traditional aspects of economic development, but also include significant support of the arts, civic and cultural concerns. Our community and those communities in Conrail states will certainly be strengthened as the railroads grow.

In light of the above, I hereby state that I fully support the proposed acquisition of Conrail by Norfolk Southern and CSX, and strongly recommend the prompt approval of their application by the Board.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Thank you for your attention to this matter.

Sincerely,

hehall

Stanley C. Walker



State House 200 West Washington Street Indianapolis, Indiana 46204-2785

State of Indiana

May 7, 1997

Mr. Vernon A. Williams, Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001

> Re: CSX Corporation and CSX Transportation Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

My name is Thomas K. Weatherwax. ' am an Indiana State Senator and the former Chairman of the Senate Transportation Committee. I wish to express my support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

I am personally aware of the quality and reputation of Norfolk Southern based upon my relationship with Anderson, Inc./Ernys. In addition NS's strong and effective industrial development efforts have proven to be invaluable to many areas in Indiana.

I truly believe that the proposed acquisition of Cenrail by Norfolk Southern and CSX will benefit our community by making Norfolk Southern a stronger competition. Such a combination will allow industries in this community and companies such as mine to reach markets by rail that they have heretofore either been unable to reach or have been able to reach at a competitive disadvantage.

The competitive package Norfolk Southern and CSX have offered bring rail competition to areas where Conrail has, in effect, had an outright monopoly. The proposed acquisition should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

I strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and I urge that it be promptly approved.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, i certify that I am qualified to make this statement.

Bv: Honorable



(317) 232-9400



# Office of the Speaker South Carolina House of Representatives

Р. О. ВОХ 11867 Columbia 29211

(803) 734-3125

DAVID H. WILKINS

DISTRICT OFFICE 408 E. NORTH STREET GREENVILLE, S. C. 29601 (864) 232-5629

May 21, 1997

The Honorable Linda Morgan, Chairman The Surface Transportation Board 120<sup>+</sup> Constitution Avenue, NW Washington, DC 20423

### Re: Financial Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

I am writing in support of the CSX and Norfolk Southern joint acquisition of Conrail which will have major benefits for customers in South Carolina. Meaningful competition will be provided to and from the Northeast and Midwest between two major railroads of equal size and scope.

Rail traffic will benefit from single-line service, providing an expanded market reach of benefit to the shippers. Among the major commodities transported by rail in South Carolina are grain, paper, minerals, chemicals and metals. Rail service by two first-class railroads have helped bring industries like BMW, Nucor, Amoco. Eastman and many others to our state. This joint acquisition will enhance our prospects for continued growth and expansion.

Sincerely,

and H blillen

David H. Wilkins Speaker of the House

cc: Mr. John W. Snow Mr. David R. Goode



# State of Alabama Department of Agriculture and Industries



Richard Beard Building • 1445 Federal Drive • Montgomery, Alabama 36107-1100 Mailing Address: Post Office Box 3336 • Montgomery, Alabama 36109-0336

Jack Thompson COMMISSIONER

May 22, 1997

John B. Henderson ASSISTANT COMMISSIONER

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, DC 20423-0001

> Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail - Verified Statement

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. Alabama's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers once the Northeast is open to competition.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for Alabama's residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is as important to us as good rail service, but some diversion of freight traffic from the highways to the railroads would help reduce highway traffic to more acceptable levels.

In conclusion, I urge the Board to approve the application filed in the captioned proceeding as expeditiously as possible and thereby enable our citizens to begin realizing the benefits of the improved rail service which will result from the proposed transaction.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Jack Thompson, Commissioner



FOB JAMES, JR.

## STATE OF ALABAMA ALABAMA DEVELOPMENT OFFICE

IRA J. SILBERMAN

May 22, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, DC 20423-0001

Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail - Verified Statement

Dear Mr. Williams:

I am writing to convey our support for the proposal which is being brought before the Board in the captioned proceeding. Alabama's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers once the Northeast is open to competition.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for Alabama's residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively. The motor carriers will always be an important part of the intercity freight business by virtue of their speed and flexibility. However, the proposed acquisition, we would expect to greatly increase our state's competitive position for new industry.

In conclusion, I urge the Board to approve the application filed in the captioned proceeding as expeditiously as possible and thereby enable our citizens to begin realizing the benefits of the improved rail service which will result from the proposed transaction.

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Mr. Williams May 22, 1997 Page Two

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Sincerel Ira J. Silberman Director

IJS/df



## **ALABAMA DEPARTMENT OF TRANSPORTATION**

1409 Coliseum Boulevard, Montgomery, Alabama 36130-3050 Telephone: 334/242-6311 - Fax No.: 334/262-8041



Fob James, Jr. Governor

May 22, 1997

Jimmy Butts Transportation Director

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, DC 20423-0001

> Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail - Verified Statement

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposal which is being brought before the Board in the referenced proceeding. The State of Alabama's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers once the Northeast is open to competition.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for our state's residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is as important to us as good rail service, but some diversion of freight traffic from the highways to the railroads would help reduce highway traffic to more acceptable levels.

In conclusion, I urge the Board to approve the application filed in the referenced proceeding as expeditiously as possible and thereby enable our citizens to begin realizing the benefits of the improved rail service which will result from the proposed transaction. By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

By

Jimmy Butts, Transportation Director

JB/P/jw



Commonwealth of Kentucky Transportation Cabinet Frankfort, Kentucky 40622

Paul E. Patton Governor

May 19, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W. Washington, DC 20423-0001

Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

James C. Codell, III

Secretary of Transportation

T. Kevin Flanery Deputy Secretary

> The Commonwealth of Kentucky wholeheartedly supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Kentucky's industrial, business, and agricultural interests must have access to reliable rail transportation, and this transaction will result in tremendous benefits.

> CSX and Norfolk Southern vigorously compete wherever they operate today and will bring robust competition to a broader area after this transaction is completed. The end result will be a balanced rail system in the East with two strong railroads. This balance, coupled with eliminating many troublesome interchanges, will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers.

> CSX already serves as a critical link delivering raw materials to Kentucky industries, and for moving the Commonwealth's finished products to the rest of the nation and the world. The proposed transaction will provide the Commonwealth's freight shippers with single line access to many more customers and suppliers. Shippers will see reduced transit times for their shipments and will be able to expand into new markets.

> Whether the commodity is coal, motor vehicles, metals, minerals, chemicals or grain, it is shipped by rail in Kentucky. These industries are vital to the Commonwealth. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth in these and other areas. Such growth is crucial to us because it creates new jobs for Kentucky's residents. And with CSX alone employing nearly 4,000 Kentuckians with a payroll

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Mr. Vernon A. Williams May 19, 1997 Page 2

of \$179 million, this growth may have a dramatic effect on rail jobs here.

Because the value of this acquisition is so significant to Kentucky, I would urge the Surface Transportation Board to expeditiously review the application and give their approval. Kentucky companies are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail. The sooner the STB acts, the sooner Kentucky will be able to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

6. Colet James C. Codell, III

Secretary

JCC/JW/skj

John W. Snow C: Jay S. Westbrook
BILLY RAY SMITH COMMISSIONER



OFFICE TELEPHONE 502-564-4696 FAX # 502-564-2133 TTY# 502-564-2075

COMMONWEALTH OF KENTUCKY DEPARTMENT OF AGRICULTURE 7TH FLOOR, 500 MERO STREET FRANKFORT, KENTUCKY 40601

May 19, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W. Washington, DC 20423-0001

RE: Finance Docket No. 33388 - CSX-Norfolk Southern Acquisition and Control of Conrail

**Dear Secretary Williams:** 

The Commonwealth of Kentucky wholeheartedly supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Kentucky's agricultural interests must have access to reliable rail transportation, and this transaction will result in tremendous benefits.

CSX and Norfolk Southern vigorously compete wherever they operate today and will bring robust competition to a broader area after this transaction is completed. The end result will be a balanced rail system in the East with two strong railroads. This balance, coupled with eliminating many troublesome interchanges, will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers.

CSX already serves as a critical link delivering needed supplies to Kentucky farmers and supply companies, and for moving the Commonwealth's products to the rest of the nation and the world. The proposed transaction will provide the Commonwealth's shippers with single line access to many more customers and suppliers. Shippers will see reduced transit times for their shipments and will be able to expand into new markets.

Whether the commodity is animal feed for our chickens, liquid nitrogen for our fields, or grain for our distilleries, it is shipped by rail in Kentucky. These products are vital to the Commonwealth. We expect the enhanced transportation service resulting from the proposed transaction Mr. Vernon A. Williams May 19, 1997 Page 2

to generate significant economic growth. Such growth is crucial to us because it creates new jobs for Kentucky's residents. And with CSX alone employing nearly 4,000 Kentuckians with a payroll of \$179 million, this growth may have a dramatic effect on rail jobs here.

Because the value of this acquisition is so significant to Kentucky, I would urge the Surface Transportation Board to expeditiously review the application and give their approval. Kentucky agricultural interests are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail.

Sincerely. Sith

Billy Ray Smith Commissioner

BRS:ck

cc: Mr. John W. Snow Chairman CSX Corporation P. O. Box 85629 Richmond, Virginia 23285-5629

> Mr. Jay S. Westbrook Resident Vice President CSX Corporation 333 West Vina Street, Suite 310 Lexington, Kentucky 40507



CABINET FOR ECONOMIC DEVELOPMENT OFFICE OF THE SECRETARY MARVIN E. STRONG, JR. SECRETARY

089

FRANKFORT, KENTUCKY 40601

May 22, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W. Washington, D.C. 20423-0001

RE: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Mr. Williams:

The Commonwealth of Kentucky wholeheartedly supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Kentucky's industrial, business and agricultural interests must have access to reliable rail transportation, and this transaction will result in tremendous benefits.

CSX and Norfolk Southern vigorously compete wherever they operate today and will bring robust competition to a broader area after this transaction is completed. The end result will be a balanced rail system in the East with two strong railroads. This balance, coupled with eliminating many troublesome interchanges, will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for Kentucky customers.

CSX already serves as a critical link delivering raw materials to Kentucky industries, and for moving the Commonwealth's finished products to the rest of the nation and the world. The proposed transaction will provide the Commonwealth's freight shippers with single line access to many more customers and suppliers. Shippers will see reduced transit times for their shipments and will be able to expand into new markets.

> 500 MERO STREET CAPITAL PLAZA TOWER (502) 564-7670

AN EQUAL OPPORTUNITY EMPLOYER M/F/D

Mr. Vernon A. Williams Page Two May 22, 1997

Whether the commodity is coal, motor vehicles, metals, minerals, chemicals or grain, it is shipped by rail in Kentucky. These industries are vital to the Commonwealth. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth in these and other areas. Such growth is crucial to us because it creates new jobs for Kentucky's residents. And with CSX alone employing nearly 4,000 Kentuckians with a payroll of \$179 million, this growth may have a dramatic effect on rail jobs here.

Because the value of this acquisition is so significant to Kentucky, I would urge the Surface Transportation Board to expeditiously review the application and give their approval. Kentucky companies are ready to take advantage of the new market reach and transportation efficiencies promised by the proposed acquisition of Conrail. The sooner the STB acts, the sooner Kentucky will be able to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

Marvin E. Strong, Jr.

Marvín E. Strong, Jr. Secretary

cc: Mr. John W. Snow CSX Corporation

> Mr. Jay S. Westbrook CSX Corporation



# **Georgia Department of Agriculture**

Capitol Square · Atlanta, Georgia 30334-4201 USA · FAX 404 656-9380

**Tommy Irvin** Commissioner

June 2, 1997

Mr. Vernon A. Williams, Secretary The Surface Transportation Board STB Finance Docket ivo. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001

> Re: CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company Control and Operating Leases/Agreements Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the Georgia Department of Agriculture, I am writing to support the proposal being brought before the Board in the above referenced proceeding. For a state and/or region to prosper, a balanced transportation system built on competition is a necessity. The Intermodal movement of goods is critical to our global competitiveness. Georgia is fortunate to have two equally strong Class 1 railroads and we have seen that the competition between Norfolk Southern and CSX is indeed healthy for the agricultural interests of this state. The proposed transaction will enable Georgia's agriculture businesses to now receive even more competitive rail service and provide them with single line access to many more locations for new and expanded customers and suppliers. I am confident the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth for Georgia and accordingly more agricultural jobs for the state.

In addition to the direct and indirect benefits which will accrue to Georgia by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged rail systems will be able to compete more effectively with motor carriers. While motor carriers will always retain a major share of the intercity business by virtue of their speed and flexibility, some diversion of long haul freight traffic from highways to rail is a must to reduce highway congestion and detrimental environmental ramifications. I fully support a balanced freight transportation system where railroads play a very strong and competitive role.

Since deregulation of the rail industry in 1980, the Surface Transportation Board has wisely recognized the benefits that have been gained from railroad consolidations. By granting approval of the CSX/Norfolk Southern acquisition of Conrail, you will be permitting the agricultural businesses and communities of The Georgia Georgia, served by rail, to realize additional transportation efficiencies and benefits. Department of Agriculture, therefore, urges the Surface Transportation Board to approve the application filed under the above referenced proceeding by CSX and Norfolk Southern for the acquisition of Conrail.

Sincerely. Tommy Irvin Journ

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EQUAL OPPORTUNITY EMPLOYER

**MISSISSIPPI** DEPARTMENT OF AGRICULTURE AND COMMERCE

be John Baller-



PO. BOX 1609 JACKSON, MISSISSIPP 39215-1609 . 601-354-7050 . FAX 60! 354-6290

LESTER SPELL, JR., D.V.M., COMMISSIONER

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0061

> Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail - Verified Statement

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. Mississippi's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers once the Northeast is open to competition.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for Mississippi's resident. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail system s.

In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfol's Southern, the enlarged CSX and NS systems will remit the preservation of presently available service for agricultural interests in Mississippi. Alternatives dealing with the transportation of goods and mater als are in the interest of all Mississippians.

In conclusion, I urge the Board to approve the application filed in the captioned proceeding as expeditiously as possible and thereby enable our citizens to beg'n realizing the benefits of the improved rail service which will result from the proposed transaction.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Sinc rel Lester Spoll, Jr., D.V.M.

Commissioner of Agriculture and Commerce





#### STATE OF MISSISSIPPI DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

JAMES B. HEIDEL EXECUTIVE DIRECTOR

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, Northwest Washington, DC 20423-0001

Dear Mr. Williams:

SUBJECT: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail - Verified Statement

I am writing to convey my wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. Mississippi's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers once the Northeast is open to competition.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for Mississippi's residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is as important to us as good rail service, but some diversion of freight traffic from the highways to the railroads would help reduce highway traffic to more acceptable levels.



•

Mr. Vernon A. Williams Page 2 May 27, 1997

In conclusion, I urge the Board to approve the application filed in the captioned proceeding as expeditiously as possible and thereby enable our citizens to begin realizing the benefits of the improved rail service which will result from the proposed transaction.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

Sincerely,

James B. Heidel Executive Director

JBH:AB:pr



Wayne O. Burkes Central District Commissioner



AMDOT

Dr. Robert L. Robinson Executive Director

Kenneth I. Warren Deputy Executive Director/ Chief Engineer

Mississippi Department of Transportation / P.O. Box 1850 / Jackson, Mississippi 39215-1850 / FAX (601) 359-7110

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, DC 20423-0001

#### RE: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition an Control of Conrail - Verified Statement

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. Mississippi's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers once the Northeast is open to competition.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for Mississippi's residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is as important to us as good rail service, but some diversion of freight traffic from the highways to the railroads would help reduce highway traffic to more acceptable levels.

In conclusion, I urge the Board to approve the application filed in the captioned proceeding as expeditiously as possible and thereby enable our citizens to begin realizing the benefits of the improved rail service which will result from the proposed transaction.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

By Mike Merry, Rail Manager



Mississippi Public Service Commission BO ROBINSON, COMMISSIONER P. O. BOX 1174, JACKSON, MISSISSIPPI 39215-1174 (601) 961-5450 or 800-356-6428

May 27, 1997

Mr. Vernon A. Williams Secretary Surface Transportation Board STB Finance Docket No. 33388 1925 K Street, N.W. Washington, DC 20423-0001

> Re: Finance Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail - Verified Statement

Dear Mr. Williams:

I am writing to convey my wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. Mississippi's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive more competitive rail service and provide them with single line access to many more customers and suppliers once the Northeast is open to competition.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for Mississippi's residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is as important to us as good rail service, but some diversion of freight traffic from the highways to the railroads would help reduce highway traffic to more acceptable levels.



#### Mississippi Public Service Commission BO ROBINSON, COMMISSIONER P. O. BOX 1174, JACKSON, MISSISSIPPI 39215-1174 (601) 961-5450 or 800-356-6428

In conclusion, I urge the Board to approve the application filed in the captioned proceeding as expeditiously as possible and thereby enable our citizens to begin realizing the benefits of the improved rail service which will result from the proposed transaction.

By my execution hereof, I declare under penalty of perjury that I am familiar with the foregoing statement and that it is true and correct. Further, I certify that I am qualified and authorized to make this statement.

By Be Kolenin

# South Carolina

# Employment Security Commission



SAMUEL R. FOSTER

631 HAMPTON STREET P.O. BOX 995 COLUMBIA, S.C. 29202 OFFICE # (803) 737-2656 FAX # (803) 737-3105

May 21, 1997

The Honorable Linda Morgan, Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

Dear Ms. Morgan:

Please know that there is a great deal of interest in South Carolina concerning the CSX and Norfolk Southern joint acquisition of Conrail. We believe there will be major benefits for customers in South Carolina.

The creation of two strong rail competitors in the East with single-line access to the Northeast and Midwest would expand the market reach, and further our statewide efforts to create jobs and opportunities for all South Carolinians.

Your strong consideration in this matter would be greatly appreciated.

Sincerely,

08.14

Samuel R. Foster

SRF/cj

cc: Mr. John W. Snow, Chairman CSX Corporation P. O. Box 85629 Richmond, VA 23285 Mr. David R. Goode, Chairman Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510 South Carolina

Employment Security Commission

J. WILLIAM MCLEOD COMMISSIONER



OFFICE # (803) 737-2652 FAX # (803) 737-3105

631 HAMPTON STREET P.O. BOX 995 COLUMBIA, S.C. 29202

May 20, 1997

The Honorable Linda Morgan, Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

> In re: Financial Docket No. 33388-CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

I am writing in support of the CSX and Norfolk Southern joint acquisition of Conrail, which will have major benefits for customers and the public in South Carolina.

By creating two strong rail competitors in the East, with single-line access to the Northeast and Midwest, it will expand the market reach and further our statewide efforts to create jobs and opportunities for all South Carolinians. These two first-class railroads have to create hand in hand with the state industrial development group to attract companies like BMW, Nucor, Amoco, Nan Ya, and Eastman to our state, thereby creating thousands of jobs.

Major efficiencies, more direct routing of traffic, fewer interchanges and reduced cycle time, will enhance our prospects for continued growth and expansion.

Thank you for your attention to this very important matter.

Sincerely MEZ

J. William (Billy) McLeod

cc: Mr. John W. Snow, Chairman, President and CEO CSX Corporation P. O. Box 85629 Richmond, VA 23285

> Mr. David R. Goode, Chairman, President and CEO Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510



#### South Carolina

## Employment Security Commission

CAROLE C. WELLS



OFFICE # (803) 737-2655 FAX # (803) 737-3105

631 HAMPTON S. REET P.O. BOX 995 COLUMBIA, S.C. 292.72 May 20, 1997

The Honorable Linda Morgan, Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

> RE: Financial Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

I am writing in support of the CSX and Norfolk Southern joint acquisition of Conrail, which will have major benefits for customers and the public in South Carolina.

By creating two strong rail competitors in the East, with single-line access to the Northeast and Midwest, it will expand the market reach and further our statewide efforts to create jobs and opportunities for all South Carolinians. These two first-class railroads have worked hand in hand with the state industrial development group to attract companies like BMW, Nucor, Amoco, Nan Ya, and Eastman to our state, thereby creating thousand of jobs.

Major efficiencies, more direct routing of traffic, fewer interchanges and reduced cycle time, will enhance our prospects for continued growth and expansion.

Thank you for your attention to this very important matter.

Sincerely,

Carol C. Walls

Carole C. Wells

cc: Mr. John W. Snow Mr. David R. Goode



#### SOUTH CAROLINA DEPARTMENT OF COMMERCE

May 20, 1997

David M. Beasley Governor

> The Honorable Linda Morgan Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

> > Re: Financial Docket No. 33388-CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

I am writing in support of the CSX and Norfolk Southern joint acquisition of Conrail, which will have major benefits for customers and the public in South Carolina.

The system created by the joint acquisition will have great benefits for South Carolina industries. It will bring single-line service between our state and the Northeast and Midwest, thus providing more reliability, better service and increased efficiency. By creating two strong rail competitors in the East, it will expand the market reach of companies locating in South Carolina.

It will positively impact some of our key industrial sectors that ship by rail, including grain, paper, chemicals, minerals and metals, and thus further our statewide efforts to attract more industries and create more jobs in South Carolina.

Thank you for your attention to this very important matter.

Sincerely V. Rovall

mh

cc: Mr. John W. Snow Chairman, President and CEO CSX Corporation P.O. Box 85629 Richmond, VA 23285

Mr. David R. Goode Chairman, President and CEO Norfolk Southern Corporation Three Commercial Place Norfolk, VA 23510

> Post Office Box 927 Columbia, South Carolina 29202 (803) 737-0400 Fax (803) 737-0418

Robert V. Royall, Jr. Secretary



### The Public Service Commission State of South Carolina

PHILIP T. BRADLEY COMMISSIONER, FOURTH DISTRICT VICE CHAIRMAN

May 20, 1997

P.O. DRAWER 11649 COLUMBIA, S.C. 29211 (803) 737-5220

The Honorable Linda Morgan, Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

IN RE: FINANCIAL DOCKET NO. 33388 - CSX/NORFOLK SOUTHERN ACQUISITION AND CONTROL OF CONRAIL

Dear Ms. Morgan:

I am writing in support of the CSX and Norfolk Southern joint acquisition of Conrail, which will have major benefits for customers and the public in South Carolina.

The system created by the joint acquisition will have great benefits for South Carolina industries. It will bring single-line service between our State and the Northeast and Midwest, thus providing more increased reliability, better service and efficiency. By creating two strong rail competitors in the East, it will expand the market reach of companies locating in South Carolina.

It will positively impact some of our key industrial sectors that ship by rail, including grain, paper, chemicals, minerals and metals, and thus further our Statewide efforts to attract more industries and create more jobs in South Carolina.

Thank you for your attention to this very important matter.

ery truly Yours x

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PTB:ng cc: Mr. John W. Snow Mr. David R. Goode





### The Public Service Commission State of South Carolina

GUY BUTLER COMMISSIONER, THIRD DISTRICT CHAIRMAN P.O. DRAWER 11649 CCLUMBIA, S.C. 29211 (803) 737-5260

May 21), 1997

The Honorable Linda Morgan, Chairwoman The Surface Transportation Board 1201 Constitution Avenue, NW Washington, DC 20423

IN RE: FINANCIAL DOCKET NO. 33388 - CSX/NORFOLK SOUTHERN ACQUISITION AND CONTROL OF CONRAIL

Dear Ms. Morgan:

I am writing in support of the CSX and Norfolk Southern joint acquisition of Conrail, which will have major benefits for customers and the public in South Carolina.

The system created by the joint acquisition will have great benefits for South Carolina industries. It will bring single-line service between our State and the Northeast and Midwest, thus providing more reliability, and better service increased efficiency. creating By two strong rail competitors in the East, it will expand the market reach of companies locating in South Carolina.

It will positively impact some of our key industrial sectors that ship by rail, including grain, paper, chemicals, minerals and metals, and thus further our Statewide efforts to attract more industries and create more jobs in South Carolina.

Thank you for your attention to this very important matter.

Yours very truly, Suy Butten Guy Butter

GB:ng cc: Mr. John W. Snow Mr. David R. Goode