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**The Public Service Commission  
State of South Carolina**

RUDOLPH MITCHELL  
COMMISSIONER, AT-LARGE

May 20, 1997

P.O. DRAWER 11649  
COLUMBIA, S. C. 29211  
(803) 737-5250

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*  
Rudolph Mitchell

RM:ng

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



**The Public Service Commission  
State of South Carolina**

**WILLIAM "BILL" SAUNDERS  
COMMISSIONER, FIRST DISTRICT**

**P.O. DRAWER 11649  
COLUMBIA, S.C. 29211  
(803) 737-5200**

**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

WS:ng

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

106



The Public Service Commission  
State of South Carolina

C. DUKES SCOTT  
COMMISSIONER, SECOND DISTRICT

P.O. DRAWER 11649  
COLUMBIA, S.C. 29211  
(803) 737-5270

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,

A handwritten signature in cursive script, appearing to read "C. Dukes Scott".

C. Dukes Scott

CDS:ng

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

May 22, 1997

William L. Bethea, Jr.  
Chairman  
Hilton Head

Edgar A. Buck  
Vice Chairman  
Charleston

Billy J. Coleman  
Secretary  
Greenville

Thomas F. Hartnett  
Treasurer  
Charleston

Harry R. Easterling  
Bennettsville

Dorothy G. Owen  
Columbia

Gayle O. Avery  
Columbia

James B. Moore, Jr.  
Georgetown

John T. Newton, III  
Charleston

Bernard S. Groseclose, Jr.  
President & CEO

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:

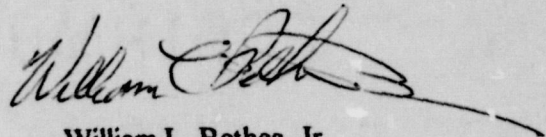
I am writing to express support for the joint acquisition of Conrail by CSX and Norfolk Southern. It is our belief that the proposed joint acquisition will have major benefits for customers and the public in South Carolina. In our judgment, meaningful competition will be provided to and from the Northeast 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.

The Honorable Linda Morgan  
Page 2  
May 22, 1997

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:gmd

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

{113607.1}

South Carolina State **PORTS AUTHORITY**

L. DUANE GRANTHAM

*Executive Vice President and Chief Operating Officer*

P.O. Box 22287

CHARLESTON, S.C. 29413-2287 USA

(803) 577-8100

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.

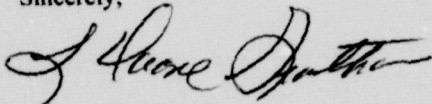
For too long, customers which ship or receive product into and out of the Northeast have had the service of only one rail carrier. And as is the case when only one company is able to operate in a particular market, service suffers and the price may be non- competitive. While there may have been historical 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.

Mr. Vernon A. Williams  
May 13, 1997  
Page two

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.

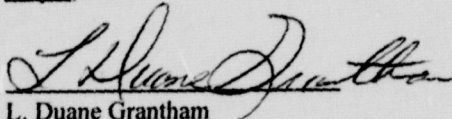
To summarize, we believe that approval of the application of NS and CSX to acquire Conrail should be approved by the STB.

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:lm1

cc: Bernard S. Groseclose, Jr.

South Carolina State **PORTS AUTHORITY**

Bernard S. Groseclose, Jr.  
President and Chief Executive Officer

P.O. Box 817  
CHARLESTON, S.C. 29402 USA  
(803) 577-8600  
FAX: (803) 577-8626

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



State of South Carolina  
**Department of Agriculture**

D. Leslie Tindal - Commissioner

May 22, 1997

Wade Hampton Office Building  
P. O. Box 1280  
Columbia, S. C. 29211

Telephone: (803) 734-2210  
Fax: (803) 734 - 2192

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

/ml

Ms. Morgan

Page 2

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



**South Carolina  
Department of Transportation  
Commission**

8 Cumberland Street  
Charleston, South Carolina 29401

**H. B. Limehouse**  
Chairman  
SCDOT Commission

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

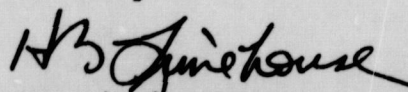
Dear Ms. Morgan:

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

# Tennessee Association of County Executives

Fred E. Congdon  
Executive Director

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:

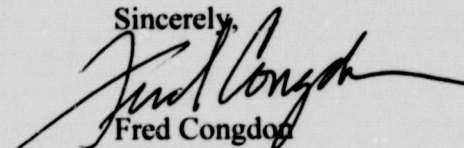
As Executive Director of the Tennessee Association of County Executives, I wish to express support for the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation.

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

FC/si

Serving County Government

117

# TCCA

*Dedicated to More Efficient County Government*

## Tennessee County Commissioners Association

Doug Goddard, Executive Director  
226 Capitol Blvd., Suite 705  
Nashville, Tennessee 37219  
(615) 532-3779

May 19, 1997

**Board of Directors**

**President**  
Billy Rodgers  
Putnam County

**President-elect**  
John Salmon  
Weakley County

**Secretary**  
Lillian C. White  
Clay County

**Treasurer**  
Ann Sensing  
Dickson County

**Past President**  
Joyce Sewell  
Grainger County

**TCSA 1st Vice Pres.**  
Peggy Bevels  
Lincoln County

**David Cleveland**  
Monroe County

**C. Franklin**  
Blount County

**Charlie Freeman**  
Hawkins County

**Windell Pylant**  
Giles County

**John Darden**  
Robertson County

**Ronnie James**  
Lewis County

**Ralph Pucket**  
Obion County

**John Newman**  
Madison County

**Roland Morris**  
Dyer County

**Ralph Barger**  
Hamilton County

**Wanda Moody**  
Knox County

**Mark Norris**  
Shelby County

**Jay West**  
Davidson County

**Mike Taylor**  
Tipton County

**Eugene Ray**  
Bedford County

**Jacqueline Holloway**  
Anderson County

**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**

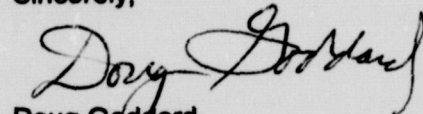
**Dear Mr. Williams:**

**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**



**Tennessee County  
Highway Officials  
Association**

**James H. Westbrook, Jr.**  
**Executive Director**  
P. O. Box 190586  
226 Capitol Blvd., Suite 705  
Nashville, TN 37219-0586  
615 / 532-3770  
FAX 615 / 532-3769

*Working to make county roads better and safer*

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

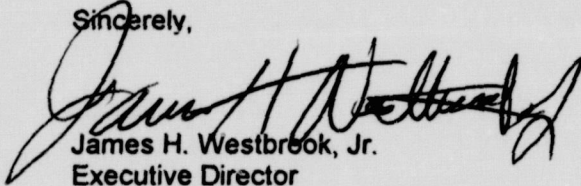
Dear Mr. Williams:

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



# Tennessee County Services Association

*Representing Tennessee's County Executives, County Highway Officials, and County Commissioners since 1954*

Bob Wormsley  
Executive Director

226 Capitol Boulevard, Suite 700, Nashville, Tennessee 37219  
Phone: 615/532-3767 Fax: 615/532-3769

Pat Mitchell  
Executive Secretary

May 15, 1997

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

Dear Mr. Williams:

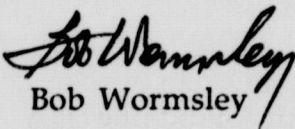
Re: CSX Corporation and CSX Transportation, Inc.  
Norfolk Southern Corporation and Norfolk Southern Railway Company-  
Control and Operating Leases/Agreements - Conrail, Inc., and Consolidated  
Rail Corporation - Finance Docket No. 33388

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

**TENNESSEE DEPARTMENT OF AGRICULTURE**

**Dan Wheeler**  
Commissioner

**Don Sundquist**  
Governor

**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:**

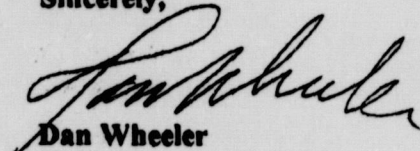
**As Commissioner of Agriculture, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.**

**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.**

**Mr. Williams**  
**Page Two**  
**May 28, 1997**

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

**Sincerely,**



**Dan Wheeler**

**DW/ja**

**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**



STATE OF TENNESSEE  
**DEPARTMENT OF LABOR**

**ALPHONSO R. BODIE**  
COMMISSIONER

Andrew Johnson Tower  
710 James Robertson Pkwy., 2nd Floor  
Nashville, TN 37243-0655  
(615) 741-2582

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:

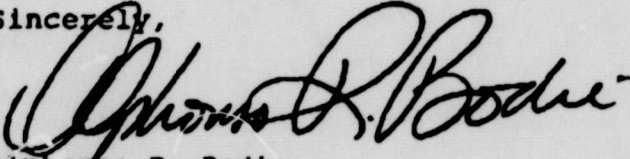
As Commissioner of Labor, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

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.

Vernon Williams  
Page 2  
May 16, 1997

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

Sincerely,



Alphonso R. Bodie

ARB:cs

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



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**SUITE 700, JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243-0349**

**J. BRUCE SALTSMAN, SR.  
COMMISSIONER**

**DON SUNDQUIST  
GOVERNOR**

**May 9, 1997**

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

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

**Dear Mr. Williams:**

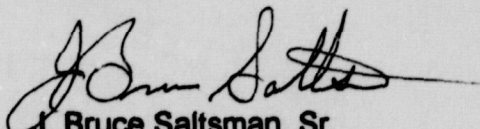
**As Commissioner of Transportation in the State of Tennessee, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.**

**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.**

Mr. Vernon A. Williams, Secretary  
Page 2  
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

JBS/MB/pw

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

# TENNESSEE MUNICIPAL ELECTRIC POWER ASSOCIATION

The Paddock, Suite C-13  
229 Ward Circle  
P. O. Box 1311  
Brentwood, TN 37024-1311



William C. "Bill" Moss,  
Executive Director  
(615) 373-5738  
Fax (615) 373-1901

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

# TENNESSEE RIVER VALLEY ASSOCIATION

---

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:

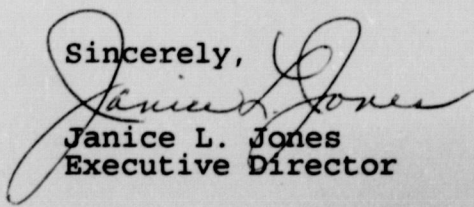
On behalf of the 350 members of the Tennessee River Valley Association, a regional, non-profit, economic development organization, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

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:

Lonch J. Davidson

Title:

Office Manager

Gary G. White  
Gary G. White, Chairman

# County Commissioners of **ALLEGANY COUNTY**

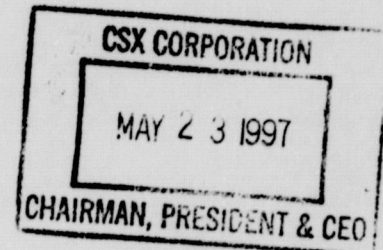
**Bernard L. Loar, President**  
**Dale R. Lewis, Commissioner**  
**Arthur T. Bond, Commissioner**



*Mark*  
*Mike*  
*Peter*

**Barry A. Burton, County Administrator**  
**Carol A. Gaffney, Clerk**  
**William M. Rudd, County Attorney**

May 19, 1997



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 implication 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.

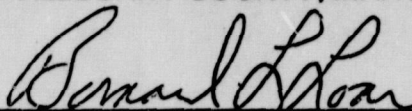
From a purely community standpoint, the division is fair to the many rail communities who depend on both firms for employment. The division does not grant one firm an unfair advantage over the other and it should not dictate large scale restructuring that might end up closing existing facilities. Communities 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.

701 Kelly Road, Suite 405 • Cumberland, Maryland 21502-3401  
(301) 777-5911 • FAX (301) 777-5819

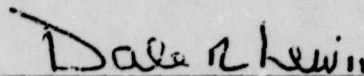
Again, we wish to extend our support for the joint CSX-Norfolk Southern application. We seek your assistance in seeing that it receives swift action. We gladly offer to provide you with any further information or assistance you deem appropriate. Thank you.

Sincerely,

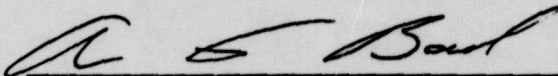
BOARD OF COUNTY COMMISSIONERS  
OF ALLEGANY COUNTY, MARYLAND



Bernard L. Loar, President



Dale R. Lewis, Commissioner



Arthur T. Bond, Commissioners

ACC:kam  
econgen/morgan.doc

# Board of Aviation Commissioners

Anderson Municipal Airport

282 Airport Road • Anderson, Indiana 46017



THE CITY OF

ANDERSON

© City of Anderson 1990

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. 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 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.

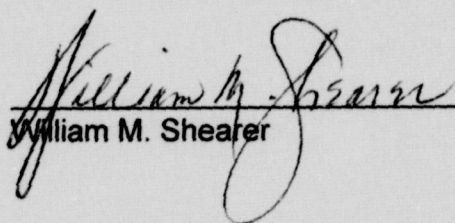
Vernon A. Williams  
May 8, 1997  
Page Two

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.

  
William M. Shearer

WMS:kmp



*Anne Arundel Economic Development Corporation*

2660 Riva Road, Suite 200, Annapolis, MD 21401

410/222-7410 • 410/222-7415 FAX

E-mail: [info@aaedc.org](mailto:info@aaedc.org) • Web Page: <http://www.aaedc.org>

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.

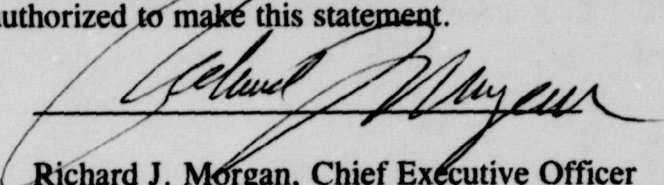
The competitive package Norfolk Southern and CSX have offered should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

Page 2.

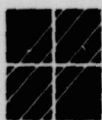
We strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and we urge that it be promptly approved.

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:



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



**BALTIMORE ♦ WASHINGTON  
CORRIDOR CHAMBER  
of COMMERCE**

**Phone: 301-725-4000**

**410-792-9714**

**Fax: 301-725-0776**

**312 MARSHALL AVENUE, SUITE 104 • LAUREL, MARYLAND 20707-4824**

**DONALD DANNEMAN**  
Chairman of the Board  
Danneman's Auto Service

**PATRICK MITCH**  
Chairman-Elect  
Laurel Regional Hospital

**LEA FEINBERG**  
Vice-Chairman  
Certified Packaging & Transport

**MARTIN L. GOODMAN, Esq.**  
Vice-Chairman & Secretary  
Wilson, Goodman, Bernstein  
& Markuski

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Treasurer  
Kennedy Krieger Institute

**JIM VAN PROOYEN**  
Immediate Past Chairman  
Crescent Bank

**LINDA ABELL**  
Security Vault Works

**DEBORAH BAGB**  
The Pacific Institute

**JIM CAPITANO**  
Duron Paints & Wallcoverings

**STEPHEN CARROLL, Esq.**  
Miles & Stockbridge

**MARK CHENEY**  
CWR- Custodial Work Resources

**ALLEN CORNELL**  
The Michael Companies, Inc.

**WAYNE FALLIN**  
Washington Suburban  
Sanitary Commission

**KATHY GRICE**  
Formel, Grice & Associates

**LINDA MEREDITH**  
Manpower Temporary Services

**JILL MOODY**  
Moody & Associates

**JIM MURPHY**  
ACE Worldwide Moving & Storage

**MICHAEL RUDDO**  
Rodgers & Associates, Inc.

**MARTIN SHARPLESS**  
L. M. J. Enterprises, Inc.

**CARL SMITH**  
Bell Atlantic

**JEFF TRUESDALE**  
Jireh Press, Inc.

**RUSSELL WARFEL, Esq.**  
Meyers, Bilingale, Rodbell  
& Rosenbaum, P.A.

**RANDALL WEAGLEY**  
Reck Funeral Home, Inc.

**GLEN WILSON**  
Citizens National Bank

**H. WALTER TOWNSHEND, III**  
President & CEO

**ARLINDA ANDREWS**  
Office Manager

**JULIE WERNER**  
Receptionist

**DEE BROWLEY**  
Secretary/Receptionist

**RAY AMBROSE**  
Connect-A-Ride Transit Administrator

**CHERYL MOODY**  
Rural Petcare Service Manager

**LENE MORIN**  
Administrative Assistant

**LOU CAMPAGNA**  
SCORE/Small Business Counselor

**1998 BUSINESSES OF THE YEAR**  
Kennedy Krieger Institute  
Moody & Associates, P.A.

**1998 PRESIDENT'S AWARD WINNERS**  
Duron Paints & Wall Coverings  
(Corporate)  
Peg Bowden  
Heery International  
(Individual)

**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

HWT/st  
execstb.ltr

*Celebrating Our 50th Year: 1947-1997*

**SERVING THE CORRIDOR SINCE 1947**

GREATER BALTIMORE  COMMITTEE  
Where Vision Takes Shape

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(Chairman)  
First National Bank of Maryland/  
First Maryland Bancorp  
WILLIAM L. JEWS  
(Past Chairman)  
Blue Cross and Blue Shield  
of Maryland  
JOSEPH HASKINS, JR.  
(Vice Chairman)  
The Harbor Bank of Maryland  
CHRISTIAN H. POINDEXTER  
(Vice Chairman)  
Baltimore Gas & Electric Co.  
BARBARA PLANTHOLT MELERA  
(Secretary)  
Triad Investors Corporation  
GEORGE J. COLLINS  
(Treasurer)  
T. Rowe Price Associates, Inc.  
CARL W. STEARN  
(President/Economic Development)  
Provident Bankshares Corporation  
MARK K. JOSEPH  
(President/Public Policy)  
The Shelter Group  
MORTON I. RAPOPORT, M.D.  
(President/Member Services)  
University of Maryland Medical System  
PETER G. ANGELOS, ESQ.  
Law Offices of Peter G. Angelos  
MICHAEL G. BRONFEIN  
NeighborCare Pharmacies  
GEORGE L. BUNTING, JR.  
Johns Hopkins Medicine Health System  
and Hospital  
FRANCIS B. BURCH, JR.  
Piper & Marbury L.L.P.  
ANTHONY W. DEERING  
The Rouse Company  
R. CHAD DREIER  
The Ryland Group, Inc.  
ROBERT C. EMBRY, JR.  
The Abell Foundation, Inc.  
WILLARD HACKERMAN  
Whiting-Turner Contracting Co.  
DR. FREEMAN A. HRABOWSKI, III  
University of Maryland  
Baltimore County  
MARY JUNC  
The Baltimore Sun  
BETH J. KAPLAN  
Rite Aid Corporation  
A.B. KRONGARD  
Alex. Brown & Sons, Inc.  
ROBERT J. LAWLESS  
McCormick & Company, Inc.  
RAYMOND A. MASON  
Legg Mason, Inc.  
ELIZABETH J. MISEK  
Prudential HealthCare  
Plan of the Mid-Atlantic  
ARTHUR E. MODELL  
Baltimore Ravens  
WALTER D. PINKARD, JR.  
Colliers Pinkard  
JAMES B. SELLINGER  
IBM North America  
PHILIP M. STOLZ  
WBAL-TV  
R. EUGENE TAYLOR  
NationsBank, Mid-Atlantic  
Banking Group  
OTIS WARREN, JR.  
Otis Warren & Company  
DANIEL J. WHELAN  
Bell Atlantic-MD

DONALD P. HUTCHINSON  
(President)

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:

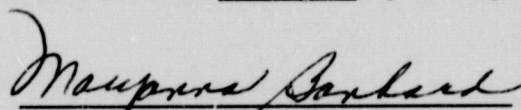
The Greater Baltimore Committee strongly supports the merger of the CSX Transportation, Inc. and the Norfolk Southern Railway Company. The merger of the two railroads will stimulate significant competition in the Port of Baltimore and will assure that the community has two top-quality railroads serving 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

Legg Mason Tower, Suite 1500  
111 South Calvert Street  
Baltimore, Maryland 21202-6180  
410.727-2820  
Fax 410.539-5705

# STEAMSHIP TRADE ASSOCIATION OF BALTIMORE, INC.

Swann's Wharf  
947 Fell Street - 2nd Floor  
Baltimore, Maryland 21231-3505  
(410) 563-7314 FAX (410) 563-7318

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.



Page 2  
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.

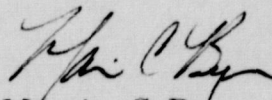
In view of Norfolk Southerner's stated commitment to make every effort to improve the Port of Baltimore's competitive position we believe that this proposed merger will be in our Port's best interest.

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.



Maurice C. Byan  
President

MCB/mjh

# CITY OF BECKLEY



DRAWER AJ

BECKLEY

WEST VIRGINIA

25802-2832

Phone 304/256-1750

EMMETT S. PUGH III  
Mayor

May 1, 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

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.

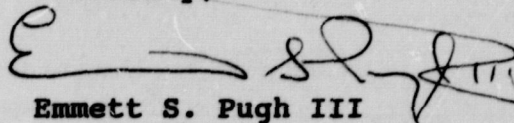
The competitive package Norfolk Southern and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who shop or receive goods to and from these areas.

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,

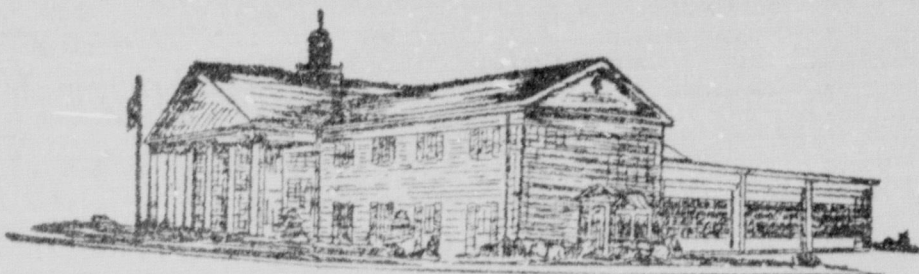
A handwritten signature in dark ink, appearing to read "Emmett S. Pugh III", written over a horizontal line.

Emmett S. Pugh III

MAYOR  
CITY OF BECKLEY

ESP:llc

GAIL HAMILTON  
Mayor  
937/592-4376



JAMES FURBY  
Service Safety Director  
937/592-6807

CITY OF BELLEFONTAINE

135 NORTH DETROIT STREET BELLEFONTAINE, OHIO 43311-1476

FAX NO. 592-4218

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,

James R. Furby  
Service-Safety Director



SINCE 1850

# BLOOM TOWNSHIP

COOK COUNTY, ILLINOIS

425 SOUTH HALSTED  
CHICAGO HEIGHTS, IL 60411  
708/754-9400  
(FAX) 708/754-6024

SUPERVISOR  
THOMAS J. SOMER

TRUSTEES  
THERESA BRINK  
PATRICIA DONAHUE  
VICTOR VILLARREAL  
DANIEL N. WOOTTEN

CLERK  
GENE EENIGENBURG

ASSESSOR  
SUSAN FARES

COLLECTOR  
ALEX SUSTEK

HIGHWAY COMMISSIONER  
GLEN GIANNETTI

ATTORNEY  
LUCIANO PANICI

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 Souther 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 nations 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.

By 

*City of*  *Bluefield*

P.O. Box 4100  
Bluefield, WV 24701-1900

April 30, 1997

Phone: 304/327-2401  
Fax: 304/325-6494

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*

Craig Hammond, Mayor  
City of Bluefield

THE VOICE OF BUSINESS IN THE BLUEFIELDS  
**GREATER  
BLUEFIELD**  
**CHAMBER OF COMMERCE**  
VIRGINIA · WEST VIRGINIA

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 Annette E. Osborne

**KENNETH R. LUCAS**  
County Judge-Executive  
(606) 334-2240

**LARRY J. CRIGLER**  
County Attorney  
(606) 586-9950



**OFFICES OF THE FISCAL COURT**

P.O. Box 900  
Burlington, KY 41005  
FAX (606) 334-3105

**IRENE PATRICK**  
Commissioner  
District 1

**SHIRLEY MEIHAUS**  
Commissioner  
District 2

**HAROLD L. CAMPBELL**  
Commissioner  
District 3

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

"WORKING TO KEEP BOONE COUNTY TOPS IN KENTUCKY"

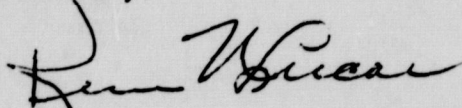
Mr. Vernon A. Williams

2.

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 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,

A handwritten signature in dark ink, appearing to read "Ken Lucas", written over a horizontal line.

Kenneth R. Lucas  
County Judge/Executive

# Town of Bramwell

TELEPHONE 248-7114

BRAMWELL, WEST VIRGINIA 24715

May 8, 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 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.

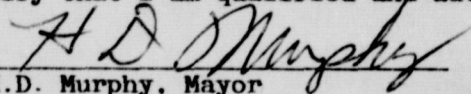
The Town of Bramwell has a longstanding relationship with NS and, before their merger, the NW. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable to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



**BREATHITT COUNTY  
KENTUCKY**

Office of the  
County Judge Executive

Lewis H. Warrix, County Judge Executive

1137 Main Street  
Jackson, Kentucky 41339  
(606) 666-3800, FAX (606) 666-3824

May 22, 1997

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

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

Dear Mr. Williams:

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.

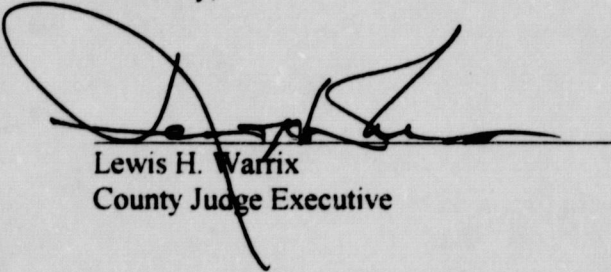
CSX already serves as a critical link delivering raw materials to Kentucky industries, and for moving the Commonwealth's finished products to the rest of the nation and the world. The proposed transaction will provide the Commonwealth's freight shippers with single line access to many more customers 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,

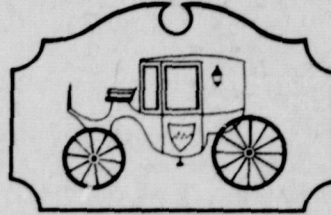


Lewis H. Warrick  
County Judge Executive

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



## Brentwood Chamber of Commerce

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

TOWN COUNCIL

FOUNDED 1848

## TOWN OF BROWNSBURG

GABE AGUIRRE  
JEANETTE BAKER  
GARY J. KRASBE  
ROBERT WAGGONER  
JAMES YARYAN

80 E. VERMONT ST.  
BROWNSBURG, IN 46112-1296

JEANETTE M. BRICKLER  
CLERK-TREASURER  
MARK A. WHITE  
TOWN MANAGER  
SETH B. LEWIS  
ATTORNEY

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,

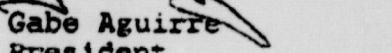
We are writing to express our strong support for the planned control of ConRail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interests need the best possible rail transportation. We believe this transaction 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

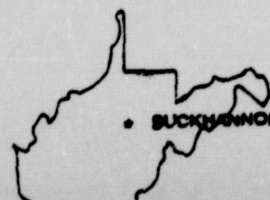
GE/ksd

**CITY OF BUCKHANNON****WEST VIRGINIA  
26201****70 E. MAIN STREET  
BUCKHANNON, WV 26201****TELEPHONE  
(304) 472-1651  
TDD # (304) 472-9550  
FAX # (304) 472-4620****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.

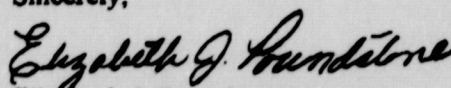


MAY 29 15:21

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

GENE McMURRY  
CARROLL COUNTY JUDGE/EXECUTIVE  
CARROLL COUNTY COURTHOUSE  
SECOND FLOOR  
CARROLLTON, KENTUCKY 41008  
(502) 732-7000

EQUAL EMPLOYMENT OPPORTUNITY

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.

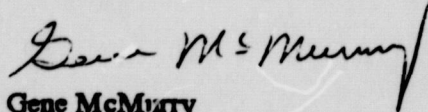
CSX and Norfolk Southern vigorously compete wherever they operate today and will bring robust competition to a broader area after this transaction is completed. The end result will be a balanced rail system in the East with two strong railroads. This balance, coupled with eliminating many troublesome 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,

A handwritten signature in cursive script, appearing to read "Gene McMurry", with a long horizontal flourish extending to the right.

Gene McMurry  
Carroll County Judge/Executive

# TOWN OF CEDAR GROVE

Phone: East Bank 595-1841

CEDAR GROVE, WEST VIRGINIA 25039

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. 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*

Kenneth Barton, Mayor  
Town of Cedar Grove

# TOWN OF CENTERVILLE

Kenneth R. Wright  
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

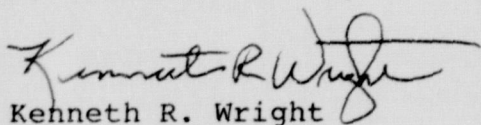
Dear Mr. Williams:

As Mayor 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

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



**THOMAS W. MURPHY**

ALDERMAN, 18TH WARD  
8146 SOUTH KEDZIE AVENUE  
CHICAGO, ILLINOIS 60652  
TELEPHONE: 773-471-1991  
FAX: 773-471-2227

**CITY COUNCIL**

**CITY OF CHICAGO**

**COUNCIL CHAMBER**

CITY HALL - ROOM 209  
121 NORTH LA SALLE STREET  
CHICAGO, ILLINOIS 60602  
TELEPHONE: 312-744-6856

**COMMITTEE MEMBERSHIPS**

VICE-CHAIRMAN, BUILDINGS

AVIATION

COMMITTEES, RULES AND ETHICS

FINANCE

LICENSE AND CONSUMER PROTECTION

POLICE AND FIRE

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

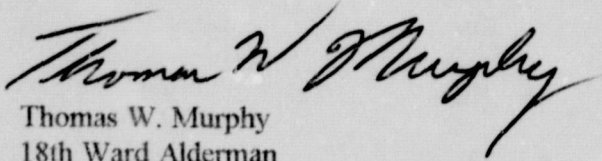
just any rail carriers. They must be carriers which are of comparable size and scope and provide a competitive service.

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



Herbert T. Schumann, Jr.  
Cook County Commissioner, District 17

Board of Commissioners  
118 N. Clark Street, Room 567  
Chicago, IL 60602  
(312) 443-4215  
Fax (312) 443-4678

District 17 Office  
780 Lee Street, Suite 109  
Des Plaines, IL 60016  
(847) 298-7780  
Fax (847) 298-7783

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.

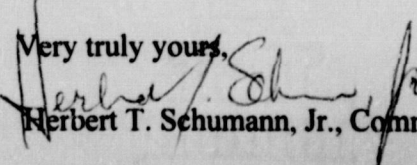
Dear Mr. Williams:

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 correlatively 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



Printed on Recycled Paper



# City of Corbin

*Office of the Mayor*

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*  
J. Scott Williamson, Mayor

/dl

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

# CITY OF CRAWFORDSVILLE

CRAWFORDSVILLE, INDIANA 47933

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:

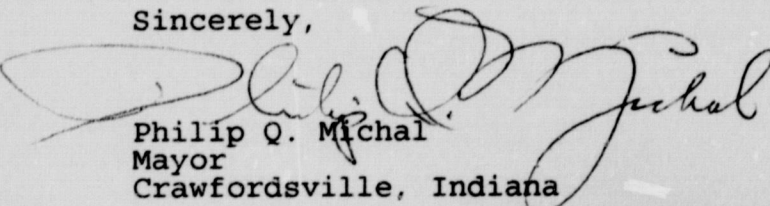
I am writing to support the planned control of Conrail CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business, and agriculture interests need the best possible rail transportation, and I believe this transaction will provide our key 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



## VILLAGE OF CRESTLINE

100 N. Seltzer St.  
CRESTLINE, OHIO 44827

VERNON HENDERSON  
MAYOR

THOMAS J. HOFFMAN  
ADMINISTRATOR

TELEPHONE (419) 683-3800  
FAX (419) 683-4205

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

VH/vk

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:

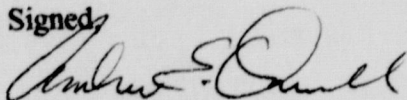
As a Trustee of Crete Township I am always looking for opportunities that will benefit the over 25,000 people who live in Crete Township. Norfolk Southern and CSXT's acquisition of Conrail would definitely be a benefit to the township and the south suburbs.

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,



Andrew E. Qunell  
Crete Township Trustee  
1367 Wood Street  
Crete, IL 60417



OFFICE OF THE MAYOR  
*Edward C. Attey*

P.O. BOX 1702  
MARYLAND  
21501-1702  
(301) 722-2000  
T.D.D. 1-800-735-2258

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,

A handwritten signature in cursive script that reads "Edward C. Attey".

Edward C. Attey  
Mayor of Cumberland, Maryland

# City of Cumberland

*Mark, M. L. Peter*

**Edward C. Athey**  
Mayor

**Jeffrey E. Rapp**  
City Administrator

P.O. BOX 1702  
MARYLAND  
21501-1702  
(301) 722-2000  
T.D.D. 1-800-735-2258

Council:  
**Floyd S. Elliott**  
**Zola Franklin**  
**Harold Henderson**  
**Harvey May, Jr.**

May 22, 1997



**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*

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

170

STB

FD

33388

6-23-97

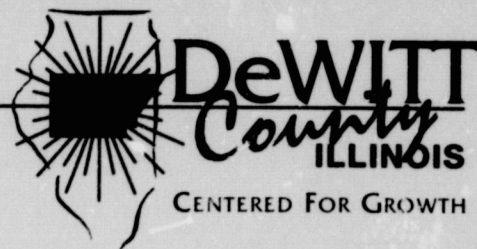
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180274V4A

5/9

**DeWitt County Economic Development Committee**

DeWitt County Building • 201 West Washington Street • P.O. Box 439 • Clinton, IL 61727-0439  
Phone: 217-935-5917 • Fax: 217-935-4596



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:

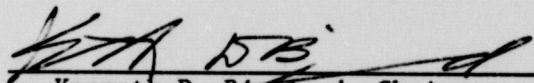
This proposal between Norfolk Southern and CSX has my support since it will provide various benefits to our community. The resultant competition should improve service to customers and aid in economic development.

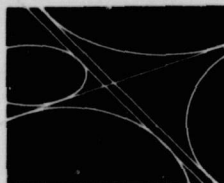
It is hoped that economic growth will be stimulated, resulting in employment opportunities and enhanced quality of life within our county.

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



# Effingham

ILLINOIS

May 19, 1997

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

Industrial Commission

City Hall

201 South Banker

P.O. Box 648

Effingham, Illinois

62401-0648

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

217/347-5555

217/342-2746 fax

Dear Secretary Williams:

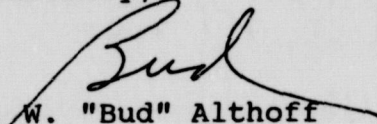
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction 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

nwa:jek

# Effingham

ILLINOIS

May 19, 1997

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

City Hall  
201 South Banker  
P.O. Box 648  
Effingham, Illinois  
62401-0648

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

217/347-5555  
Fax (1st Floor) 217/347-2675  
Fax (2nd Floor) 217/342-2746

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.

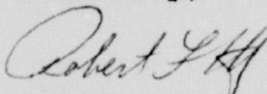
CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East 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.

Mayor  
Robert F. Utz  
Public Affairs

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.

Commissioners  
Charles H. Woodard  
Accounts &  
Finances

Sincerely,



Robert F. Utz  
Mayor

Doug Althoff  
Public Health  
& Safety

rfu:jek

Robert Dirks  
Streets & Public  
Improvements

*Crossroads of Opportunity*

Douglas A. Pike  
Public Property

CITY  
OF  
FLORENCE  
•S.C. •



Office of the  
Mayor  
Frank E. Willis  
City-County Complex AA  
180 N. Irby Street  
Florence, SC  
29501-3456  
(803) 665-3151

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

*File in  
Locket  
FD-33388*

**FLORIDA CHAMBER**  
*of Commerce*

Frank M. Ryll, Jr.  
President

March 21, 1997

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

CHAIRMAN MORGAN

MAR 21 2 10 PM '97

RECEIVED  
SURFACE TRANSPORTATION BOARD

Dear Ms. Morgan:

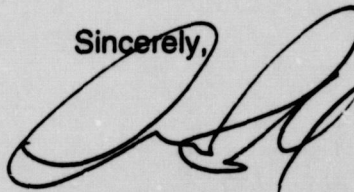
I am writing you to express the full support of the 7,000 members of the Florida Chamber of Commerce for the proposed acquisition of Conrail by CSX Corporation and Norfolk Southern. I hope the Surface Transportation Board will look favorably on the application CSX and Norfolk Southern will submit to 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

David L. Hankins  
Mayor

# VILLAGE OF FOREST

Jennie L. Shultis  
Clerk - Treas.

Charles Brunkhart  
Village Administrator

211 West Lima Street  
Forest, Ohio 45843-0220

Kathleen A. Cain  
Tax Administrator

Phone (419) 273-2500 Fax (419) 272-2572

---

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:

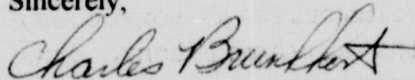
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will 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.

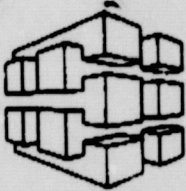
CSX and Norfolk Southern's control of Conrail also offers residents of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast 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



**THE CHAMBER**

GREATER FORT WAYNE CHAMBER OF COMMERCE

**ORIGINAL ON FILE AT  
STB DOC. # 33388**

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 heretofore either been unable to reach or have been able to reach only at a competitive disadvantage.

*(continued)*

826 Ewing Street  
Fort Wayne  
Indiana  
46802-2182  
219-424-1435  
FAX: 219-426-7232

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

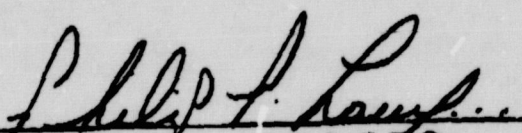
Page 2 of 2

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 Souther 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

PPL/dsk  
(3-9ydr)

cc: File

# Town of Fortville

---

714 East Broadway Street  
Fortville, Indiana 46040-1557

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:

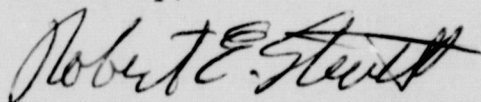
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interest need the best possible rail transportation options and increased market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

Many of these industries will be able to access key Eastern, 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 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

# CITY OF FRANKFORT

**HAROLD WOODRUFF**

**MAYOR**

May 30, 1997

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

Re: CSX and Norfolk Southern Control-Conrail  
STF 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*  
Harold Woodruff, Mayor  
City of Frankfort

CITY BLDG.  
FRANKFORT, IN 46041  
(317) 654-7332

179



JOHN N. BAMBACUS  
Mayor

JEFFREY S. GETTY  
City Attorney

DAVID A. EBERLY  
City Administrator



## COUNCIL MEMBERS

JAMES P. McFARLAND  
Commissioner of Finance

WINIFRED M. DAVIS  
Commissioner of Public Works

BERNARD D. COLEMAN  
Commissioner of Water, Parks  
and Recreation

ROBERT L. CONNOR  
Commissioner of Public Safety

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:

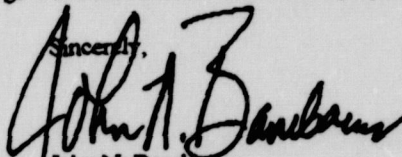
I am writing in support of restructuring the Northeast rail system based on the pending partition of Conrail's lines between CSX and Norfolk Southern.

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.

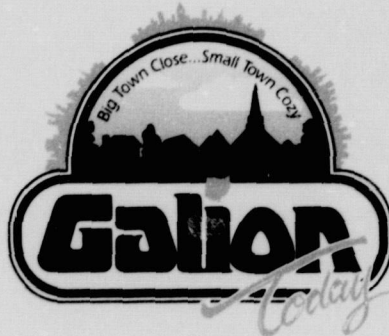
I urge the Surface Transportation Board to give serious consideration of this proposal.

Sincerely,

  
John N. Bambacus  
Mayor

JNB:gl

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

I.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.

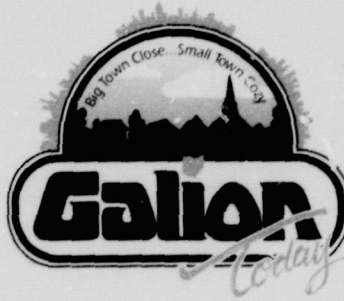
Sincerely,

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:

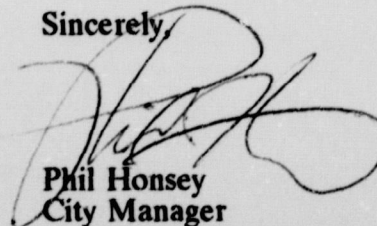
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. The City of Galion's industrial, business and agricultural interests need the best possible rail transportation. I believe this 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

# CITY OF GARY



P. O. Box 310, Gary, West Virginia 24836

Phone (304) 448-2209

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 [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 GARY] 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*

# GEORGIA PETROLEUM COUNCIL

50 Hurt Plaza, Suite 720 • Atlanta, Georgia 30303

(404) 522-2574 • Fax (404) 577-1375

Richard B. Cobb

May 28, 1997

Executive Director

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

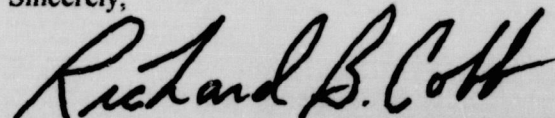
Dear Mr. Williams:

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



**Robert W. Carpenter**, *Greenup County Judge Executive*

Room 102 • Courthouse • Greenup, Kentucky 41144  
(606) 473-6440 • (606) 473-6864 • FAX (606) 473-9878

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.

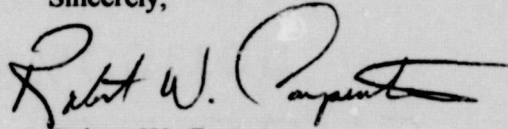
Ashland, Inc., the other large employer of our citizens, relies on CSX to move its petroleum and chemicals. Without question, CSX is the critical link delivering raw materials to Greenup County industries and moving the county's finished products to the rest of the nation and the world. By eliminating 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

Page 2

approval. Greenup County wants to be able to enjoy the benefits of this new balanced and stronger rail system.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert W. Carpenter". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

CITY OF GREENVILLE  
404 S. THIRD STREET  
GREENVILLE, IL 62246  
618-664-1644  
FAX: 618-664-1645

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:

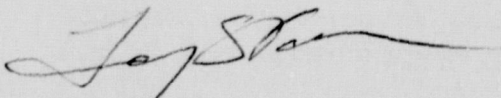
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois' industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction 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 Stoevers  
City Manager

LS/cb

# *The City of Greenville*

RICHARD A. REHMERT  
MAYOR  
100 PUBLIC SQUARE  
Greenville, Ohio 45331



"THE TREATY CITY"

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.

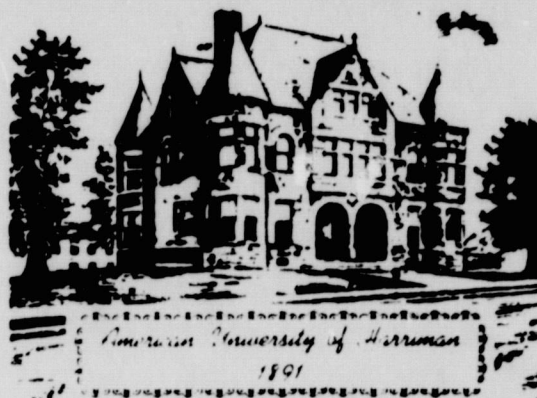
The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

CITY OF GREENVILLE

Richard A. Rehmer  
Mayor

Harold Wester - Mayor  
P. O. Box 433  
HARRIMAN, TENNESSEE  
37748  
(423) 882-2123



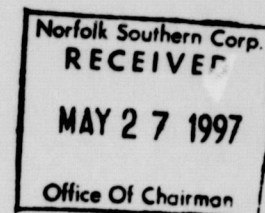
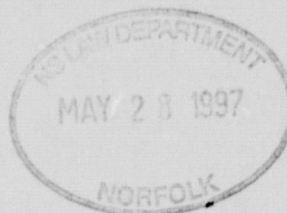
**Council:**

Mary Harback  
Douglas Lombard  
Don McKinney  
Garvin Morris  
Johnny Plemons  
William Powers

CITY OF HARRIMAN

NSF  
JAS  
TJB 5/27

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*

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.

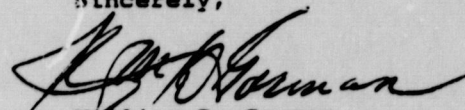
Mr. Vernon A. Williams

May 22, 1997

Page 2

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,

A handwritten signature in dark ink, appearing to read "William D. Gorman", written in a cursive style.

William D. Gorman  
Mayor



# City of Highland

A Sesquicentennial City 1837-1987

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



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:

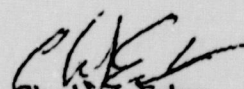
I am writing to express my strong support for the restructuring of the Northeast rail system based on the pending partition of Conrail's lines between CSX and Norfolk Southern.

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

194

# CITY OF HUNTINGBURG

---

Mr. Gail N. Kemp  
MAYOR



508 E. FOURTH STREET  
HUNTINGBURG, IN 47542  
(812) 683-2211  
FAX (812) 683-5661

---

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.

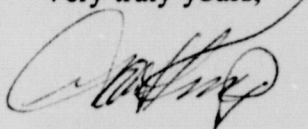
We truly believe that the proposed acquisition of Conrail by NS and CSX will benefit our community by making Norfolk Southern a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able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

A handwritten signature in dark ink, appearing to read "Gail N. Kemp", written over a horizontal line.

Gail N. Kemp  
Mayor

GK:ss

**CITY OF  
HUNTINGTON**  
WEST VIRGINIA

Mayor Jean Dean

**OFFICE OF THE MAYOR**

City Hall • P. O. Box 1659 • Zip 25717  
(304) 69-5540 • FAX (304) 696-4493

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.

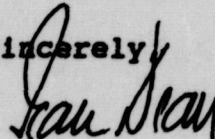
I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial opportunities in the City of Huntington. Such expanded opportunities are crucial to the community as it creates new jobs for Huntington residents and residents 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 benefitting air quality in the region.

Mr. Vernon A. Williams  
Page 2  
May 20, 1997

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

JD/dck

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

**the Chamber**

Huntington Regional Chamber of Commerce

P.O. Box 1509

522 Ninth Street

Huntington, WV

25716-1509

Phone: 304 • 525 • 5131

Fax: 304 • 525 • 5158

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 H. Bosz  
President



# Huntsville Madison County Airport Authority

## *International Intermodal Center*

Mailing: Box 20008, 1000 Glenn Hearn Blvd.  
Shipping: 2850 Wall Triana Highway  
Huntsville, Alabama 35824  
(205) 772-7084 Fax: (205) 461-8252

### Board of Directors

Henry N. Oldham, Chairman  
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Director - Engineering/Planning

Greg L. Smith, A.A.E.  
Director - Operations

Barbie Peek  
Director of Marketing

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.

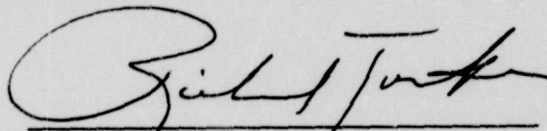
Since our intermodal facility is located on the lines of NS, we would welcome the benefit of increased market access for single-line rail transportation. Over 70% of the traffic base is international cargo. Of the 30% domestic, very little intermodal traffic moves between the Northeast and Huntsville. 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 in to 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,

A handwritten signature in dark ink, appearing to read "Richard Tucker", written over a horizontal line.

Richard Tucker, Executive Director  
Huntsville-Madison County Airport Authority



2801 VIRGINIA AVENUE • P.O. BOX 1086 • HURRICANE, WEST VIRGINIA 25526

RAYMOND PEAK  
MAYOR

LINDA GIBSON  
RECORDER

TELEPHONE  
(304) 562-5890 • 562-5988  
FAX (304) 562-5858

COUNCIL  
CARL GILFILL  
WANDA C. JOHNSON  
KEFRITY L. MCDANIEL  
REGGIE WILLIAMS  
FRANK REBENI

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.

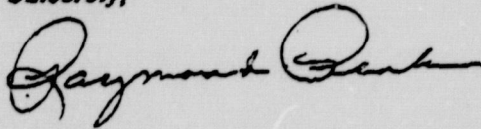
I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in our area. This growth is crucial because new jobs created from the development mean prosperity for our citizens. Hopefully, the transaction will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

Mr. Vernon A. Williams  
Page Two  
May 28, 1997

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

RP/kl

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: 

Frank A. Pratt

**CITY OF JACKSON, TENNESSEE**

38301

OFFICE OF THE MAYOR  
CHARLES H. FARMER

May 15, 1997

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
1925 K Street NW  
Washington, DC 2043-0001

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:

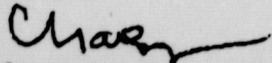
As Mayor of Jackson, Tennessee, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

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.

Mr. Vernon A. Williams, Secretary  
May 15, 1997  
Page 2

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



Mayor  
LARRY E. SMITH  
304-453-3121

City Attorney  
GEORGE B. MORRONE III  
304-453-3626

P. O. Box 268  
Kenova, WV 25530  
Phone: 304-453-1571  
FAX: 304-453-1009

Council Members  
Albert L. Lester *President*  
Nancy G. Price *Vice President*  
Ronald L. Lester  
James W. Spry  
David E. Straley

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.

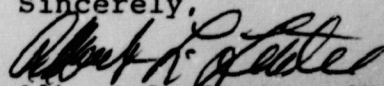
We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive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

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## KENTON COUNTY JUDGE/EXECUTIVE

CLYDE MIDDLETON

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.

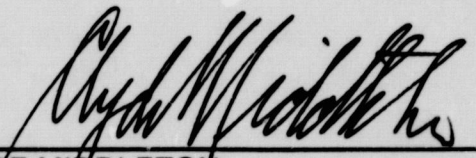
We are already well served by CSX in delivering raw materials to Kentucky industries, and for moving our finished products to the rest of the nation, and hence to the world. The proposed acquisition will provide our freight shippers

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

**TOWN OF KERMIT  
MAYOR JIM WEBB**

MINGO STREET  
P.O. BOX 385  
KERMIT, WEST VIRGINIA 25674

Phone 304-393-3321  
Fax 304-393-3464

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.

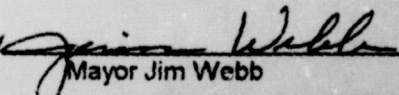
The city of Kermit has a longstanding relationship with NS and, before their merger, the NW Southern. NS has been a valuable corporate citizen through its support of various civic and philanthropic projects. In addition, NS' strong and effective industrial development efforts have proven to be invaluable 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   
Mayor Jim Webb



THE CITY OF KNOXVILLE, TENNESSEE  
VICTOR ASHE  
MAYOR

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 employers, which manufactures corn sweetener, experiences delays as it waits for tons of corn from the midwest.

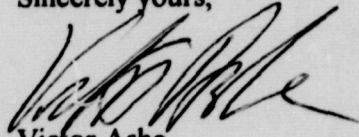
In every case, single-line service would mean our customers would get their goods quicker, cheaper and with less trouble. Those greater efficiencies would reduce costs and protect local jobs by making the goods we produce more competitive.

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,



Victor Ashe

VA:cw



Jack Hammontree  
*President and Chief Executive Officer*

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.

Page 2

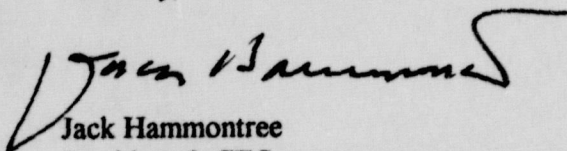
Mr. Vernon A. Williams

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

# THE CHAMBER

GREATER LAFAYETTE  
CHAMBER OF COMMERCE

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.

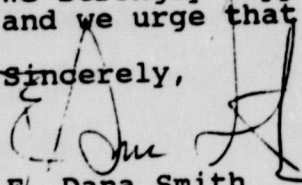
The Greater Lafayette Chamber of Commerce has a longstanding relationship with Norfolk Southern and, before their merger, the Norfolk & Western. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

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

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

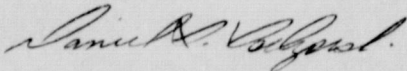
Dear Mr. Williams:

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



Office of the  
**Laurel County  
Judge Executive**

Dennis Karr  
Laurel County Courthouse  
101 South Main Street, Room 204  
London, KY 40741

Phone: (606) 864-4640 • Fax: (606) 864-3867



**Home of:**

- Levi Jackson State Park
- Daniel Boone National Forest
- Laurel Lake
- Wood Creek Lake
- Col. Harland Sanders Original Restaurant
- Rockcastle River
- Cumberland River



**Attractions:**

- World Chicken Festival
- Wildcat Mountain Civil War Reenactment
- Christmas on Main
- Laurel Lake Splash
- Wood Expo
- Laurel County Fair
- Laurel County Homecoming
- All-American Championship Rodeo



**Members of the  
Fiscal Court:**

- Noah Baker  
864-6607
- Bill Brock  
528-2514
- David Bruner  
864-9373
- Dennis Gray  
878-7246
- James Lewis  
843-7602
- Ed Parsley  
878-7389

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.

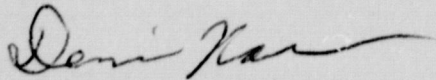
CSX employs nearly 700 of this region's residents, with a payroll of almost \$31 million. We expect the enhanced transportation service resulting from the proposed acquisition to generate significant economic growth. Such growth is crucial to us because it translates into jobs for Laurel County's residents.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



# City of Lawrence

Office of the Mayor  
THOMAS D. SCHNEIDER

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

219



**JAMES H. ACTON**

Mayor  
City of Lebanon

Telephone: (317) 482-1201  
Fax: (317) 482-8848

201 East Main Street  
Lebanon, Indiana 46052-2699

**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:**

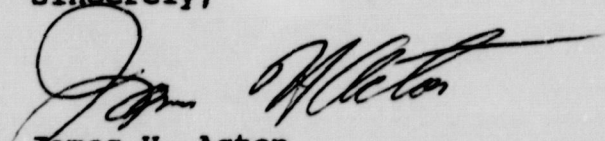
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interests as well as the Lebanon Business Park need the best possible rail transportation. 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,



James H. Acton  
Mayor

# Town of Lester

122 Grandison Street  
P. O. Box 56

LESTER, WEST VIRGINIA 25865

Phone 304-934-6301  
Fax 304-934-7219

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 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,

*Ivan D. Snuffer*  
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.

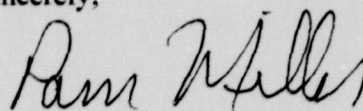
Whether the commodity is coal, motor vehicles, metals, minerals, chemicals or grain, it is shipped by rail in Kentucky. These industries are vital to Lexington. We expect the enhanced transportation service resulting from the proposed transaction to generate significant economic growth in these and other 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.

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Mr. Williams  
June 1, 1997  
Page Two

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,

A handwritten signature in cursive script, appearing to read "Pam Miller".

Pam Miller  
Mayor

Xc: Mr. John W. Snow, Chairman  
CSX Corporation - Richmond  
Mr. Jay S. Westbrook, Resident V.P.  
CSX Corporation - Lexington

# COUNTY OF LOGAN

## COMMISSIONERS:

ARTHUR E. KIRKENDOLL, PRESIDENT

DANNY R. GODBY

CHARLES M. WHITE



COUNTY ADMINISTRATOR  
DANNY ELLIS

FLOOD ZONING ADMINISTRATOR  
STEPHEN HAIRSTON

HOME CONFINEMENT  
DIRECTOR  
JIM TURNER

## OFFICE OF THE COUNTY COMMISSION

ROOM 103 • LOGAN COUNTY COURTHOUSE  
(304) 792-8626

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.

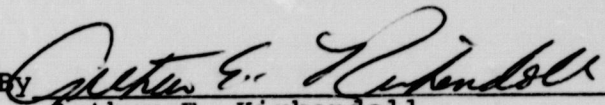
We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive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



Mayor Kenneth Smith

London City Hall  
501 South Main Street  
London, KY 40741

Phone: (606)864-6995  
Fax: (606)864-5184



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 Bengt • Barbara Cox • Troy Rudder • Bill Smith • Bruce Yandell

# RIVERPORT

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.

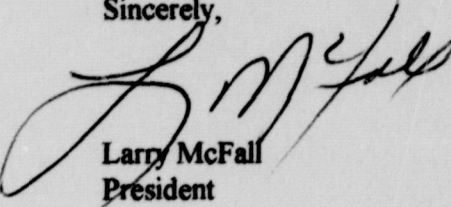
Vernon A. Williams

Page Two

May 29, 1997

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,

A handwritten signature in dark ink, appearing to read "L. McFall", is written over the typed name and title.

Larry McFall  
President

MADISON COUNTY  
COUNCIL OF GOVERNMENTS

County Government Center  
Box 36  
16 East Ninth Street  
Room 100  
Anderson, Indiana 46016  
(317) 641-9482  
FAX: 641-9486

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;

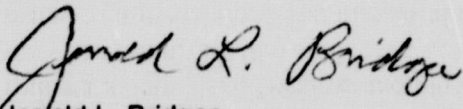
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial business and agricultural interests need the best possible rail transportation. I believe this transaction 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.

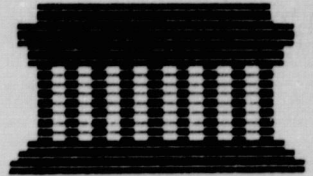
CSX and Norfolk Southern's control of Conrail also offers residents of Indiana opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East 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,

  
Jerold L. Bridges  
Director, Madison County Council of Governments

# City of Marion



JACK L. KELLOGG  
Mayor (614) 387-3591

DALE R. OSBORN  
Safety/Service Director (614) 387-5865

SHERRI L. SPITZER  
Human Resources Director (614) 387-4705

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.

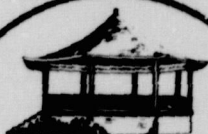
The control of Conrail by CSX and Norfolk Southern is a positive for Ohio and the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Jack L. Kellogg  
Mayor

JLK/js





# The City of Marshall

E.F. "BUD" BLOODWORTH • MAYOR

• Utility Office • 201 S. Michigan Avenue • P.O. Box 298 • Marshall, Illinois 62441 • 217/826-8084 • 217/826-2949 Fax •

GEORGE Q. SMITH  
Superintendent of Utility

BOBBIE JOE FRANCIS  
Assistant Superintendent

KILE L. NAVE  
Chief of Police

STEVE CALHOUN  
Office Manager

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.

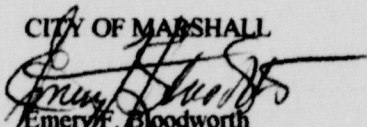
Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit to Illinois.

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,

CITY OF MARSHALL

  
Emery F. Bloodworth  
Mayor

EFB:jmw

05/28/97 14:54

B

CITY OF MART

001

**CITY OF MARTINSBURG**

OFFICE OF THE MAYOR

232 NORTH QUEEN STREET MARTINSBURG, WEST VIRGINIA 25401

PHONE (304) 263-0805



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.

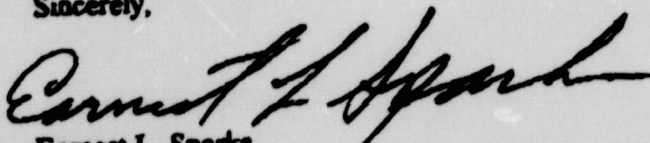
I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in Martinsburg. Such growth is crucial to us because it creates new jobs for Martinsburg residents. I also anticipate that the transaction will 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,



Ernest L. Sparks  
Mayor

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

ELS:gjn

239 STB FD 33388 6-23-97 A 180274V4A 6/9

# City of Martinsville

19 W. Cumberland  
Box 340  
Martinsville, Illinois 62442  
217-382-4323  
FAX # 1-217-382-4726

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:

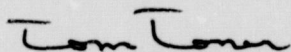
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above reference docket. Illinois's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction 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 Illinois.

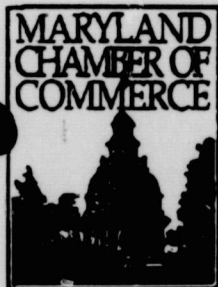
CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East 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



60 West Street, Suite 100  
Annapolis, Maryland 21401

Phone: (410) 269-0642  
(301) 261-2858

Fax: (410) 269-5247

Email: [mc@mdchamber.org](mailto:mc@mdchamber.org)

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.

# Town of Matewan

INCORPORATED 1897 - MINGO COUNTY

Matewan, WV 25678

Phone 304/426-4092  
P.O. Box 306

May 16, 1997

**MAYOR**

Johnny Fullen

**RECORDER**

Sheila L. Kessler

**COUNCIL MEMBERS**

David Smith  
Edward Nenni  
Deborah Moore  
Robert K. Allara  
Steve Collins

Mr. Vernon 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.

By: Johnny Fuller  
Johnny Fuller



Ed Harlan  
County Executive

## Maury County Government

Room 101  
Maury County Courthouse  
Columbia, Tennessee 38401

Phone  
(615) 381-3690

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.

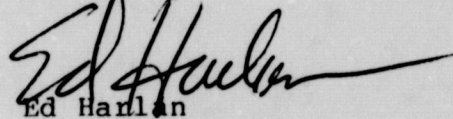
Additionally, the enlarged CSX and NS system will be able to compete more effectively with motor carriers because of improved equipment utilization and single line service. Motor carriers will always retain a major share of the freight business because of their speed and flexibility; and good truck service 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

Mr. Williams  
Page 2  
May 15, 1997

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

# McDowell County Commission

TELEPHONE  
(44) 436-8548  
(44) 436-8549

90 WYOMING ST., SUITE 111  
WELCH, WEST VIRGINIA 24801

Gordon O. Lambert, Pageton  
President

Carl Urps  
Commissioner

Mike Cortellesi, War  
Commissioner

H.C. "Kit" Lewis, Jr.  
County Clerk

Sidney Bell  
Prosecuting Attorney

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 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.

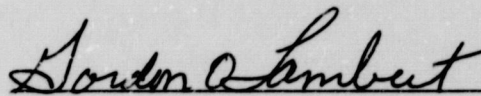
The County of McDowell has a longstanding relationship with NS and, before their merger, the (NS) (Southern). NS has been a valuable corporate citizens through its support of various civic and philanthropic projects. In addition, NS's strong and effective industrial development efforts have proven to 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

# Mercer County Commission

Courthouse Square  
P.O. Box 5469  
Princeton, West Virginia 24740

(304) 487-8306  
TDD (304) 487-8353

BETTY LONG  
Administrator

VICKY REED  
Secretary



Joe Coburn  
P.O. Box 337  
ATHENS, WV 24712

T.A. "BUDDY" WARDEN  
Route 4, Box 534  
BLUEFIELD, WV 24701

JOHN P. ANDERSON  
1426 Main Street  
PRINCETON, WV 24740

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.

By: Joe P. Coburn  
President, Mercer County Commission

244

CITY OF



May 28, 1997

Mayor:

JOHN ROBERT SMITH  
(601) 485-1927  
FAX: (601) 485-1911

Councilmembers:

GEORGE M THOMAS  
Ward 1

RICHARD COLEMAN, SR.  
Ward 2

BARBARA HENSON  
Ward 3

JESSE E. PALMER, SR.  
Ward 4

JOHN RAINEY, SR.  
Ward 5

COUNCIL CLERK:  
(601) 485-1959  
FAX: (601) 485-1913

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) 485-1802  
FAX: (601) 485-1851

Police:  
(601) 485-1841  
FAX: (601) 485-1960

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

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
STB Finance Docket No. 33388  
1925 K Street, N.W.  
Washington, DC 20425-0001

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.

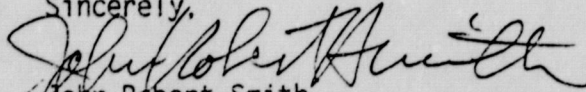
I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Southeast. Such growth is crucial to us because it creates new jobs for Meridian residents. I also anticipate that the transaction will result 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.

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,

A handwritten signature in cursive script, appearing to read "John Robert Smith".

John Robert Smith  
Mayor

JRS/sm

# Village of Middle Point

---

103 N. Adams St.  
P.O. Box 191  
Middle Point, Ohio 45863  
Phone: (419) 968-2005  
Fax: (419) 968-2006

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.

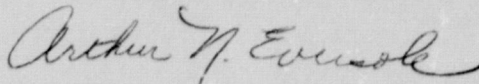
Ohio's business, industrial and agricultural interests, need the best possible rail transportation. Middle Point Village Council believes this transaction will provide Ohio's key industries with new transportation options and increased market reach, at potentially lower costs, including our local industrial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



## MINGO COUNTY COMMISSION

P. O. BOX 1197  
WILLIAMSON, WEST VIRGINIA 25661  
(304) 235-0380  
FAX (304) 235-0328

COUNTY COMMISSIONERS:  
LARRY CLINE  
CURTIS FLETCHER  
JIM HATFIELD

"AN EQUAL OPPORTUNITY EMPLOYER"

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 out state.

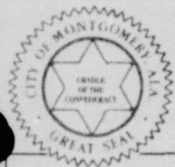
We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach at a competitive 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, Preseident Pro Tem  
Mingo County Commission



## City of Montgomery Alabama

EMORY FOILMAR  
Mayor

MONTGOMERY CITY COUNCIL  
MRS. ALICE D. REYNOLDS-Pres.  
BILLY M. TURNER-Pres. Pro tem  
MARK GILMORE, JR.  
LEU HAMMONDS  
CHARLES W. JINRIGHT

B.J. (BEN) McNEILL  
P.E. (PEP) PILGREEN  
JOE L. REED  
SIDNEY T. WILLIAMS

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.

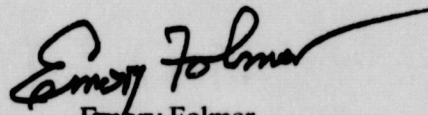
In addition to the direct and indirect benefits which will accrue to our region by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share 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.

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

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

EF:rw



133 Fifth Avenue  
Montgomery, West Virginia 25136

Phone: 304-442-5181  
Fax: 304-442-5395

COUNCIL

Ross Cottrell  
Jim Darling  
John Jones  
Tom B. Kincaid  
Fred Lockard

JAMES F HIGGINS, JR  
Mayor

GARLAND R UNDERWOOD  
Recorder

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

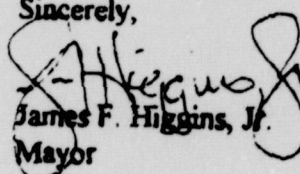
CITY OF MONTGOMERY

3044425395

05/29 '97 15:45 NO.072 03/03

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

Telephone (517) 458-8828

## CITY OF MORENCI

Fax (517) 458-2390

*"Friendliest Gateway To Water Wonderland"*

118 Orchard Street  
Morenci, Michigan 49256

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 effect, had a 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.

BY

  
Mayor

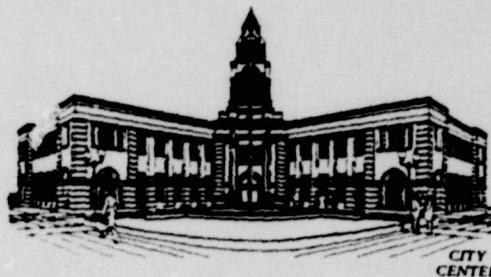
# City of Morristown

Incorporated 1855

Mayor

J. B. SHOCKLEY

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.

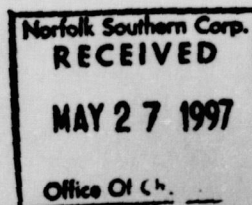
In conclusion, I strongly support the proposed acquisition of Conrail by NS and CSX and urge that their application be approved as expeditiously as possible.

Sincerely,

J.B. Shockley, Mayor

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



255

## OFFICE OF THE MAYOR

72 West High Street  
Mount Gilead, Ohio 43338  
419-946-3926

Fax: 419-946-8111

Mount Gilead - A Good Place To Live

TOM WHISTON  
Mayor

BETTY WILLIAMS  
Clerk-Treasurer

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:

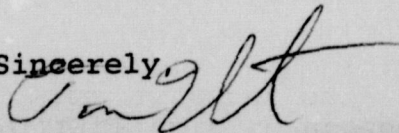
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will 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

TW/kr

# CITY OF MULLENS

OFFICE OF THE MAYOR  
316 MORAN AVENUE  
MULLENS, WEST VIRGINIA 25882

(304) 294-7132

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.

257

By Morgan K. Davis, Mayor Mullens

# MUSIC CITY USA

NASHVILLE CHAMBER

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

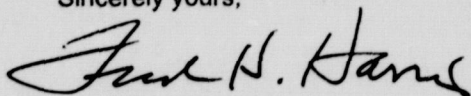
Dear Mr. Williams:

As 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 expediently as possible.

Sincerely yours,



Fred H. Harris, Vice President  
Economic Development

FHH/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

# NEW CASTLE/HENRY COUNTY ECONOMIC DEVELOPMENT CORPORATION

Community Center, 100 S. Main, Suite 203

New Castle, Indiana 47362-4213

Telephone (317) 521-7402 FAX (317) 521-7404

May 6, 1997

ORIGINAL IN FILE AT  
STB DOC. # 33388

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.

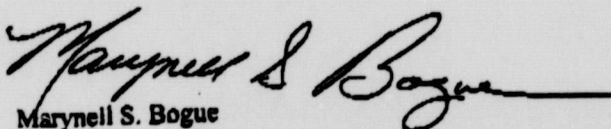
The Economic Development Corporation of New Castle has a long-standing relationship with NS and, before their merger, the Norfolk & Western. In addition, NS's strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

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 offered to NS, all 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.

  
Marynell S. Bogue

## City of New Haven

City Administration Building  
1235 Lincoln Highway East  
P.O. Box 770



NEW HAVEN, INDIANA 46774

May 29, 1997

**ORIGINAL IN FILE  
AT STB DOC. # 33388**

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.

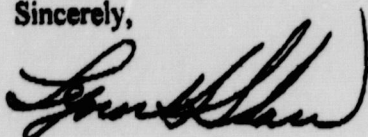
The competitive package NS and CSX have offered bring rail competition to areas where Conrail has, in effect, had an outright monopoly. This proposed acquisition should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

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

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

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

Sincerely,



Lynn H. Shaw  
Mayor  
City of New Haven

LHS:das  
cc: File

ctlist.wpd

# VILLAGE OF NEW LONDON

"Tree City"

115 East Main Street  
New London, Ohio 44851-1292  
(419) 929-4091  
Fax (419) 929-0738

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 N. 33388

Dear Secretary Williams:

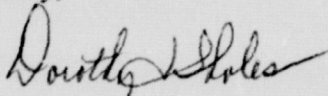
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will 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 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,



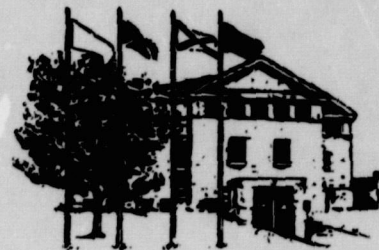
Dorothy J. Sholes  
Mayor  
Village of New London, Ohio



FOUR FLAGS AREA

**CHAMBER OF COMMERCE**

Chamber of Commerce Building  
P.O. Box 10, 321 East Main Street  
Niles, Michigan 49120



Telephone 616-683-3720

Fax 616-683-3722

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

# Town of Northfork

P.O. Box 760  
Northfork, WV 24868  
304-862-3414

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 Thick Mason



## LEE R. AYERS, MAYOR

---

OAKLAND CITY, INDIANA 47660  
812-749-3055  
812-749-3206 (fax)

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.

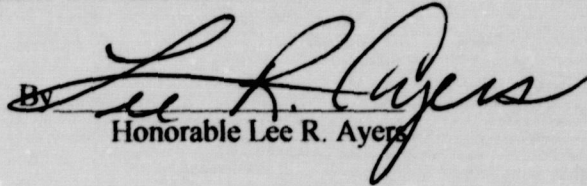
We truly believe that the proposed acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only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

RE: STB Finance Docket No. 33388. Cont'd. p 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.

By   
Honorable Lee R. Ayers

**TOWN OF OCEANA**  
P. O. BOX 190  
OCEANA, WEST VIRGINIA 24870

EQUAL OPPORTUNITY  
EMPLOYER

May 7, 1997

(304) 682-6231  
FAX (304) 682-4524

**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.

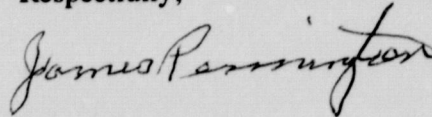
The competitive package NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service to those in our community who ship or receive goods to and from these areas.

Page 2

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,

A handwritten signature in cursive script, appearing to read "James Pennington".

James Pennington  
Mayor

# City of Paris Illinois

ROBERT J. SUNKEL  
COMMISSIONER

WM. D. INGRUM, JR.  
COMMISSIONER

STEPHEN T. FOLEY  
COMMISSIONER

MAFJORIE ERKENBECK  
COMMISSIONER

123 SOUTH CENTRAL AVENUE

PARIS, ILLINOIS 61944

FRANK L. CLINTON, MAYOR

(217) 465-7601 FAX (217) 466-1308

PAUL H. RUFF  
CITY CLERK  
CITY MANAGER

DENNIS THIEL  
CITY TREASURER

RICHARD L. JAMES  
CITY ATTORNEY

ELIZABETH PATTEN  
DEPUTY CITY CLERK

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.

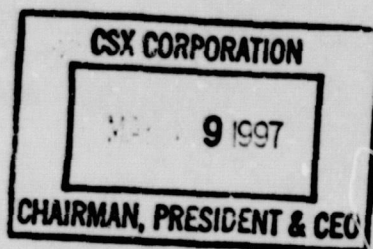
CSX and Norfolk Southern's control of Conrail also offers residents of Illinois opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East 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,

Frank Clinton  
Frank Clinton, Mayor

MAYOR  
EUGENE A. KNOTTS



**CITY OF PARKERSBURG**  
ONE GOVERNMENT SQUARE  
P.O. BOX 1627  
PARKERSBURG, W. VA. 26102  
304-424-8420

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.

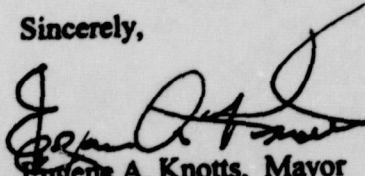
I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the City of Parkersburg. Such growth is crucial to us because it creates new jobs for The City of Parkersburg's residents. I also anticipate 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,

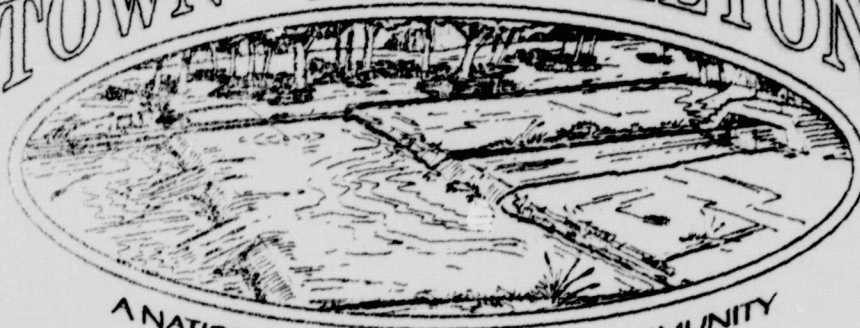


Eugene A. Knotts, Mayor  
City of Parkersburg

EAK/aof

cc: Mr. John W. Snow  
Mr. Tim Hensley

# TOWN of PENDLETON



A NATIONAL HISTORIC REGISTER COMMUNITY

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

5/20/97

DMcG/lb

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

272



JACK B. GREENLEE, MAYOR

ORIGINAL ON  
FILE IN STB  
DOCKET # 33388

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 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.

273

Page 2

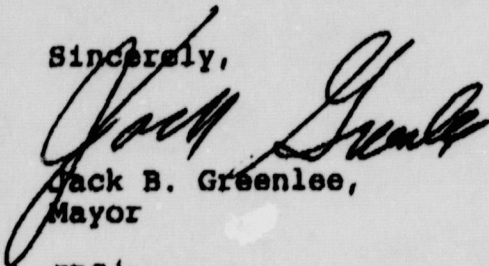
Mr. Vernon A. Williams, Secretary  
May 6, 1997

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,



Jack B. Greenlee,  
Mayor

JBG/mn

# *The City of Point Pleasant*

400 VIAND STREET  
POINT PLEASANT, WEST VIRGINIA 25550  
304-675-2360

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:

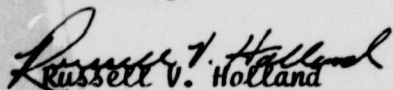
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. West Virginia's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction 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

RVH:jss

RUSSELL V. HOLLAND, Mayor

MARILYN L. McDANIEL, City Clerk



**PRINCE  
GEORGE'S  
COUNTY  
ECONOMIC  
DEVELOPMENT  
CORPORATION**

9200 BASIL COURT, SUITE 200  
LARGO, MD 20774  
TEL: (301) 386-5600 FAX: (301) 386-5607  
pgedc@access.digex.net

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: 

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.

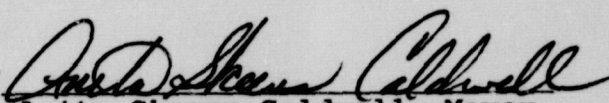
We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive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

NS, CSX & Conrail  
Page 2

BY   
Anita Skeens Caldwell, Mayor

# CITY OF RACELAND

711 CHINN STREET  
RACELAND, KENTUCKY 41169

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.

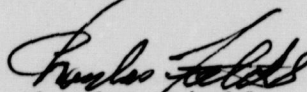
At the Raceland car shop, hundreds of our residents repair rail cars. Combined with the Russell yard next door, over 1,000 of our citizens are employed by the railroad earning a payroll of almost \$45 million. We expect the expanded market reach and enhanced transportation service resulting from the 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,

  
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

Beautiful City on the Ohio River

## City of Ravenswood

212 Walnut Street  
Ravenswood, West Virginia 26164  
Telephone (304) 273-2621

Post-it brand fax transmittal m

To	TIM HENSLEY
Co.	
Dept.	
Fax #	304-522-5714

Mayor  
Clair Roseberry

Recorder  
Katherine Garrett

Clerk Treas.  
Joan Turner

Council Members  
Douglas Bashaw  
Roy Boggess  
Paul Icenhower  
Gary Lawson  
Sue Quillen

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.

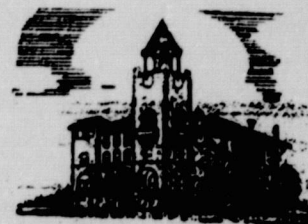
In addition to the direct and indirect benefits which will accrue to Ravenswood by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share 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*  
Clair Roseberry,  
Mayor

**BILLY RAY PATTON**  
**RHEA COUNTY EXECUTIVE**



Rhea County Courthouse  
1475 Market Street  
Dayton, Tennessee 37321  
(615) 775-7801

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,

A handwritten signature in dark ink, reading "Billy Ray Patton". The signature is written in a cursive, flowing style.

Billy Ray Patton  
County Executive

BRP/jts

# City of Richmond



LARRY E. CHAVIS  
MAYOR

900 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219  
(804) 780-7977

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:

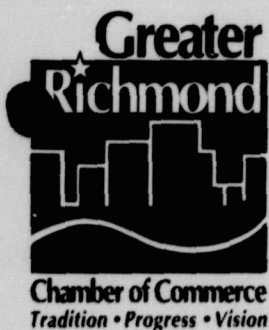
I am writing in support of the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, Virginia's Industrial, business, and agricultural interests will have access to more efficient rail transportation. The most important benefit will be single-line service to a variety 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

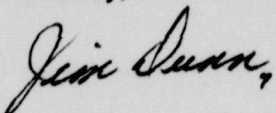
**RE: Finance Docket 33388 - CSX/Norfolk Southern Acquisition and Control  
Of Conrail**

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



1 East Franklin Street  
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

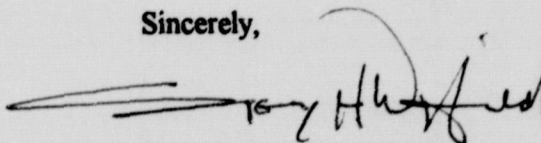
Re: Finance Docket 33388 -  
CSX/Norfolk Southern Acquisition and Control of Conrail

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

# VILLAGE OF RIDGEWAY

103 South Main Street  
Ridgeway, Ohio 43345

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:

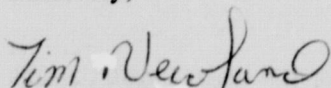
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will 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

Mayor  
KENNETH B. ROBERTS

Police Chief  
PHILLIP R. CASKEY

Public Work  
LARRY MORRIS

# CITY OF RUSSELL

Fourth Class  
P.O. Box 394  
RUSSELL, KENTUCKY 41169

City Clerk/Treasurer  
PEGGY L. COLVIN

Code Enforcement  
BERNARD H. KING

(606) 836-9666  
Fax (606) 836-3795

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:

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 VINE STREET, SUITE 310  
LEXINGTON, KENTUCKY 40507



# CITY OF SAINT ELMO

Chris Worman, Mayor  
Mary Magnus, Treasurer

- 411 North Main Street
- Saint Elmo, Illinois 62458
- 618-829-3319
- Fax 618-829-3332

May 22, 1997

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

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

Dear Secretary Williams:

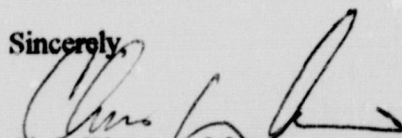
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction 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



Court House  
Built 1877

## George Lusby

Scott County Judge/Executive  
P.O. Box 973  
Court House, Main Street  
Georgetown, Kentucky 40324

Telephone  
(502) 863-7850  
Fax  
(502) 863-7852

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



**BILL W. HARMON**

SEQUATCHIE COUNTY EXECUTIVE  
P.O. BOX 595 • DUNLAP, TENNESSEE 37327  
PHONE: (423) 949-3479

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

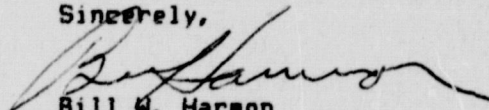
Dear Mr. Williams:

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:b11

cy: 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

# CITY OF SHELBY

SHELBY, OHIO 44875

CITY HALL

23 W. MAIN STREET

UTILITIES OFFICE

23 E. MAIN STREET

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:

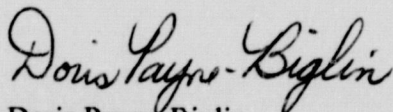
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Shelby's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction 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.

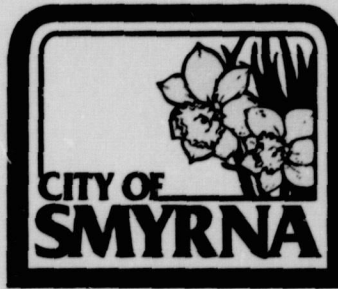
CSX and Norfolk Southern's control of Conrail also offers residents of Shelby opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East 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



2800 King Street / P.O. Box 1226, Smyrna, Georgia 30081 / (770) 434-6600

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 NORFOLK 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 1 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.

MAYOR  
A. MAX BACON

CITY COUNCIL

WARD 1  
CHARLENE CAPILOUTO

WARD 2  
RON NEWCOMB

WARD 3  
BILL SCOGGINS

WARD 4  
JIM HAWKINS

WARD 5  
JACK R. CRAMER

WARD 6  
WADE LENENICKA

WARD 7  
CHARLES PETE WOOD

CITY ADMINISTRATOR  
HOWARD NEIL SMITH, JR.

CITY CLERK  
MELINDA DAMERON

CITY ATTORNEY  
CHARLES E. CAMP


MUNICIPAL COURT JUDGE  
R. MICHAEL WHALEY

Mr. Vernon A. Williams, Secretary  
May 27, 1997  
Page Two

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

AT & T Building  
1201 Main Street  
Suite 1810  
Columbia  
South Carolina  
29201-3229

803/ 799-4601

Fax  
803/779-6043

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



## VILLAGE OF SOUTH HOLLAND

MUNICIPAL HALL 16226 Wausau Avenue • South Holland, Illinois 60473

708-210-2900

FAX: 708-210-1019

DON A. DE GRAFF  
*President*

RUTH B. DE VRIES  
*Clerk*

WILLARD VANDER ZEE  
*Treasurer*

### TRUSTEES

ARTHUR L. BENNETT

RICHARD H. BRUNO

LARRY W. DE YOUNG

FRANK E. KNITTLE

PATRICIA MAGON

JAMES H. VELD

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

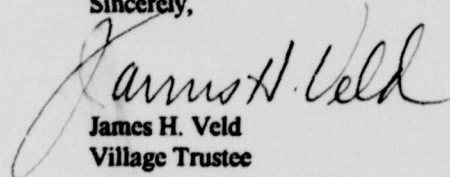
Dear Mr. Williams:

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 play 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





**CITY COUNCIL**  
Mayor Richard J. Hutto  
Mayor Pro Tem: Thomas E. Karki  
Councilman Ray R. Phipps  
Councilman Ken Nelson  
Councilman Jay Pollard  
Councilman Steve Rice  
Councilwoman Kimberley A. Waggoner  
**CITY MANAGER**  
Steve M. Duchane

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



Florida's Largest Port

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 11<sup>th</sup> 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.

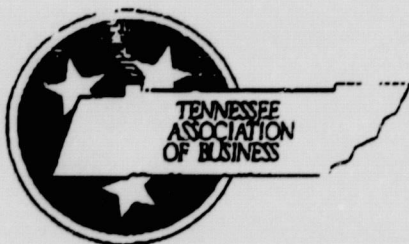
Another benefit would be less transit time in moving materials north and south. This I feel would free up products to flow more evenly rather than getting alternate carriers or commercial truck lines involved.

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.

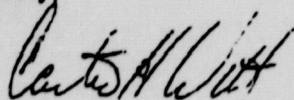
Tennessee has a longstanding relationship with both NS and CSX which together comprise approximately 90 percent of the total Class I rail miles in the state. I believe the acquisition of Conrail by NS and CSX will benefit Tennessee by making both railroads stronger. Such a combination will allow industries 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.

Mr. Williams  
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May 9, 1997

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

Sincerely,



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