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, 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.

Yours very truly,

Rudolph Mitchell

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

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.

Yours very truly,

William "Bill" Saunders

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

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.

Yours very truly,

C. Dukes Scott

CDS:ng

cc: Mr. John W. Snow
Mr. David R. Goode
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 to express support for the joint acquisition of Conrail by CSX and Norfolk Southern. It is our belief that the proposed joint acquisition will have major benefits for customers and the public in South Carolina. In our judgment, meaningful competition will be provided to and from the Northeast and the Midwest between two major railroads of equal size and scope.

As we at the South Carolina State Ports Authority prepare for the 21st Century, one of the key elements of our future growth plans involves a major expansion of the Port by the creation of two large terminals on Daniel Island located in the center of Charleston Harbor. One major feature of that expansion is the creation of a major on-terminal rail facility and we are currently in the process of acquiring a right-of-way for that purpose. CSX and Norfolk Southern will play a major role in this very significant expansion of our rail transportation capabilities as this on-dock rail yard will allow cargo to go directly from ships to rail. The expanded markets provided by these two first-class rail carriers, enhanced by the jointly acquired Conrail system, will yield major efficiencies, providing more direct routing of traffic, fewer interchanges, reduced cycle time, and less truck traffic on highways. In summary, it is our view that the joint acquisition of Conrail by CSX and Norfolk Southern will be of tremendous benefit to transportation capabilities in our entire region.
Thank you for your attention to and consideration of the thoughts expressed by us on this important matter.

Sincerely,

William L. Bethea, Jr.
Chairman

WLBJr:gmld

c:  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
May 13, 1997

Mr. Vernon A. Williams  
Secretary  
Surface Transportation Board  
STB Finance Docket No. 33286  
1201 Constitution Ave. N.W.  
Washington, D.C. 20423

Dear Mr. Williams:

Subject: 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.

My name is L. Duane Grantham, and I am Executive Vice President, Chief Operating Officer of the South Carolina State Ports Authority. I have held my present position since January 1, 1997.

South Carolina State Ports Authority is an agency of the State of South Carolina and functions as terminal operator for all state owned ports. We work with NS and CSX Railroads in Charleston.

Based upon our experience in providing the services described above and working with various railroads, we would like to express our support of Norfolk Southern and CSX in their efforts to acquire Conrail, and then divide the Conrail system. There is a need for competition in the territory served by Conrail, and for two competing railroads in the Northeast which own their own track and facilities. Compete in the Northeast should not be just any rail carriers. They must be carriers which are of comparable size and scope, and provide a competitive service.

For too long, customers which ship or receive product into and out of the Northeast have had the service of only one rail carrier. And as is the case when only one company is able to operate in a particular market, service suffers and the price may be non-competitive. While there may have been historical reasons for insulating northeastern railroading from competition, that time is past, and it is time for market to have service by more than one rail carrier which owns its facilities. And, the rail carriers which will compete in the Northeast should not be just any rail carriers. They must be carriers which are of comparable size and scope, and provide a competitive service.
Growth in the intermodal industry will benefit the South Carolina State Ports Authority. Providing rail competition in the Northeast, particularly from two competitors which have strong rail systems in the Southeast, should promote the growth of intermodal traffic, which in turn will enhance our business as participants in the intermodal industry. NS’s capital investment in its intermodal facilities and services are well known in the industry, as are its strong commitments to growth and service.

To summarize, we believe that approval of the application of NS and CSX to acquire Conrail should be approved by the STB.

Sincerely,

L. Duane Grantham

I, L. Duane Grantham, 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 on May 7, 1997.

L. Duane Grantham
Executive Vice President, Chief Operating Officer

LDG:ml

cc: Bernard S. Groseclose, Jr.
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:

This letter is in support of the CSX and Norfolk Southern acquisition of Conrail. The South Carolina State Ports Authority believes this joint acquisition will yield significant benefits for shippers and the general public throughout our State. Enhancement of the CSX and Norfolk Southern services into the Northeast and the Midwest will ensure competitive services for our customers.

The Port of Charleston has some very aggressive plans for expansion of its terminal facilities to address the rapid growth it has already realized and what is in the forecast for the future. Inland intermodal connections are a critical part of those plans, and the expanded market provided by the acquisition of Conrail will help both CSX and Norfolk Southern to realize major efficiencies for port-related traffic. The Port envisions more direct routing for rail traffic, reduction of highway truck movements and congestion, fewer interchanges for cargo and reduced cycle times.

I appreciate your consideration of this very equitable joint acquisition as proposed because it is so important to our Port operations.

Sincerely,

Bernard S. Groseclose, Jr.

BSG, Jr: jrl
The Honorable Linda Morgan  
Page 2  
May 22, 1997

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
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 the CSX and Norfolk Southern joint acquisition of Conrail, 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.

With the emphasis on the continued growth in production and consumption of poultry and turkey in South Carolina and in the Southeast, the joint acquisition is good news for South Carolina farmers, processors, and consumers.

South Carolina’s feed mills and grain processors require large volumes of grain, typically the single largest cost involved in their operations. The acquisition by CSX and Norfolk Southern will produce single-line efficiencies that will give South Carolina farmers and grain processors access to more competitively priced grain and grain-by-products.

Thank you for your attention to this important matter.

With best regards,

D. LESLIE TINDAL

D. Leslie Tindal - Commissioner
State of South Carolina
Department of Agriculture
Wade Hampton O’Ice Building
P. O. Box 1280
Columbia, S. C. 29211
Telephone: (803) 734-2210
Fax: (803) 734-2192
Ms. Morgan

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

Mr. David R. Goode  
Chairman, President and CEO  
Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, VA 23510
June 2, 1997

The Honorable Linda Morgan
Chairperson
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:

One of South Carolina's greatest strengths is her intermodal infrastructure system. Her highways and rails linked with our port authority provide seamless transition for the movement of the quality goods that are produced in our state everyday by our industrious people. Two of our finest corporate citizens are CSX and Norfolk Southern and it is in this vein that I write to you to encourage the approval of their proposed joint acquisition of Conrail. As a former chairman of the South Carolina Public Railways Commission, I have personal knowledge of the quality and capability of these two companies.

Furthermore, many of the raw materials as well as finished products that enter South Carolina as freight would be better handled if this merger would take place as proposed. This would relieve some of the pressure from our over crowded highways and lower the need for additional funding to upgrade them.

Please don't hesitate to contact me if I can be of further assistance in your deliberations.

Sincerely,

H.B. Limehouse

HBL/nla
May 16, 1997

Mr. Vernon Williams, Secretary
Surface Transportation Board
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
Finance Docket No. 33388

Dear Mr. Williams:

As Executive Director of the Tennessee Association of County Executives, I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

The Tennessee County Executives are very involved in the economic development of their respective counties. It is our belief that this merger would greatly enhance the shipment of finished goods, raw materials, parts, and produce to and from Tennessee. It will give more shippers in Tennessee more efficient service.

Once the merger takes place it will divert some of the truck traffic to rail. This would eliminate traffic congestion on the eastern interstate highway system, help reduce air pollution, reduce wear on roads, and most of all save lives.

This merger will be very beneficial in Tennessee as well as the rest of the eastern United States. So therefore, I would urge the Surface Transportation Board to grant the CSX/Norfolk Southern/Conrail merger as soon as possible.

Sincerely,

Fred Congdon
Executive Director
May 19, 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 Executive Director of the Tennessee County Commissioners Association, I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

CSX and NS together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with single line access to many more customers and suppliers in new markets in the great northwest. The enhanced transportation service resulting from this new rail network will generate significant new business and industrial growth for Tennessee.

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

Sincerely,

Doug Goddard
Executive Director

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

    Mr. David R. Good, Chairman
    Norfolk Southern Corporation
    Three Commercial Place
    Norfolk, VA 23510-9241
May 21, 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 Executive Director of the Tennessee County Highway Officials Association, I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

The Tennessee County Highway Officials Association has a longstanding relationship with CSX Transportation. As the railroad grew and prospered, so did the Tennessee County Highway Officials Association. CSX and NS together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with single line access to many more customers and suppliers in new markets in the great northwest. The enhanced transportation service resulting from this new rail network will generate significant new business and industrial growth for Tennessee.

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

Sincerely,

James H. Westbrook, Jr.
Executive Director

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

    Mr. David R. Good, Chairman
    Norfolk Southern Corporation
    Three Commercial Place
    Norfolk, VA 23510-9241
May 15, 1997

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

Dear Mr. Williams:

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

As Executive Director of Tennessee County Services Association (TCSA), I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation. TCSA is a non-profit, non-partisan association which represents Tennessee’s 95 counties.

CSX and NS together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with 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 counties.

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

Very truly yours,

Bob Wormsley

BW:pm

cc: Mr. John W. Snow, Chairman
CSX Corporation
Mr. David R. Good, Chairman
Norfolk Southern Corporation
May 28, 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 Commissioner of Agriculture, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

The State of 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 our farm industry 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. Tennessee 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 growth for Tennessee.
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,

Dan Wheeler

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
May 16, 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 Commissioner of Labor, 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 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. Such growth is critical to the state because it creates new jobs.
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,

Alphonse R. Bodie

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
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:

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

NS and CSX which together comprise more than 80 percent of the total Class 1 rail miles in the state each have a long history in Tennessee. As these companies grew and prospered, so did the state. Both companies will be stronger as a result of this merger, helping the state's economy to continue to grow 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.
May 9, 1997

In conclusion, 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.

Sincerely,

J. Bruce Saltsman, Sr.
Commissioner

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
May 15, 1997

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

Verified Statement

Re: Proposed CSX/NS/Conrail Transaction
STB Finance Docket No. 33388

Dear Secretary Williams:

Please accept the support of The Tennessee Municipal Electric Power Association for the proposed joint acquisition of Conrail by CSX and NS. We believe that the citizens of Tennessee will benefit from more efficient, reliable and safer rail service throughout the eastern half of the United States.

We anticipate that the transaction will divert some freight from the highways to the rails. In addition to lowering shipping costs, this will mean less congestion on some of the nation’s most crowded highways, fewer automobile accidents, less wear on the roads and less air pollution.

The shippers and producers of Tennessee will benefit from more frequent and reliable service, more direct and efficient routes, an improved cost structure, better equipment supply and utilization, and increased capital investment and capacity expansion. Also, the synergies associated with the integration of the rail and other transportation business operations on the expanded CSX and NS systems will increase the international competitiveness of the region’s industry, as shippers and producers are given increased rail, truck, container and barge shipping options.

In short, we believe the acquisition will be of great benefit to Tennessee Public Power Systems and urge the Surface Transportation Board to grant speedy approval.

Sincerely,

W.C. Moss
Executive Director

WCM:dc
May 9, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
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
Finance Docket No. 33388

Dear Mr. Williams:

On behalf of the 350 members of the Tennessee River Valley Association, a regional, non-profit, economic development organization, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

Norfolk Southern and CSX Transportation have contributed greatly to the growth and success of the Tennessee River Valley area; as the two railroads have grown and prospered, so has the Valley. I believe the acquisition of Conrail by NS and CSX will benefit the area by making both railroads stronger. Such a combination will allow industries in the Valley to reach markets by rail that they have heretofore either been unable 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 the Tennessee River Valley.

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.

Sincerely,

Janice L. Jones
Executive Director
Indiana General Assembly

See Original in Pocket Part at end of Volume IV
A RESOLUTION OF THE WEST VIRGINIA COAL ASSOCIATION
SUPPORTING THE MERGER OF CSX AND CONRAIL AND THE DIVISION OF CONRAIL
BETWEEN CSX AND NORFOLK SOUTHERN

WHEREAS CSX Transportation Inc., a unit of CSX Corporation, is the largest railroad in the State of West Virginia and Norfolk Southern Corp. is the second largest railroad in the State of West Virginia; and

WHEREAS Conrail, Inc. is a provider of rail service to the Midwest and Northeast; and

WHEREAS CSX Corp. and Conrail, Inc. have amended their merger agreement to allow CSX to enter into negotiations with Norfolk Southern on a division of Conrail; and

WHEREAS the proposed division of Conrail, Inc. creates an unprecedented opportunity of value for shippers, consumers and all others affected by the transportation of goods in domestic and international commerce in the United States; and

WHEREAS the proposed division of Conrail, Inc. will expand the market reach of, and enhance opportunities for, West Virginia's coal producers;

NOW THEREFORE, BE IT RESOLVED BY THE WEST VIRGINIA COAL ASSOCIATION:

Section 1: That this Association supports the merger of CSX Corp. and Conrail, Inc. and the roughly equal division of Conrail between CSX Corp. and Norfolk Southern Corp.

Section 2: That this Association calls for an expeditious review and approval of this merger by the Surface Transportation Board so that all West Virginians can quickly begin to realize the benefits of this merger and the division of Conrail.

This resolution was presented by motion, duly seconded and approved by unanimous vote at a regular meeting of the Association held on May 1, 1997, a quorum being present.

Attest: [Signature]

Title: Office Manager

Gary G. White, Chairman
Ms. Linda Morgan, Chairman
Federal Surface Transportation Board
1201 Constitution Avenue, NW
Washington, DC 20423-0001

Re: Joint CSX-Norfolk Southern Application

Dear Chairman Morgan:

Our community has a railroad heritage of over 150 years. During the last few months we watched with great interest the pending Conrail sale and the individual advances made by CSX and Norfolk Southern. We were quite pleased that these two transportation giants worked out a mutually agreeable division of Conrail. We have had an opportunity to review the general implications of the division as proposed in their joint application.

We ask that you accept this letter as our expression of support for the joint CSX-Norfolk Southern application. We further ask that this application receive swift Board review and action in order to minimize the transition time and maximize the benefits to the new rail firms, their employees and their customers.

We believe that the division will encourage competition and thereby increase service to customers through the east and into the mid west. We believe that it will restore rail as a serious alternative to over-the-road-trucks for freight being shipped up and down the entire eastern seaboard. This would provide more competition and possibly reduce the burden on the interstate highway system such as I-95.

From a purely community standpoint, the division is fair to the many rail communities who depend on both firms for employment. The division does not grant one firm an unfair advantage over the other and it should not dictate large scale restructuring that might end up closing existing facilities. Communities like the City of Cumberland in Allegany County would be significantly impacted by any major rail job losses and the proposed division would preserve our jobs. It appears that this will be true in most every other existing rail center throughout the east.
Again, we wish to extend our support for the joint CSX-Norfolk Southern application. We seek your assistance in seeing that it receives swift action. We gladly offer to provide you with any further information or assistance you deem appropriate. Thank you.

Sincerely,

BOARD OF COUNTY COMMISSIONERS OF ALLEGANY COUNTY, MARYLAND

 Bernard L. Loar, President

 Dale R. Lewis, Commissioner

 Arthur T. Bond, Commissioners

ACC:kam
econgen/morgan.doc
May 8, 1997

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

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

Dear Mr. Williams:

My name is William M. Shearer and I am a partner in the law firm of Bagot, Free & Shearer, P.C. located at 522 Historic West Eighth Street, Suite A, Anderson, Indiana 46016. I am a private citizen whose tax dollars were spent in the creation of Conrail and I have an interest in railroads in the Eastern United States. In addition to being an attorney who represents a variety of clients who are directly involved with rail freight, my law office is located less than 200 feet from one of Conrail's tracks passing through the middle of Anderson. In addition thereto, I am the President of the Anderson Aviation Board. The Aviation Board operates the Anderson Municipal Airport which abuts a property owned by Conrail and operated as Conrail's mainline in Chesterfield, Indiana. Although the Aviation Board duties tend toward the general management of the airport itself, a major concern of the airport is the freight business and how it impacts our community. Such concern is not limited to air freight but includes surface freight and how the total package serves the airport and surrounding communities. I am also part owner of a trucking company which has both intra and interstate authorities.

I am personally aware of the quality and reputation of Norfolk Southern (NS). 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 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 county 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 NS 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 Madison county 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 penalties for 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.
May 29, 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, STB Finance Docket No. 33388

Dear Mr. Williams:

On behalf of the Anne Arundel Economic Development Corporation (AAEDC) of Anne Arundel County, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Chief Executive Officer of AAEDC and have been duly authorized to speak on its behalf.

Anne Arundel County has a long-standing relationship with Norfolk Southern. They have been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, Norfolk Southern’s strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our State.

We truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit our community by making Norfolk Southern a stronger railroad. Such a combination will allow industries in our 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 should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.
We strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and we 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 and authorized to make this statement.

By: [Signature]

Richard J. Morgan, Chief Executive Officer
Anne Arundel Economic Development Corp.
2 June 1997

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

RE: STB Finance Docket No. 33388
CSX Transportation 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:

The Baltimore/Washington Corridor Chamber of Commerce supports the agreement referenced above to acquire and divide Conrail. Having such a dual service will be beneficial to all Marylanders, and especially to the Port of Baltimore.

We request that the Surface Transportation Board accept this letter as our testimony.

I, H. Walter Townshend, 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 on this the second day of June, 1997.

Sincerely yours,

H. Walter Townshend
President & Chief Executive Officer
May 30, 1997

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

Dear Mr. Williams:

The Greater Baltimore Committee strongly supports the merger of the CSX Transportation, Inc. and the Norfolk Southern Railway Company. The merger of the two railroads will stimulate significant competition in the Port of Baltimore and will assure that the community has two top-quality railroads serving its customers and tenants. I hope that the Surface Transportation Board will accept this letter as formal testimony in behalf of the merger.

As president of the Greater Baltimore Committee, I declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to verify this statement.

Sincerely,

Donald P. Hutchinson
President

Sworn and subscribed to before me this 30th day of May, 1997.

Maryanna Bankard, Notary Public

MY COMMISSION
EXPIRES SEPT 1 1999
May 29, 1997

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

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

Dear Mr. Williams:

I, Maurice C. Byan, President of the Steamship Trade Association of Baltimore, Inc., support the above merger and urge the STB to accept this letter as testimony.

The Steamship Trade Association of Baltimore, Inc., represents thirty-five companies engaged in the movement of import and export cargo through the Port of Baltimore. Our Association has actively worked to keep Baltimore competitive with other ports in the mid-Atlantic range.

These efforts depend not only on ocean carrier vessel and pier side labor cost, but also in large part the infrastructure that can be offered to move cargo through a port efficiently and economically. A key ingredient to this infrastructure is having two class 1 railroads in the Port serving shippers.

In this respect the proposed merger of Conrail's trackage into the CSX and Norfolk Southern systems would give the Port of Baltimore two strong railroads and stimulate competition.
May 29, 1997
Mr. Vernon A. Williams

Norfolk Southern has already demonstrated a strong commitment to aggressively market our Port with creative business opportunities for Intermodal movements of containerized cargo as well as new carload service.

In view of Norfolk Southern's stated commitment to make every effort to improve the Port of Baltimore's competitive position we believe that this proposed merger will be in our Port's best interest.

If additional information or a more formal statement be required please advise and we will respond promptly.

By my execution, 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.

Very truly yours,

Steamship Trade Association of Baltimore, Inc.

[Signature]
Maurice C. Byan
President

MCB/mjh
Mr. Vernon A. Williams  
Secretary  
Surface Transportation Board  
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 City of Beckley, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

The City of Beckley has a longstanding relationship with Norfolk Southern. Norfolk Southern has been a valuable corporate citizen in West Virginia through its support of various civic and philanthropic projects. In addition, Norfolk Southern’s strong and effective industrial development efforts have proven to be invaluable to the State of West Virginia.

The City of Beckley believes that the acquisition of Conrail by Norfolk Southern and CSX will benefit our community by making Norfolk Southern a stronger railroad. Such a combination will allow industries in our 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 to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who shop or receive goods to and from these areas.

The City of Beckley supports the proposed acquisition of Conrail by Norfolk Southern and CSX, and we urge that it be promptly approved.
Mr. Vernon A. Williams  
May 1, 1997  
Page 2

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,

Emmett S. Pugh III

MAYOR  
CITY OF BECKLEY

ESP:1lc
May 29, 1997

Vernon A. Williams, Secretary  
Surface Transportation Board  
12th and Constitution Avenue, N.W.  
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail  
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ohio.

CSX and Norfolk Southern's control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of east Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio's manufacturing goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

[Signature]

James R. Furby  
Service-Safety Director
May 29, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
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:

I wish to express my support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

Bloom Township, located in South suburban Chicago, was once part of the nation's largest steel producing areas. Over the past several years we have fallen on hard times with the closing of many steel plants. Our residents are hard-working people and continue to be committed to bringing economic growth back to Bloom Township and the South suburbs. To encourage industries to build in our area we must sell them on the many benefits of the siting a facility in our communities. One of those benefits is a strong transportation system to move their products. Norfolk Southern is to our west and CSX to our east. I believe that the acquisition of Conrail by these two freight haulers will benefit our area by making both stronger and more profitable lines.

As Township Supervisor, it is one of my jobs to promote economic development in my township and throughout the region. Unfortunately, sometimes economic projects come with a hefty price like the recent proposal to build a new state prison in our area. Many residents reached out to that idea solely because of the dire need we have for jobs and opportunity. We were fortunate to reject that flawed plan and rightly so, because that's not the kind of development I had in mind when I took office.

Conversely, this transportation proposal has merit. I truly believe that the acquisition of Conrail by Norfolk Southern and CSX will benefit my community in a very positive way.

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.

[Signature]

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

Re: NS Acquisition of CSX Components  

Dear Mr. Williams:  

As the Mayor of Bluefield, WV I know that Norfolk Southern is a good corporate neighbor. NS has been a valuable corporate citizen in Bluefield through its support of various civic and philanthropic projects. In addition, NS’ strong and effective industrial development efforts have proven to be invaluable to our state.  

The acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.  

We strongly support the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved.  

Sincerely,  

Craig Hammond, Mayor  
City of Bluefield
May 1, 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

Dear Mr. Williams:

On behalf of the Greater Bluefield Chamber of Commerce of Bluefield, Wv. Va/Mercer/Tazewell, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Chairman of the Board and CEO and have been authorized to speak on its behalf.

The city of Bluefield has a longstanding relationship with NS and, before their merger, the Norfolk Western. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS’ strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

By [Signature]

Annette E. Osborne
May 21, 1997

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

Dear Mr. Williams:

We in Boone County wholeheartedly support 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 grains, 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 along 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 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 act, the sooner Kentucky will be able to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

Kenneth R. Lucas
County Judge/Executive
May 8, 1997

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

RR: 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 Town of Bramwell, WV, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor of Bramwell and have been duly authorized to speak on its behalf.

The Town of Bramwell has a longstanding relationship with NS and, before their merger, the NW. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS’ strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

By:  
H.D. Murphy, Mayor

Bramwell is a good place to live. Nice homes, good churches and modern schools
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:

We in Breathitt County, Kentucky agree with the Commonwealth of Kentucky and wholeheartedly support 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 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 balanced and stronger rail system.

Sincerely,

Lewis H. Warrix
County Judge Executive

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

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

/kb
May 21, 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. & Consolidated Rail Corp.
    Finance Docket #33388

Dear Mr. Williams:

As Chairman of the Board of Directors for the Brentwood (TN) Chamber of Commerce, I wish to express our support for the acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

The Brentwood community and our Chamber of Commerce have a longstanding relationship with CSX Transportation. Its growth has been a boon to our community and CSX has been a strong corporate citizen. CSX and NS together comprise approximately 90 percent of the Class I rail miles in Tennessee. The proposed merger will be a boost to economic development and business growth in our community and the rest of the state because it will provide more competitive rail service, as well as single link access to new markets in the northeast. What a great way to strengthen Tennessee's business growth!

We strongly support the proposed acquisition of Conrail by CSX and NS and urge that the application be approved as expeditiously as possible.

Sincerely,

Susan S. Weiss
Chairman, Brentwood Chamber of Commerce

xc: John Snow, Chairman CSX Corporation
    David Good, Chairman Norfolk Southern Corporation
May 23, 1997

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

RE: CSX/Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams,

We are writing to express our strong support for the planned control of ConRail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interests need the best possible rail transportation. We believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Indiana.

CSX and Norfolk Southern's control of ConRail also offers residents of Indiana opportunities for new business and industrial growth, resulting in new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting our manufactured goods and agricultural commodities.

The control of ConRail by CSX and Norfolk Southern is a positive for Indiana and the United States. We urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Gabe Aguirre
President
Brownsburg Town Council

GE/ksd
May 29, 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 City of Buckhannon's wholehearted support for the proposal which is being brought before the Board in the above captioned proceeding. The City of Buckhannon'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 the City of Buckhannon. Such growth is crucial to us because it creates new jobs for Buckhannon 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 Buckhannon 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 29, 1997

In conclusion, the City of Buckhannon 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,

Elizabeth J. Poundstone  
Mayor-City of Buckhannon

EJP/ncs

cc: Mr. John W. Snow, Chairman  
CSX Corporation  
PO Box 85629  
Richmond, Virginia 23285-5629
May 22, 1997

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

Carroll County has 4 major industries that utilize CSX, Gallatin Steel, North American Stainless, Dow Corning and Elf Atochem. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth for these industries. 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,

Gene McMurry
Carroll County Judge/Executive
Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. West Virginia industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to West Virginia.

CSX and Norfolk Southern's control of Conrail also offers residents of West Virginia opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting West Virginia's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for West Virginia and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Kenneth Barton
Mayor
Town of Cedar Grove
May 19, 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 Mayor of Centerville, I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

Centerville has a longstanding relationship with CSX Transportation. As the railroad grew and prospered, so did our town. CSX and NS together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with 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.

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

Sincerely,

Kenneth R. Wright
Mayor

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

May 27, 1997

Dear Mr. Williams,

My name is Thomas W. Murphy and I am the Alderman of the 18th Ward, City of Chicago. I have held my present position for six (6) years. My duties include acting as intermediary between the City, its residents and all railroads that run through our ward affecting its residents and businesses.

The Norfolk Southern Railway Co., is a railroad involved in a joint venture with Hanjin Shipping Co. in the 18th Ward of the City of Chicago. Together they have created a large intermodal facility that has created jobs and economic benefits to the people of our community and region. I have always found them to be co-operative and helpful when dealing with local concerns.

In addition, we have a CSX terminal in our ward; both are in close proximity to one another.

Based upon our experience in providing the services described above and working with various railroads, we would like to express our support of Norfolk Southern and CSX in their efforts to acquire Conrail and then divide the Conrail system. There is a need for competition in the territory served by Conrail, and for two competing railroads in the Northeast which own their own track and facilities. For too long, customers which ship or receive product into and out of the Northeast have had the service of only one rail carrier. And as is the case when only one company is able to operate in a particular market, service suffers and the price is non-competitive. While there may have been a historical reason for insulating northeastern railroading from competition, that time is past and it is time for customers interested in this market to have service by more than one rail carrier which owns its facilities. And, the rail carriers which will compete in the Northeast should not be
just any rail carriers. They must be carriers which are of comparable size and scope and provide a competitive service.

Growth in the intermodal industry will benefit my ward and city. Providing rail competition in the Northeast, particularly from two competitors which have strong rail systems in the Southeast should promote the growth of intermodal traffic, which in turn will enhance my ward and city. NS’s capital investment in its intermodal facilities and service are well known in the industry, as are its strong commitments to growth and service. Further, we have been impressed with NS’s commitment to growth and service as well as their commitment to safety, as evidenced in the winning of the Harriman Award.

To summarize, we believe that approval of the application of NS and CSX to acquire Conrail should be approved by the STB.

I, Thomas W. Murphy, 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 on May 27, 1997.

Sincerely,

Thomas W. Murphy
18th Ward Alderman

TWM/blk
May 30, 1997

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

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

Dear Mr. Williams:

Cook County has had a long and rewarding relationship with Norfolk Southern Railway Company, and has found them to be a cooperative and contributory corporate partner. The proposed acquisition of Conrail by Norfolk/CSX would enhance a healthy economic environment for the future growth of business within Cook County and the State of Illinois. Such availability of railway competition in areas needed to be served by a competent and efficient railway system, would permit a broader outreach of our industries, and correlative prove to foster a fertile climate for the introduction of new and prospering enterprises. The relative effect such an acquisition would have on the County and State’s labor force is a positive evolution - - more available employment.

Looking at the merits for public interest, I am wholeheartedly in favor of the merger, and earnestly recommend governmental approval of the acquisition of Conrail by Norfolk Southern Railway System and CSX.

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.

Very truly yours,

Herbert T. Schumann, Jr., Commissioner
May 23, 1997

MR VERNON A WILLIAMS, SECRETARY
SURFACE TRANSPORTATION BOARD
1925 K STREET, NW
WASHINGTON DC 20423-0001

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

Dear Mr. Williams:

The City of Corbin fully supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. CSX is an important corporate citizen in our community. The company's future is crucial to us.

With a payroll of nearly $31 million, the 700 CSX employees dramatically impact Corbin's economy. The enhanced transportation service resulting from the proposed acquisition will likely generate significant economic growth. Such growth means jobs for Corbin. And this growth may also have a positive effect on rail jobs here.

Kentucky's industries must have access to reliable rail transportation and this transaction will result in tremendous benefits. By eliminating many troublesome interchanges, the acquisition will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for all of Corbin's rail customers. Our shippers will see reduced transit times for their shipments and will be able to expand into many new markets.

The City of Corbin urges the Surface Transportation Board to review the application and give their swift approval. The citizens of this community eagerly await the opportunity to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,
CITY OF CORBIN

J. Scott Williamson, Mayor

C: MR. JAY S. WESTBROOK
RESIDENT VICE PRESIDENT
CSX CORPORATION
333 WEST VINE STREET, SUITE 310
LEXINGTON KY 40507

MR. JOHN W. SNOW
CHAIRMAN
CSX CORPORATION
PO BOX 85629
RICHMOND VA 23285-5629
May 20, 1997

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

Re: CSX and Norfolk Southern Control-Conrail
STB finance Docket No. 33388

Dear Secretary Williams:

I am writing to support the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business, and agriculture interests need the best possible rail transportation, and I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many industries will now be able to access key Eastern, Midwestern, Southern, and international customers and suppliers with single line service which will make rail service faster, more reliable and more efficient. This is a major benefit to Crawfordsville and to Indiana.

CSX and Norfolk Southern's control of Conrail also offers residents of Indiana opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Indiana's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Indiana and for my city. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Philip Q. Michal
Mayor
Crawfordsville, Indiana
May 21, 1997

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

Re: CSX and Norfolk Southern
Control-Conrail
S.T.B. Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ohio.

CSX and Norfolk Southern's control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Vernon Henderson
May 30, 1997

Mr Vernon William, Secretary
Surface Transportation Board
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 Williams:

As a Trustee of Crete Township I am always looking for opportunities that will benefit the over 25,000 people who live in Crete Township. Norfolk Southern and CSXT’s acquisition of Conrail would definitely be a benefit to the township and the south suburbs.

The railroads have always played a significant part in Crete Township. The towns and villages of the township owe much of their early growth to the railroads. Not only did the railroads provide business and industry, they also allowed people to come here to settle and build strong communities.

It’s important that we maintain a strong and competitive rail system that will continue to be a benefit to the people of the township and south suburbs. That is why I wish to give my support to the acquisition of Conrail by Norfolk Southern and CSXT. These two railroads are leaders in the surface transportation industry and this merger will make the industry stronger and better able to adapt to the changing economic conditions.

I Andrew E. Qunell 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.

Signed:

[Signature]
Andrew E. Qunell
Crete Township Trustee
1367 Wood Street
Crete, IL 60417
April 14, 1997

The Honorable Linda J. Morgan
Chairperson
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

Dear Ms. Morgan:

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 Mayor of Cumberland, I represent the heart of railroad facilities in Western Maryland, where CSX employs 800 people. By increasing the market reach of both Norfolk Southern and CSX, and enhancing their ability to compete with motor carriers for more business, this restructuring promises to benefit shippers and communities throughout the eastern half of the United States. Additional freight moving on CSX will mean railroad freight cars and locomotives coming into CSX's Cumberland 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 expedited consideration and approval.

Sincerely,

Edward C. Atley
Mayor of Cumberland, Maryland
Ms. Linda Morgan, Chairman  
Federal Surface Transportation Board  
1201 Constitution Avenue, NW  
Washington, DC 10423-0001

Dear Madam Chairman:

I am writing to you as Councilman of the City of Cumberland, Maryland, to express my strong support for the restructuring of the northeast rail system and to urge the Surface Transportation Board to approve the pending requests of the CSX and Norfolk Southern Railways to merge Conrail into their respective systems.

This merger would end Conrail’s Eastern monopoly and provide a wider range of competitive opportunities for Norfolk Southern and CSX, ultimately benefiting shippers and their communities throughout the northeast region as well as the rest of the nation. Moreover, the enhanced competition of these two railways will force a better use of the advantages of railway and highway transportation, with positive benefits derived by our Interstate Highway system.

The economy of Western Maryland, where CSX employs 800 people, would also benefit from this merger. The merger will increase traffic on CSX lines and, consequently, more railroad freight cars and locomotives will be routed into CSX’s Cumberland shops for repair and maintenance.

Again, I want to urge the Transportation Board to expeditiously approve the pending merger requests of the CSX and Norfolk Southern Railways.

Sincerely,

Floyd S. "Pete" Elliott  
Councilman  
City of Cumberland

FSE/me
cc: Mr. John Snow, Chairman & CEO  
CSX Corporation  

Mr. A. R. Carpenter, President & CEO  
CSX Transportation  

The Honorable Paul Sarbanes  
United States Senate  

The Honorable Barbara Mikulski  
United States Senate  

The Honorable Roscoe Bartlett  
U.S. House of Representatives  

The Honorable Casper R. Taylor Jr.  
Speaker of the House, Maryland House of Delegates  

The Honorable Parris Glendening  
Governor, State of Maryland  

Mr. John Kirby, Executive Director  
Allegany County Department of Economic Development  

Mr. Larry Brock  
Greater Allegany Business Foundation  

Mr. Bud Willetts  
Allegany County Chamber of Commerce
May 28, 1997

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

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

Dear Mr. Williams:

This proposal between Norfolk Southern and CSX has my support since it will provide various benefits to our community. The resultant competition should improve service to customers and aid in economic development.

It is hoped that economic growth will be stimulated, resulting in employment opportunities and enhanced quality of life within our county.

As chairman of our Economic Development Committee, I support this plan as a common sense program of benefit to our county.

I, Kenneth D. Bjelland, 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 28th day of May, 1997.

Kenneth D. Bjelland, Chairman
May 19, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, D 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois’ industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern’s control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois’ manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

N. W. "Bud" Althoff
Chairman
Industrial Commission

Crossroads of Opportunity
May 19, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern’s control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois’ manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Robert F. Utz
Mayor

rfu: jek

Crossroads of Opportunity
May 28, 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:

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.

Thank you for your attention to this important matter.

Sincerely,

Frank E. Willis  
Mayor

cc: Mr. John Shaw  
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
March 21, 1997

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

Dear Ms. Morgan:

I am writing you to express the full support of the 7,000 members of the Florida Chamber of Commerce for the proposed acquisition of Conrail by CSX Corporation and Norfolk Southern. I hope the Surface Transportation Board will look favorably on the application CSX and Norfolk Southern will submit to you and you will complete your decision making process as quickly as possible. I know that many Florida businesses want to immediately begin taking advantage of a more efficient rail system.

As president of the Florida Chamber of Commerce, I travel across the state all year, speaking to small business owners and managers who depend on the railroad for their livelihood. I know how important freight rail is to our farmers, our manufacturers, our paper mills, our chemical plants, and to thousands of other businesses. The acquisition of Conrail would create two competitive railroads in the East, giving our businesses direct, single-line access. For Florida businesses that means faster, easier, more direct shipping straight to the large markets of the Northeast.

Here in Florida, CSX has been an excellent business partner and a fixture of the local economy. The Florida Chamber of Commerce wants to see CSX grow, prosper and become more efficient because the benefits will be shared by so many communities and businesses. The proposed division of Conrail’s routes between CSX and Norfolk Southern will ensure that the railroad remains a vital part of Florida’s economy.

The Surface Transportation Board has traditionally recognized the benefits that rail mergers have brought to shippers. I know the shippers in Florida would like to begin taking advantage of the expanding single-line service as soon as possible. I urge you to move forward on reviewing the CSX-Norfolk Southern application and hope that you will give it enthusiastic and expedited approval.

Sincerely,

Frank M. Ryll, Jr.

FMR/jlt
May 20, 1997

Ven on A. Williams, secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ohio.

CSX and Norfolk Southern’s control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Charles Brunkhart
Administrator
Village of Forest, OH
May 9, 1997

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
STB Finance Docket No. 33388  
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 Consolidate Rail Corporation

Dear Mr. Williams:

My name is Philip P. Laux. On behalf of the Greater Fort Wayne Chamber of Commerce of Fort Wayne, Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am President and CEO of the Fort Wayne Chamber and have been duly authorized to speak on its behalf.

Fort Wayne has a longstanding relationship with Norfolk Southern. Norfolk Southern has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, Norfolk Southern’s strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe 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 our community to reach markets by rail that they have herefore either been unable to reach or have been able to reach only at a competitive disadvantage.

(continued)
TO: Vernon Williams, Surface Transportation Board, Washington, D.C.
FROM: Philip P. Laux, President & C.E.O., Fort Wayne Chamber of Commerce
RE: CSX Corporation and CSX Transportation, Inc.
Norfolk Southern Corporation and Norfolk Southern Railway Company
- Control & Operating Leases/Agreements -
Conrail Inc. and Consolidated Rail Corporation

May 9, 1997
Page 2 of 2

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.

We strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and we 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 and authorized to make this statement.

By: 
Philip P. Laux, President & C.E.O.
Greater Fort Wayne Chamber of Commerce
May 27, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interest need the best possible rail transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Indiana.

CSX and Norfolk Southern's control of Conrail also offers residents of Indiana opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Indiana's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Indiana and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Robert Sterrett
Town Manager
May 31, 1997

Vernon A. Williams, secretary  
Surface Transportation Board  
12th and Constitution Avenue, N.W.  
Washington, DC 20423

Re: CSX and Norfolk Southern Control-Conrail  
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Indiana.

CSX and Norfolk Southern's control of Conrail also offers residents of Indiana opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Indiana's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Indiana and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Harold Woodruff, Mayor  
City of Frankfort  
FRANKFORT, IN 46041  
(317) 654-7332
June 2, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitutional Avenue, N.W.
Washington, D.C. 20423

Re: STB Finance Docket #33388, CSX Corporation and CSX Transportation, 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 in support of restructuring the Northeast rail system based on the pending partition of Conrail's lines between CSX and Norfolk Southern.

As Mayor of the City of Frostburg, I am excited about the economic development potential this merger will provide for the entire State of Maryland. 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 busy highways, and more freight cars and locomotives coming into CSX's Maryland shops for repair and maintenance, and thereby boosting our local employment and our regional economy.

I urge the Surface Transportation Board to give serious consideration of this proposal.

Sincerely,

John N. Bambacu
Mayor

cc: Stephen C. Thienel, Regional Vice-President
CSX
May 28, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

E: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I have examined the referenced docket and am in strong support of the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation. I believe that this planned control would greatly enhance transportation options for our industries, and all of Ohio. Hopefully costs will not increase to the end users, but will decrease with economies of scale!

It would appear that the control of Conrail by CSX and Norfolk Southern will greatly increase the number of East Coast ports our companies will have access to. This will create new possibilities for exporting our products.

I would also hope that the planned control will allow the construction of spurs/sidings to Galion industry, at a reasonable price, to meet their increasing demand for such service. Without spurs, our industry will not have a cost advantage in using rail. Spur construction in the past has been aggressively discouraged.

Hopefully, the planned control will be an advantage for shippers in terms of both service and efficiency. I view this as positive for our industry, and urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

GALION INDUSTRIAL DEVELOPMENT

Bill
William Keir
Director

WK/ds
May 20, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. The City of Galion’s industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to the City of Galion.

CSX and Norfolk Southern’s control of Conrail also offers residents of the City of Galion opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting the City of Galion’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for the City of Galion and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Phil Honsey
City Manager

PH/ds
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

Dear Mr. Williams:

On behalf of the [city/town/county/chamber of commerce] of [name of city/town/county], [state], I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am [mayor, etc. of _____] and have been duly authorized to speak on its behalf.

The [city/town/county] of Gary has a longstanding relationship with NS and, before their merger, the [NW] [Southern]. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Henry Paul
Mayor
May 28, 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:

On behalf of the Georgia Petroleum Council, I wish to express support for Norfolk Southern’s and CSX’s joint acquisition of Conrail. In order to maintain and improve Georgia’s competitive position in the rail industry, it is imperative to have two well balanced and competitive rail systems in the East. As Executive Director of the Georgia Petroleum Council, I am authorized to state the following position with respect to the above docket now before your Board:

1. We support any plan which promotes balanced rail competition in the territory served by Conrail. We 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. We 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.

3. It is our 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.

Sincerely,

Richard B. Cobb
Executive Director
May 28, 1997

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

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

Dear Mr. Williams:

Greenup County fully supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. CSX is one of the region's largest employers. Additionally, Greenup County's other industries depend on CSX for reliable rail transportation.

At Raceland, hundreds of our residents repair rail cars. Combined with the Russell yard next door, over 1,000 of our citizens are employed by the railroad earning a payroll of almost $45 million. We expect the expanded market reach and enhanced transportation service resulting from the proposed transaction to generate significant economic growth in our area. Such growth is crucial to us because it creates new jobs for our county.

Ashland, Inc., the other large employer of our citizens, relies on CSX to move its petroleum and chemicals. Without question, CSX is the critical link delivering raw materials to Greenup County industries and moving the county'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 Greenup County customers.

The acquisition of Conrail by CSX and Norfolk Southern will result in tremendous benefits for all. Because the value of this transaction is so significant to Greenup County, I urge the Surface Transportation Board to quickly review the application and give their...
approval. Greenup County wants to be able to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

Robert W. Carpenter
County Judge/Executive

RWC/ar
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 Vine Street, Suite 310
Lexington, Kentucky 40507
May 19, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois' manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Larry Sloever
City Manager

LS/cb
May 21, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control-Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ohio.

CSX and Norfolk Southern's control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

CITY OF GREENVILLE

Richard A. Rehmert
Mayor
May 20, 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 Mayor, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

The City of Harriman has a longstanding relationship with Norfolk Southern and Southern Railway prior to 1982. As the railroad grew and prospered, so did the City of Harriman. NS and CSX together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with 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 our community and the state.
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,

Harold Wester
Mayor

HLW/mte

cc: 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
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 Souther 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.

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,

William D. Gorman
Mayor
May 19, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois' manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Bob Nagel
Mayor

115 Broadway  P.O. Box 218  Highland, Illinois 62249-0218  (618) 654-9891
May 28, 1997

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

RE: STB Finance Docket No. 33388, CSX Corporation and CSX Transportation, 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,

Charles I. Ecker
County Executive

bcc: Stephen C. Thienel
Regional Vice President, CSX
May 6, 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 Gail N. Kemp and I am the Mayor of the City of Huntingburg, Indiana. On behalf of the City of Huntingburg, Indiana, we wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. We are acting by a motion made, seconded, and passed giving authorization of the Huntingburg Common Council to speak on its behalf.

The City of Huntingburg, Indiana has a longstanding relationship with Norfolk Southern and, before their merger, the Southern Railway. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that the proposed acquisition of Conrail by NS and CSX will benefit our community by making Norfolk Southern a stronger railroad. Such a combination will allow industries in our 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 NS 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.
We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Very truly yours,

Gail N. Kemp
Mayor

GK:ss
May 20, 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:

I am writing to convey the wholehearted support of the City of Huntington, WV for the proposal which is being brought before the Surface Transportation Board in the captioned proceeding. The City of Huntington'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 opportunities in the City of Huntington. Such expanded opportunities are crucial to the community as it creates new jobs for Huntington residents and residents of the West Virginia-Ohio-Kentucky tri-state region. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and Norfolk Southern rail systems.

In addition to the direct and indirect benefits which will accrue to Huntington, West Virginia by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and Norfolk Southern 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. The diversion of freight traffic from highways to railroads would help reduce highway congestion to more acceptable levels while benefiting air quality in the region.
In conclusion, the City of Huntington urges the Surface Transportation Board to approve the application filed in the captioned proceeding as expeditiously as possible, thereby enabling our residents to begin realizing the benefits of the improved rail service which will result from the proposed transaction.

Sincerely,

Jean Dean
Mayor
Huntington, West Virginia

cc: John Snow, Chairman, CSX Corporation
    Tim Hensley, Resident Vice President, CSX Transportation
March 21, 1997

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

Dear Mr. Secretary:

A large segment of our economy has been built around railroads. 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 a part of the Conrail system into CSX Transportation is a very positive development for West Virginia. I understand that the merger, pending final negotiations with Norfolk Southern and once complete, will create new business for CSXT’s Huntington Locomotive Shop.

One of our major employers, CSX is already delivering in excess of $400 million annually to West Virginia’s economy. There are approximately 3,300 rail positions in the state that also cross-pollinate with CSXT maintenance facilities in border areas like Raceland, KY and Cumberland, MD, in addition to boundaries with Virginia and Ohio.

Moreover, I understand the merger would allow both CSXT and NS to provide more attractive service to West Virginia shippers, including noted coal, chemical and steel producers, plus other important manufacturers. It is apparent that the merger would enhance Midwestern markets for locally-made goods and offer entirely new avenues of commerce in the Northeast. We recognize that stronger rail service will help our companies more effectively in the marketplace.

The Huntington Regional Chamber of Commerce fully endorses the proposed CSXT-Conrail merger. We are confident that CSX would build upon this opportunity to create a stronger, more competitive company that will benefit West Virginia and its citizens.

Sincerely,

Kenneth B. Boz
President
May 2, 1997

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
STB Finance Docket No. 33388
1925 K Street, N.W.
Washington D.C. 20423-001

VERIFIED STATEMENT OF RICHARD TUCKER

HUNTSVILLE MADISON COUNTY AIRPORT AUTHORITY

FINANCE DOCKET NO. 33388

My name is Richard Tucker, and I am Executive Director of the Huntsville-Madison County Airport Authority. I have worked for the Airport Authority since 1978 and held my position for approximately three years. My duties include the responsibilities of all operations of the Huntsville-Madison County Airport Authority in Huntsville, Alabama.

The Huntsville-Madison County Authority is a public corporation responsible for the management of Huntsville International Airport, Jetplex Industrial Park and the International Intermodal Center. We have rail-served intermodal facilities located at 2850 Wall Triana Highway. The International Intermodal Center is served exclusively by Norfolk Southern. The International Intermodal Center was built in 1986 involving a $13 million investment, funded jointly by the Federal Aviation Administration, Economic Development Administration, Appalachian Regional Council and the Huntsville-Madison County Airport Authority. The International Intermodal Center has been in business over ten years and has handled more than 160,000 containers and trailers during this time. The International Intermodal Center is the location of the inland Port of Huntsville with US Customs, USDA, brokers and forwarders having on-site offices.

It is my understanding that CSX and NS intend to file an application to control Conrail, and to divide and operate its routes as part of their existing systems. I also understand that a key element of the NS plan is improved and expanded intermodal (and multimodal) services. Extended NS intermodal service will help to meet our transportation needs throughout the territory now served by Conrail. Opening Conrail markets to service by two rail carriers of
comparable size and scope, each with its own tracks and terminals, will offer us the advantages of competitive service and pricing without fragmenting the market and hurting services. For too long, customers which ship or receive product into and out of the Northeast have had the service of only one rail carrier. And as is the case when only one company is able to operate in a particular market, service suffers and the price is non-competitive. While there may have been an historical reason for insulating northeastern railroading from competition, that time is past, and it is time for customers interested in this market to have service by more than one rail carrier which owns its facilities. And, the rail carriers which will compete in the Northeast should not be just any rail carriers. They must be carriers which are of comparable size and scope, and provide a competitive service.

Since our intermodal facility is located on the lines of NS, we would welcome the benefit of increased market access for single-line rail transportation. Over 70% of the traffic base is international cargo. Of the 30% domestic, very little intermodal traffic moves between the Northeast and Huntsville. We are vitally interested in developing these markets and others through better rates and service with single line application. We have used NS for several years and have been satisfied with their service. We are confident that they would be able to provide good service on any Conrail lines which they acquire.

In addition to the competitive reasons stated above, my company would welcome the extension of NS service into the northeast. NS's capital investment in its intermodal facilities and service are well known in the industry, as are its strong commitments to growth and service. Further, we have been impressed with NS's commitment to safety, as evidenced by its evidence of continued success in winning the Harriman Award.

To summarize, we believe that approval of the application of CSX and NS to acquire Conrail should be approved by the STB.

I, Richard Tucker, 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 on May 2, 1997.

Sincerely,

Richard Tucker, Executive Director
Huntsville-Madison County Airport Authority
May 28, 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 wholehearted support of the City of Hurricane City Council for the proposal which is being brought before the Board in the captioned proceeding. Hurricane's economic interests need reliable rail transportation and the proposed transaction will enable more competitive rail service and provide a single line access to many more customers and suppliers within Hurricane's trade development area.

I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in our area. This growth is crucial because new jobs created from the development mean prosperity for our citizens. Hopefully, the transaction will result in more railroad jobs on the expanded CSX and NS rail systems.

In addition to the direct and indirect benefits for Hurricane 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. Motor carriers have retained a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is important, but some diversion of freight traffic to the railroads would help reduce highway traffic to more acceptable levels.
In conclusion, Hurricane Council urges the Board to approve the application filed in the captioned proceeding expeditiously enabling residents and businesses to begin realizing improved rail service which will result from the proposed transaction.

Sincerely,

Raymond Peak, Mayor
City of Hurricane

cc: Mr. John W. Snow
Chairman
CSX Corporation
PO Box 85629
Richmond, VA 23285-5629
May 28, 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

Dear Mr. Williams:

My name is Frank A. Pratt. As President of the Jackson Alliance for Business Development, I have been authorized to state the following position with respect to the acquisition of Conrail by NS and CSX, which is now before your Board:

1. We support any plan which promotes balanced rail competition in the territory served by Conrail. We want our industries to have viable competitive rail service alternatives to and from markets which have heretofore been unavailable to them because of the absence of another railroad.

2. We 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.

3. It is our position that competitive access through ownership of rail lines by two strong, competitive railroads is necessary to achieve the level of competition in this territory.

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: [Signature]
Frank A. Pratt

JACKSON ALLIANCE FOR BUSINESS DEVELOPMENT
133 West Michigan Avenue
Jackson, Michigan 49201
517.788.4455 FAX 517.788.4337
May 15, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street NW
Washington, DC 20430-0001

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

Dear Mr. Williams:

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

The City of Jackson 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 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 Jackson and the state of Tennessee.
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,

Charles H. Farmer  
Mayor

cc:  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
April 30, 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 Co.
-Control and Operating Leases/Agreements-
Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the City of Kenova, Wayne County, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor and have been duly authorized to speak on its behalf.

The City of Kenova has a longstanding relationship with NS and, before their merger, the (NW)(Southern). NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, ineffect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Sincerely,

Albert L. Lester, Mayor
May 22, 1997

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

Dear Mr. Williams:

The County of Kenton, the keystone of the Northern Kentucky arch, strongly supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern, as referred to in Finance Docket No. 33388. It is critical to this important region of Kentucky that industry, business and agriculture all have access to reliable rail transportation, and this transaction will surely result in tremendous benefits to us.

Northern Kentucky is in critical need of this third leg to our three legged stool: air transport, road transport and rail transport. At the present time, the Cincinnati/Northern Kentucky International Airport, the second largest hub in the entire Delta Airlines System, provides access to most of North America with direct flights. The road system connects I-71 from Cleveland, Ohio, I-75 from Detroit, Michigan and I-74 from Indianapolis, Indiana and beyond, with the southern connections to Louisville, Chattanooga, Tampa and Miami.

The strengthening of our rail connections as envisioned in the above acquisition would complete the role of this important region in transportation throughout the United States.

We believe that robust competition will be brought to a broader area after the approval of this transaction, as CSX and Norfolk Southern continue the active competition that exists wherever they operate today. We believe that a balanced rail system in the East will result with two truly strong railroads. This will in turn result in better, faster and more reliable service; improved efficiency; and better interchange with other regions for all Kentucky customers.

We are already well served by CSX in delivering raw materials to Kentucky industries, and for moving our finished products to the rest of the nation, and hence to the world. The proposed acquisition will provide our freight shippers
with single line access to many more customers and suppliers, and as indicated
above will provide a link to other forms of transportation in a true Intermodal
System.

Along with the benefits outlined above, we expect the enhanced transportation
service resulting from this transaction to generate significant economic growth in
Northern Kentucky. Through the Tri-County Economic Development
Corporation, Northern Kentucky has really come into its own in the past ten (10)
years, and the completion of this vastly improved rail link will aid our continuing
efforts to bring heavy industrial growth to the area. This is critical not only to the
three counties of Northern Kentucky, but to the economy of the entire
Commonwealth of Kentucky.

Because the value of this acquisition is so significant to Northern Kentucky, I
urge the Surface Transportation Board to review the application expeditiously,
and to give it their approval. The private sector in Northern Kentucky is ready to
take advantage of this new market reach and transportation efficiencies as
promised by the proposed acquisition of Conrail. As just one example, Northern
Kentucky has recently become the headquarters of TMNA (Toyota Motor
Manufacturing of North America), and as you are aware Toyota is a substantial
user of rail transportation in their manufacturing and distribution activities. Your
early action on this proposal will bring about early enjoyment of the benefits of
this new balanced and stronger rail system to all Kentuckians.

Very truly yours,

CLYDE MIDDLETON
KENTON COUNTY JUDGE/EXECUTIVE

CM/cb

cc: Mr. Thomas L. Preston, Chairman
Preston Group Inc.

Mr. John W. Snow, Chairman
CSX Corporation

Mr. Jay Westbrook, Resident Vice President
CSX Corporation

Mr. Pete Carpenter, President and Chief Executive Officer
CSX Transportation
01 May, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
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 city of Kermit, West Virginia, I wish to express my support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor Jim Webb of Kermit and have been duly authorized to speak on its behalf.

The city of Kermit has a longstanding relationship with NS and, before their merger, the NW Southern. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been unable to reach only at a competitive disadvantage.

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

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

By signature
Mayor Jim Webb
June 2, 1997

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1201 Constitution Avenue, N. W.
Washington, D. C. 20423

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

Dear Mr. Williams:

I urge you to approve the acquisition of Conrail by CSX Transportation and Norfolk Southern. The efficiencies this deal will bring can make a major difference to the Knoxville economy.

Knoxville is ideally located to take advantage of the major markets of the east and midwest. However, our manufacturers suffer from the lack of direct single-line freight rail service to those major markets. Every year millions of tons of goods produced in our area are subject to costly delays because they must go through an interchange to reach important markets.

This problem affects most of our largest industries, including AmeriSteel and ALCOA. Another major employer, which manufactures corn sweetener, experiences delays as it waits for tons of corn from the midwest.

In every case, single-line service would mean our customers would get their goods quicker, cheaper and with less trouble. Those greater efficiencies would reduce costs and protect local jobs by making the goods we produce more competitive.

Knoxville has built a strong economy based on a strategic location, a dedicated work force, a pro-business tax structure and educational excellence. We want to continue our growth by gaining greater access to important markets that single-line freight rail service affords.
Mr. Vernon A. Williams  
June 2, 1997  
Page Two

Please approve the acquisition of Conrail by CSX and Norfolk Southern. Thank you for your consideration of this matter.

Sincerely yours,

[Signature]

Victor Ashe

VA: cw
June 2, 1997

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

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

Dear Mr. Williams:

I am writing in support of the proposed acquisition of Conrail by CSX and Norfolk Southern  
because of what it means for the Greater Knoxville region.

Knoxville is ideally located in the Appalachians at an even distance between the agricultural  
Midwest, the growing industries of the Southeast, and the varied markets of the Northeast.

But there is one key component we do not have that is crucial in order for us to take full  
advantage of our excellent location. That component is direct rail freight to the Northeast and  
Midwest with single-line service. Presently, the goods produced by the hard-working people of  
Knoxville and surrounding area are put at an unnecessary disadvantage by costly delays in rail  
transportation.

This means that today, our local major manufacturer of reinforcing steel bars has to send its  
product through an interchange to reach construction sites in the Northeast.

The same is true for a nearby manufacturer of aluminum foil. The current freight rail  
configuration slows the flow of aluminum from Knoxville to the big East Coast retailers.

Another local employer is a company that makes corn sweetener. Here the problem has to do not  
with a finished product going out, but with delays to a raw material coming in -- tons of corn  
from the Midwest.

Another nearby company converts paper from one grade to another. It, too, relies on the inflow  
of massive industrial rolls of paper.
Mr. Vernon A. Williams

In all these cases and others -- from steel bathtubs to chemicals -- business is slowed because we lack one direct, simple, single-line service to the markets that serve us and the markets we need to reach.

In every case, single-line service means our customers would get their goods quicker, cheaper, and with less hassle. That would reduce costs and protect jobs by making the goods we produce in Knoxville and East Tennessee more competitive.

I urge you to end this unnecessary, artificial cost of delay by approving the Conrail acquisition by CSX and Norfolk Southern.

Sincerely,

Jack Hammontree
President & CEO

JH/gh
May 19, 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 Co.
Control and Operating Leases/Agreements
Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams,

On behalf of the Greater Lafayette Chamber of Commerce, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

The Greater Lafayette Chamber of Commerce has a longstanding relationship with Norfolk Southern and, before their merger, the Norfolk & Western. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that the proposed acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered rail competition to areas where Conrail has, in effect, had an outright monopoly. This 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.

We strongly support the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved.

Sincerely,

E. Dana Smith
President

P.O. Box 34
Lafayette, Indiana 47902-0348
Phone: 765-742-4041 • Fax: 765-742-6276
May 30, 1997

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

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

Dear Mr. Williams:

The State of Illinois enjoys a strong economy today due to the role the rail industry has played and continues to play throughout the state. Illinois was built on the strength of the railroads. The railroad industry continues to play a vital role in the economy of the state.

As a Lansing Village Trustee, I want to make sure that the railroads continue to maintain a strong and competitive presence in Illinois. That is why I wish to support the acquisition of Conrail by Norfolk Southern and CSXT. The merger of these companies will allow these railroads to grow and become even more of an economic benefit to the people of my district and to everyone in Illinois.

I, Daniel R. Podgorski, 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,

Daniel R. Podgorski
Lansing Village Trustee
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 Laurel County’s full support for the proposed acquisition and control of Conrail by CSX and Norfolk Southern. As CSX is a major employer in this area, the company's well-being is vital to our community.

CSX employs nearly 700 of this region's residents, with a payroll of almost $31 million. We expect the enhanced transportation service resulting from the proposed acquisition to generate significant economic growth. Such growth is crucial to us because it translates into jobs for Laurel County's residents. In addition, this growth may also have a positive effect on rail jobs here.

Kentucky's industries must have access to reliable rail transportation and this transaction will result in tremendous benefits. By eliminating many troublesome interchanges, the acquisition will result in better, faster, more reliable services, improved efficiency; and a broader geographic reach for all of Laurel County's rail customers. Our shippers will see reduced transit times for their shipments and will be able to expand into many new markets.

I would urge the Surface Transportation Board to expeditiously review the application and give their approval. Laurel County anxiously awaits the
opportunity to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

Dennis Karr
Laurel County Judge/Executive

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

       Mr. Jay S. Westbrook
       Residents Vice President
       CSX Corporation
       333 West Vine Street, Suite 310
       Lexington, Kentucky 40507
May 22, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by SCX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. The industrial, business and agricultural interests in the City of Lawrence need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to the City of Lawrence.

CSX and Norfolk Southern's control of Conrail also offers residents of Lawrence opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting our community's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for the City of Lawrence. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Thomas D. Schneider
TDS/bjs
May 19, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana’s industrial, business and agricultural interests as well as the Lebanon Business Park need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Indiana and Boone County.

CSX and Norfolk Southern’s control of Conrail also offers residents of Indiana opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Indiana’s manufactured goods and agricultural commodities.
The control of Conrail by CSX and Norfolk Southern is a positive for Indiana and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

[Signature]

James H. Acton
Mayor
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

Dear Mr. Williams:

On behalf of the Town of Lester of Raleigh County, West Virginia, I wish to express support for
the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Mayor of the Town of Lester
and have been duly authorized to speak on its behalf.

The Town of Lester has a longstanding relationship with NS and, before their merger, the NS.
NS has been a valuable corporate citizen through its support of various civic and philanthropic
projects. In addition, NS' strong and effective industrial development efforts have proven to be
invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making
NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail
has, in effect, had an outright monopoly should provide the benefits of competitive rail service to
those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and
authorized to make this statement.

Sincerely,

[Signature]

Ivan D. Snuffer, Mayor
Lexington-Fayette Urban County Government
Pam Miller, Mayor

June 1, 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 Lexington-Fayette Urban County Government wholeheartedly supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. Lexington’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 Lexington customers.

CSX already serves as a critical link delivering raw materials to Lexington industries and for moving Lexington’s finished products to the rest of the nation and the world. The proposed transaction will provide Lexington’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 Lexington. 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 Lexington’s residents. And with CSX alone employing 255 Fayette County residents, with a payroll nearly $12 million, this growth may have a dramatic effect on rail jobs here.
Because the value of this acquisition is so significant to Lexington, I would urge the Surface Transportation Board to expeditiously review the application and give their approval. Lexington 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,

Pam Miller
Mayor

Cc: Mr. John W. Snow, Chairman
    CSX Corporation - Richmond
    Mr. Jay S. Westbrook, Resident V.P.
    CSX Corporation - Lexington
May 5, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
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

Dear Mr. Williams:

On behalf of the County Commission of Logan County, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am President of the Logan County Commission and have been duly authorized to speak on its behalf.

The County of Logan has a longstanding relationship with NS and, before their merger, the NW. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS’ strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved.
Mr. Vernon A. Williams, Secretary  
Page 2  
May 5, 1997

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 Arthur E. Kirkendoll  
President  
Logan County Commission

AEK/zw
Mr. John W. Snow  
Chairman  
CSX Corporation  
PO Box 85629  
Richmond, Virginia 23285-5629  

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

Dear Mr. Snow:  

The City of London fully supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. CSX is an important corporate citizen in our community. The company’s future is crucial to us.  

With a payroll of nearly $31 million, the 700 CSX employees dramatically impact London’s economy. The enhanced transportation service resulting from the proposed acquisition will likely generate significant economic growth. Such growth means jobs for London. And this growth may also have a positive effect on rail jobs here.  

Kentucky’s industries must have access to reliable rail transportation and this transaction will result in tremendous benefits. By eliminating many troublesome interchanges, the acquisition will result in better, faster, more reliable service; improved efficiency; and a broader geographic reach for all of London’s rail customers. Our shippers will see reduced transit times for their shipments and will be able to expand into many new markets.  

The City of London urges the Surface Transportation Board to review the application and give their swift approval. The citizens of this community eagerly await the opportunity to enjoy the benefits of this new balanced and stronger rail system.  

Sincerely,  

Ken Smith, Mayor  
City of London  

City Council Members:  
Bill Azbill  • Sharon Benge  • Barbara Cox  • Troy Rudder  • Bill Smith  • Bruce Yandell
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

Dear Mr. Williams:

I am writing to express the Louisville & Jefferson County Riverport Authority’s support for approval of the transaction which will allow Norfolk Southern and CSXT to acquire Conrail and subsequently divide its assets.

The Riverport is jointly served by Norfolk Southern, CSXT and Paducah and Louisville Railroad. The transfer terminal utilizes a double loop track and handles approximately 1 million tons of coal/year. In addition, the Riverport houses several rail-served industries.

We believe Norfolk Southern and CSXT’s joint application to control Conrail describes the idea of two strong railroads with similar size and scope competing in the eastern United States. Joint line rail service into the Northeast has tended to inhibit our ability and our tenants’ ability to reach and source from markets in that geographic area. The competitive environment that Norfolk Southern and CSXT’s acquisition and division of Conrail will develop can help to expand coverage in those markets. The Riverport is eager, on behalf of our rail-served customers, to have the acquisition of Conrail confirmed by the Surface Transportation Board in order to experience its benefits.
For these reasons, we believe that the Surface Transportation Board should approve Norfolk Southern and CSXT's joint application for the acquisition of Conrail.

Sincerely,

Larry McFall
President
May 23, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams;

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana’s industrial business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Indiana.

CSX and Norfolk Southern's control of Conrail also offers residents of Indiana opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Indiana’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Indiana and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

[Signature]

Jerold L. Bridges
Director, Madison County Council of Governments
May 21, 1997

Mr. Vernon A. Williams, secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control-Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio’s industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ohio.

CSX and Norfolk Southern’s control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Jack L. Kellogg
Mayor

JLK's
May 22, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois' manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

E. F. "BUD" BLOODWORTH
Mayor

The City of Marshall

E. F. "BUD" BLOODWORTH • MAYOR

GEORGE O. SMITH • BOBBIE JOE FRANCIS • KILE L. NAVE • STEVE CALHOUN
Superintendent of Utility • Assistant Superintendent • Chief of Police • Office Manager
May 28, 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 Martinsburg's wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. Martinsburg'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 Martinsburg. Such growth is crucial to us because it creates new jobs for Martinsburg 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 Martinsburg 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 inner city 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 28, 1997  

In conclusion, the City of Martinsburg 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,

Earnest L. Sparks  
Mayor  

cc: Mr. John W. Snow, Chairman, CSX Corporation  
    Mr. Tim Hensley, Resident Vice President, CSX Corporation

ELS:gin
May 19, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above reference docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Tom Toner, Mayor
City of Martinsville
19 W. Cumberland St.
Martinsville, IL 62442
2 June 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 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:

The Maryland Chamber of Commerce supports the above agreement between CSX and Norfolk Southern to acquire and divide Conrail because of the dual rail service such an arrangement will bring to Maryland, and specifically to the Port of Baltimore. All regions of Maryland will be better served, whether it be through improvements to and expansion of MARC commuter service in Central and Western Maryland, or continued rail service on Maryland's Eastern Shore.

Adequate rail support to the Port of Baltimore represents a critical link to the State's economic growth, in general, and several important industry sectors in Maryland, including distribution, coal and agribusiness. Norfolk Southern and CSX have committed to substantial investments in infrastructure improvements which will provide for double-stacking on their respective routes into and out of Baltimore's Port. The acquisition and division of Conrail has solidified this much needed enhancement.

Competition, rather than domination, will protect railroad jobs and strengthen the economic viability of Maryland businesses that rely on rail transport. For these reasons, the Maryland Chamber of Commerce urges the Surface Transportation Board to approve the acquisition and division of Conrail.
Dear Mr. Williams:

On behalf of the Town of Matewan of Mingo County, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor of Matewan and have been duly authorized to speak on its behalf.

The County of Mingo has a longstanding relationship with NS and, before their merger, the [NW] [Southern]. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

May 16, 1997

Johnny Fullen
Mayor

Sheila L. Kessler
Recorder

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

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

Dear Mr. Williams:

On behalf of the Town of Matewan of Mingo County, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor of Matewan and have been duly authorized to speak on its behalf.

The County of Mingo has a longstanding relationship with NS and, before their merger, the [NW] [Southern]. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

May 16, 1997

Johnny Fullen
Mayor

Sheila L. Kessler
Recorder
May 15, 1997

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
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  
Finance Docket No. 33388

Dear Mr. Williams:

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

Tennessee's shortlines have had 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 heretofore either been unable to reach or have been able to reach only at a competitive disadvantage. Shippers on our shortlines, as well as those on NS and CSX, will receive more competitive rail service 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.

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 of Conrail by NX and CSX and urge that their application be approved as expeditiously as possible.

Sincerely,

Ed Harlan
County Executive
Chairman, Tennessee Shortline Alliance

EH/njr
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 Co.
- Control and Operating Leases/Agreements -
Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the McDowell County Commission of Welch, WV, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am president of the McDowell County Commission and have been duly authorized to speak on its behalf.

The County of McDowell has a longstanding relationship with NS and, before their merger, the (NS) (Southern). NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.
We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Gordon O. Lambert, President
May 2, 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

Dear Mr. Williams:

On behalf of the County Commission of Mercer, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. We have been duly authorized to speak on its behalf.

The county of Mercer has a longstanding relationship with NS and, before their merger, the [NW] [Southern]. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.
May 28, 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. The City of Meridian'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 Meridian 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.

CITY DEPARTMENTS

Chief Administrative Officer:
(601) 485-1929
FAX: (601) 485-1911

Community Development:
(601) 485-1910
FAX: (601) 485-1911

Finance and Records:
(601) 485-1946
FAX: (601) 485-1911

Fire:
(601) 485-1822
FAX: (601) 485-1878

Parks and Recreation:
(601) 485-1902
FAX: (601) 485-1851

Police:
(601) 485-1914
FAX: (601) 485-1960

Public Works:
(601) 485-1920
FAX: (601) 485-1864

601 24th Avenue
Post Office Box 1430
Meridian, MS 39302-1430
E-mail: cityadmin@cybertron.com
www.cybertron.com/citymdn
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,

[Signature]

John Robert Smith
Mayor

JRS/sm
May 27, 1997

Vernon A Williams, Secretary
Surface Transportation Board
12th and Constitution Ave., N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control- Conrail STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express our strong support for the planned control of Conrail by CSX Corp. and Norfolk Southern Corp., as proposed in Finance Docket No. 33388.

Ohio’s business, industrial and agricultural interests, need the best possible rail transportation. Middle Point Village Council believes this transaction will provide Ohio’s key industries with new transportation options and increased market reach, at potentially lower costs, including our local industrial and agricultural businesses.

Many of these industries will be able to access key Eastern, Midwestern, Southern and perhaps international customers and suppliers, with single line service. Rail service would be faster, reliable and more efficient, which would be a major benefit to Ohio.

CSX and Norfolk Southern’s control of Conrail also offers residents of Ohio, opportunities for new business and industrial growth with the resultant new jobs it would create. Our ability to compete in the global economy is crucial and approval of this control application will also increase the number of East Coast ports, to which our state’s companies will have efficient and cost effective access. New possibilities for exporting Ohio’s manufactured goods and agricultural commodities, will be created.
The control of Conrail by CSX and Norfolk Southern is a positive for our Village, Ohio and the entire United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Arthur N. Eversole
Mayor

ANE/mg

cc: Council files
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

Dear Mr. Williams:

The County Commission of Mingo County, West Virginia, wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Commission's President and have been duly authorized to speak on its behalf.

The County of Mingo has a longstanding relationship with NS and, before their merger, the Norfolk Western. Norfolk Southern has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Curtis Fletcher, President Pro Temp
Mingo County Commission
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 my wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. Montgomery’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 Montgomery’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.

Sincerely,

Emory Folmar
Mayor
May 29, 1997

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

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

Dear Mr. Williams:

I am writing to convey the City of Montgomery's wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. The City of Montgomery'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 the City of Montgomery. Such growth is crucial to us because it creates new jobs for the City of Montgomery's residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and NS systems.

In addition to the direct and indirect benefits which will accrue to the City of Montgomery 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 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 City of Montgomery 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,

James F. Higgins, Jr.
Mayor

Copy: Mr. John W. Snow
Chairman
CSX Corporation
PO Box 85629
Richmond, VA 23285-5629
May 27, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
STB Finance Docket No. 33388
1915 K Street N.W.
Washington, D.C. 20423-0001

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

Dear Mr. Williams:

On behalf of the city of Morenci, Michigan, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am mayor of Morenci and have been duly authorized to speak on its behalf.

The city of Morenci has a longstanding relationship with NS and, before their merger, the Norfolk and Western. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS's strong and effective industrial developments have proven to be invaluable to our community, as well as other areas of our state.

We truly believe that the proposed acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such combination will allow industries in our 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 NS and CSX have offered rail competition to areas where Conrail has, in fact, had an outright monopoly. This proposed acquisition should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from those areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved.

By 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.

[Signature]
Mayor
May 19, 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 Mayor, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

The City of Morristown has a longstanding relationship with Norfolk Southern and Southern Railway prior to 1982. As the railroad grew and prospered, so did Morristown. NS and CSX together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with 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 our community and the state.

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,

J.B. Shockley, Mayor

cc: 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

Norfolk Southern Corp.
RECEIVED
MAY 27 1997
Office Of Ch.
May 29, 1997

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

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio’s industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ohio.

CSX and Norfolk Southern’s control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Mount Gilead, Ohio. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Tom Whiston
Mayor
April 30, 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

Dear Mr. Williams:

On behalf of the City of Mullens, Wyoming County, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor of Mullens and have been duly authorized to speak on its behalf.

The City of Mullens has a longstanding relationship with NS and before their merger, the NW. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be valuable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, if effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

By Morgan R. Davis, Mayor Mullens
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 Vice President of Economic Development for the Nashville Area Chamber of Commerce, I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

We have a long-standing relationship with CSX Transportation. CSX and NS together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with 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.

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

Sincerely yours,

Fred H. Harris, Vice President  
Economic Development

FH/H/kaf

CC:  
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

Mr. Tom Benson  
CSX Transportation  
5200 Maryland Way, Suite 340  
Brentwood, TN 37027

Ms. Susan J. Bickford  
Norfolk Southern Public Affairs  
611 Commerce Street, Suite 2904  
Nashville, TN 37203
May 6, 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 Marynell S. Bogue. On behalf of the Economic Development Corporation of New Castle, Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Executive Director of the New Castle Economic Development Commission and have been duly authorized to speak on its behalf.

The Economic Development Corporation of New Castle has a long-standing relationship with NS and, before their merger, the Norfolk & Western. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that the proposed acquisition of Conrail by NS and CSX will benefit our community by making Norfolk Southern a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have submitted will eliminate rail competition to near where Conrail has in effect had an outright monopoly. This 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.

We strongly support the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved.

By my signature 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.

Marynell S. Bogue
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:

My name is Lynn H. Shaw. On behalf of the City of New Haven, Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Mayor of New Haven and have been duly authorized to speak on its behalf.

The City of New Haven, Indiana has a longstanding relationship with NS and, before their merger, the Norfolk & Western. In addition, NS’s strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered bring rail competition to areas where Conrail has, in effect, had an outright monopoly. This 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.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Sincerely,

Lynn H. Shaw
Mayor
City of New Haven

cc: File
Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio’s industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ohio.

CSX and Norfolk Southern’s control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is critical for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Dorothy J. Sholes
Mayor
Village of New London, Ohio
May 29, 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

Dear Mr. Williams,

On behalf of the Four Flags Area Chamber of Commerce of Niles, Michigan, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Executive Director and have been duly authorized to speak on its behalf.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved.

Be 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 Richard D. Carey

[Signature]
May 6, 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 Lease/Agreements-  
Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the Town of Northfork, McDowell County WV, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor of Northfork and have been duly authorized to speak on its behalf.

The Town of Northfork has a longstanding relationship with NS and, before their merger, the (NW) (Southern). NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our State.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

By [Signature]

Terry Mason
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 Lee R. Ayers. On behalf of the city of Oakland City, Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Mayor of Oakland City and have been duly authorized to speak on its behalf.

The city of Oakland City, Indiana has a longstanding relationship with Norfolk Southern and, before their merger, the Southern Railway. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

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

The competitive package NS and CSX have offered rail competition to areas where Conrail has, in effect, had an outright monopoly. This 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.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

By

Honorable Lee R. Ayers
SUPPORT OF NS

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
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 Operating Leases/Agreements
Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

On behalf of the Town of Oceana of Wyoming County, WV, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the mayor of Oceana and have been duly authorized to speak on its behalf.

The Town of Oceana has a long-standing relationship with NS and, before their merger, the NW. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.
We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Respectfully,

James Pennington
Mayor
May 22, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Ave. N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control-Conrail
STB Finance Docket No.33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois' manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

[Signature]
Frank Clinton, Mayor
May 16, 1997

Mr. Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, NW  
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 as the Mayor of the City of Parkersburg, my whole-hearted support for the proposal which is being brought before the Board in the captioned proceeding. The City of Parkersburg’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 the City of Parkersburg. Such growth is crucial to us because it creates new jobs for The City of Parkersburg’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 The City of Parkersburg 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 motor carriers. The motor carriers will always retain a major share of the intricate 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, as Mayor I urge 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,

Eugene A. Knotts, Mayor
City of Parkersburg

EAK/aof

cc: Mr. John W. Snow
    Mr. Tim Hensley
May 20, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana’s industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Indiana.

CSX and Norfolk Southern’s control of Conrail also offers residents of Indiana opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Indiana’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Indiana and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Doug McGee, Town Manager
Town of Pendleton

119 W. STATE ST. P.O. BOX 358
PENDLETON, IN 46064 (317)778-2173
May 6, 1997

Mr. Vernan 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 Agreements
Conrail, Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

My name is Jack B. Greenlee. On behalf of the City of Plymouth, Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Mayor of the City of Plymouth and have been duly authorized to speak on its behalf.

The City of Plymouth has a longstanding relationship with Norfolk Southern and, before their merger, the Norfolk & Western. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

We truly believe that the proposed acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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.
Page 2
Mr. Vernon A. Williams, Secretary
May 6, 1997

The competitive package NS and CSX have offered rail competition to areas where Conrail has, in effect, had an outright monopoly. This 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.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.

Sincerely,

[Signature]

Jack B. Greenlee, Mayor

JBG/mn
May 27, 1997

Vernon A. Williams
Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. West Virginia's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, and more reliable and more efficient. This is a major benefit to West Virginia.

CSX and Norfolk Southern's control of Conrail also offers residents of West Virginia opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting West Virginia's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for West Virginia and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Russell V. Holland
Mayor City of Point Pleasant

RUH: fss
May 30, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
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:

On behalf of the Prince George’s County Economic Development Corporation (PGCEDC), I would like to convey our support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the President and Chief Executive Officer of PGCEDC and I am duly authorized to speak on behalf of our organization.

The acquisition of Conrail by Norfolk Southern and CSX should benefit our county by creating a stronger railroad. As I am sure you are aware, many businesses in our community depend on and utilize rail service. It is our belief that this will greatly enhance service and assist these important employers.

We strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and your consideration and prompt approval is greatly appreciated.

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: [Signature]
Dennis C. Murphy, President and Chief Executive Officer
Prince George’s County Economic Development Corporation
City of Princeton

May 19, 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

Dear Mr. Williams:

On behalf of the City of Princeton, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Mayor of Princeton and have been duly authorized to speak on its behalf.

The City of Princeton has a longstanding relationship with NS and, before their merger, the Norfolk & Western. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven invaluable to our community, as well as other areas in our state.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our 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 NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive service to those in our community who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and we 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 and authorized to make this statement.
BY

Anita Skeens Caldwell, Mayor
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:

The City of Raceland fully supports the proposed acquisition and control of Conrail by CSX and Norfolk Southern. CSX is one of the region's largest employers. Additionally, Raceland's other industries depend on CSX for reliable rail transportation.

At the Raceland car shop, hundreds of our residents repair rail cars. Combined with the Russell yard next door, over 1,000 of our citizens are employed by the railroad earning a payroll of almost $45 million. We expect the expanded market reach and enhanced transportation service resulting from the proposed transaction to generate significant economic growth in our area. Such growth is crucial to us because it creates new jobs for our county.

While this growth may have a dramatic effect on rail jobs here, other industries are likely to be affected, too. Ashland, Inc., the other large employer of our citizens, relies on CSX to move its petroleum and chemicals. Without question, CSX is the critical link delivering raw materials to our area's industries and moving the city'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 Northeastern Kentucky customers.

The acquisition of Conrail by CSX and Norfolk Southern will result in tremendous benefits for all. Because the value of this transaction is so significant to our city, I urge the Surface Transportation Board to quickly review the application and give their approval. Raceland wants to be able to enjoy the benefits of this new and stronger rail system.
Mr. Vernon A. Williams  
May 27, 1997  
Page 2  

Sincerely,  

[Signature]  

Charles Fields,  
Mayor of Raceland  

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

Mr. Jay S. Westbrook  
Resident Vice President  
CSX Corporation  
333 West Vine Street, Suite 310  
Lexington, Kentucky 40507
May 28, 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 Sec. Williams:

I am writing to convey the City of Ravenswood's support for the proposal which is being brought before the Board in the captioned proceeding. Ravenswood's industrial, business, and agricultural interests must have access to reliable rail transportation. 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 Ravenswood. Such growth is crucial to us because of the new jobs which are created for the residents of Ravenswood. 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 Ravenswood 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 City of Ravenswood 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.

Respectfully yours,

Clair Roseberry
Mayor
May 19, 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 County Executive of Rhea County, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

Rhea County has a longstanding relationship with Norfolk Southern and Southern Railway prior to 1982. As the railroad grew and prospered, so did our county. NS and CSX together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with 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 our community and the state.

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,

Billy Ray Patton
County Executive

BRP/jts
May 28, 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,

Larry E. Chavis
Mayor
May 23, 1997

Mr. Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, NW  
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. Companies doing business in Richmond will have the benefits of single-line service to the Northeast. This means that no longer will shippers experience delays at interchange points and have trouble tracking their merchandise.

The acquisition will also take trucks off I-95. This will help the rush hour traffic situation in Richmond and also help us comply with clean air act attainment, because rail locomotives emit significantly less harmful particulates than trucks.

Cordially,

James W. Dunn, CCE  
President

Greater Richmond  
Chamber of Commerce  
East Franklin Street  
At Office Box 12280  
Richmond, Virginia 23241  
Phone: (804) 648-1234  
Fax: (804) 780-0344
May 22, 1997

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
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.

Sincerely,

Gregory H. Wingfield
President
May 28, 1997

Vernon A. Williams, secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio’s industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Ridgeway and Hardin County.

CSX and Norfolk Southern’s control of Conrail also offers area residents opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for our area and for the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Tim Newland
Mayor
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 CITY OF RUSSELL FULLY SUPPORTS THE PROPOSED ACQUISITION
AND CONTROL OF CONRAIL BY CSX AND NORFOLK SOUTHERN. CSX IS ONE OF
THE REGION'S LARGEST EMPLOYERS. ADDITIONALLY, RUSSELL'S OTHER
INDUSTRIES DEPEND ON CSX FOR RELIABLE RAIL TRANSPORTATION.

AT THE RACELAND CAR SHOP, HUNDREDS OF OUR RESIDENTS REPAIR
RAIL CARS. COMBINED WITH THE RUSSELL YARD NEXT DOOR, OVER 1,000 OF
OUR CITIZENS ARE EMPLOYED BY THE RAILROAD EARNING A PAYROLL OF
ALMOST $45 MILLION. WE EXPECT THE EXPANDED MARKET REACH AND
ENHANCED TRANSPORTATION SERVICE RESULTING FROM THE PROPOSED
TRANSACTION TO GENERATE SIGNIFICANT ECONOMIC GROWTH IN OUR AREA.
SUCH GROWTH IS CRUCIAL TO US BECAUSE IT CREATES NEW JOBS FOR OUR
COUNTY.

WHILE THIS GROWTH MAY HAVE A DRAMATIC EFFECT ON RAIL JOBS
HERE, OTHER INDUSTRIES ARE LIKELY TO BE AFFECTED, TOO. ASHLAND,
INC., THE OTHER LARGE EMPLOYER OF OUR CITIZENS, RELIES ON CSX TO
MOVE ITS PETROLEUM AND CHEMICALS. WITHOUT QUESTION, CSX IS THE
CRITICAL LINK DELIVERING RAW MATERIALS TO OUR AREA'S INDUSTRIES AND
MOVING THE CITY'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 NORTHEASTERN KENTUCKY CUSTOMERS.

THE ACQUISITION OF CONRAIL BY CSX AND NORFOLK SOUTHERN WILL RESULT IN TREMENDOUS BENEFITS FOR ALL. BECAUSE THE VALUE RESULT IN TREMENDOUS BENEFITS FOR ALL. BECAUSE THE VALUE OF THIS TRANSACTION IS SO SIGNIFICANT TO OUR CITY, I URGE THE SURFACE TRANSPORTATION BOARD TO QUICKLY REVIEW THE APPLICATION AND GIVE THEIR APPROVAL. RUSSELL WANTS TO BE ABLE TO ENJOY THE BENEFITS OF THIS NEW BALANCED AND STRONGER RAIL SYSTEM.

SINCERELY,

KENNETH B. ROBERTS, MAYOR

COPIES:  
MR. JOHN W. SNOW  
CHAIRMAN  
CSX CORPORATION  
PO BOX 85629  
RICHMOND VIRGINIA 23285-5629

MR. JAY S. WESTBROOK  
RESIDENT VICE PRESIDENT  
CSX CORPORATION  
333 WEST VIDE STREET, SUITE 310  
LEXINGTON, KENTUCKY 40507
May 22, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th & Constitution Avenue, N.W.
Washington, DC 20423

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

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with transportation options providing increased market reach at potentially lower cost.

Many of these industries will be able to access key Eastern, Mid-western, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Illinois's manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for Illinois and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Chris Worman, Mayor
May 22, 1997

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

Dear Mr. Williams,

It is my pleasure to support 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.

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.

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.

Sincerely,

George Lusby
Scott County Judge/Executive

cc: Mr. Jay S. Westbrook
Mr. John W. Snow
May 21, 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 Sequatchie County Executive, I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

Sequatchie County has a longstanding relationship with CSX Transportation. As the railroad grew and prospered, so did Sequatchie County. CSX and NS together comprise approximately 90 percent of the Class I rail miles in the state of Tennessee. Both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Tennessee. The proposed merger will enable shippers to receive more competitive rail service and provide them with 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.

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

Sincerely,

Bill W. Harmon
County Executive

BWH:bil

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

Mr. David R. Good, Chairman
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510-9241
May 28, 1997

Vernon A. Williams, secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, DC 20423

Re: CSX and Norfolk Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams:

I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Shelby’s industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will provide our key industries with new transportation options and increased market reach at potentially lower costs.

Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Shelby and to Ohio.

CSX and Norfolk Southern’s control of Conrail also offers residents of Shelby opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast Ports to which area companies will have efficient and cost effective access. This will create new possibilities for exporting Ohio’s manufactured goods and agricultural commodities.

The control of Conrail by CSX and Norfolk Southern is a positive for our area. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Doris Payne-Biglin
Mayor
May 27, 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 NORTHERN SOUTHERN
RAILWAY COMPANY - CONTROL AND OPERATING
LEASES/AGREEMENTS - CONRAIL, INC. AND CONSOLIDATED RAIL
CORPORATION

Dear Mr. Williams:

On behalf of the City of Smyrna, 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. Smyrna is fortunate to have two equally strong Class I railroads and we have seen that the competition between Norfolk Southern and CSX is indeed healthy for the industrial, business and agricultural interests of this city. The proposed transaction will enable Smyrna’s 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 Smyrna and accordingly more jobs for the city’s residents.
In addition to the direct and indirect benefits which will accrue to Smyrna 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. This translates into fewer trucks on an already stressed highway system. Being responsible for the overall well being of a strong transportation plan for Smyrna, I fully support a balanced freight transportation system where railroads play a very strong and competitive role. Motor carriers will always retain a major share of the intercity business by virtue of their speed and flexibility, but some diversion of long haul freight traffic from highways to rail is a must to reduce highway congestion and detrimental environmental ramifications.

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 businesses and community of Smyrna, served by rail, to realize additional transportation efficiencies and benefits. The City of Smyrna, 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.

Yours truly,

A. Max Bacon
Mayor
May 27, 1997

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

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 chemical. These industries announced more than $2.5 billion in capital investment and 10,000 new jobs last year, and the competitive advantages 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 be 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 quickly and favorably approve this transaction.

Sincerely,

S. Hunter Howard, Jr.
President and Chief Executive Officer

cc: Mr. John W. Snow
    Mr. David R. Goode
May 29, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
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. Williams:

The State of Illinois enjoys a strong economy today due to the role the rail industry has played and continues to play throughout the State. The railroad industry continues to pay a vital role in the economy of the state.

As a Village Trustee of South Holland, Cook County, Illinois, I want to make sure that the railroads continue to maintain a strong and competitive presence in Illinois. That is why I wish to support the acquisition of Conrail by Norfolk Southern and CSXT. All of these railroads have been an integral part of the economy of Illinois for many years. Norfolk Southern alone contributes over $8 million to state and local taxes and employs over 1,600 people in Illinois. The merger of these companies will allow these railroads to grow and become even more of an economic benefit to the people of my village and to everyone in Illinois.

I, James H. Veld, 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,

James H. Veld
Village Trustee

JHV/cc
May 30, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
STB Finance Docket No. 33388
1915 K Street N.W.
Washington, D.C. 20423-0001

RE: CSX Corporation and CSX Transportation Inc.
Norfolk Southern Corporation and Norfolk Railway Company
- Control and Operating Lease Agreements -
Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

As City Manager of the City of Sterling Heights, Michigan, I am authorized to state the following position with respect to the acquisition of Conrail by NS/CSX now before your Board:

1. We support any plan which promotes balanced rail competition in the territory served by Conrail. We want our industries to have viable competitive rail service alternatives to and from markets which have heretofore been unavailable to them because of the absence of another railroad.

2. We 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.

3. It is our position that competitive access to markets into the East and Southeast by NS and CSX through ownership of rail lines by these two strong, competitive railroads is necessary to achieve the level of competition in each territory.

Sincerely,

Steve M. Duchane
City Manager
VERIFIED STATEMENT OF
ROBERT E. STEINER
on behalf of
TAMPA PORT AUTHORITY

My name is Robert E. Steiner. I am the Port Director of the Tampa Port Authority, located in Tampa, Florida. The Port of Tampa is the 11th largest port in the United States.

I am making this statement in support of the proposed joint acquisition of Conrail by CSX and NS. The Tampa Port Authority has worked in conjunction with CSX to enhance marketing efforts in its marketing area. CSX has been very beneficial in helping to stabilize and maximize the potential of the Port of Tampa’s endeavors in marketing. We feel they can do the same in connection with the Conrail servicing of markets in the northeast.

Another benefit would be less transit time in moving materials north and south. This I feel would free up products to flow more evenly rather than getting alternate carriers or commercial truck lines involved.

It is for the reasons above that Tampa Port Authority supports the proposed joint acquisition of Conrail.

I, Robert E. Steiner, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified to file this verified statement.

Signed: Robert E. Steiner
Port Director
Tampa Port Authority
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:

As President of the Tennessee Association of Business, 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 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.

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.

Sincerely,

[Signature]

cc: 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
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