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Voss Industries	Michael Vernier	4G	350
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* Original of letter previously filed

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* Original of letter previously filed



LAWTON CHILES
GOVERNOR

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

March 11, 1997

Honorable Linda Morgan
Chairwoman
Surface Transportation Board
1201 Constitution Avenue, N.W.
Washington, DC 20423

Dear Ms. Morgan:

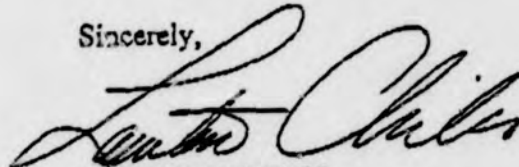
I understand that CSX Transportation, Inc., is now in negotiations with the Norfolk Southern Railway regarding a division of Conrail's railroad operations. Since the impact of this corporate agreement could have major positive consequences for the State of Florida, I am requesting that you expedite your review of the proposal so that a favorable restructuring can be completed without delay.

By creating a broader network of single line freight railroad service, major markets such as Miami and Tampa will have direct access to markets in the Northeast. The reduction in transit time, the increased efficiency in operations, and the long-term financial stability of the railroad industry are essential to the tens of thousands of Florida businesses that depend on the movement of goods by rail.

Since deregulation of the industry in 1980, the Surface Transportation Board has wisely recognized the benefits that have accrued from railroad consolidations. By granting swift approval of the CSX/Conrail/Norfolk Southern restructuring, you will be permitting the customers and communities served by rail to realize additional transportation efficiencies and benefits. This concept and proposal has my full support and I eagerly await the board's decision.

With kind regards, I am

Sincerely,



LAWTON CHILES



M. J. "MIKE" FOSTER, JR.
GOVERNOR

State of Louisiana

OFFICE OF THE GOVERNOR

Baton Rouge

70804-9004



June 4, 1997

FD33388

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

Dear Mr. Williams:

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

Louisiana has a longstanding relationship with both Norfolk Southern and CSX Transportation. Both carriers serve the port of New Orleans and join the east with the west in the city of New Orleans. Although they operate on a small portion of the total Class I rail miles in Louisiana, both companies have been valuable corporate citizens and have contributed greatly to industrial development and business growth in the state of Louisiana. The chemical industry in Louisiana will receive more competitive rail service for their products moving to the East and Northeast by means of single line access to many more customers and suppliers in new markets. This enhanced transportation service resulting from their new rail network will generate a better environment in New Orleans and allow the rapid movement of the chemical products manufactured in Louisiana.

In conclusion, I wholeheartedly support the proposed acquisition of Conrail by CSX Transportation and Norfolk Southern Corporation and urge their applications be approved as expeditiously as possible.

Sincerely,

M.J. "Mike" Foster, Jr.

jdd



OFFICE OF LIEUTENANT GOVERNOR

240 STATE CAPITOL
ATLANTA, GEORGIA 30334

(404) 656-5030

PIERRE HOWARD
LIEUTENANT GOVERNOR

June 17, 1997

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

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

Dear Mr. Williams:

On behalf of the State of Georgia, I am writing to support the proposal being brought before the Board in the above-referenced proceeding. For a state and/or region to prosper, a balanced transportation system built on competition is a necessity. The Intermodal movement of goods is critical to our global competitiveness. Georgia is fortunate to have two equally strong Class I railroads, and we have seen that the competition between Norfolk Southern and CSX is indeed healthy for the industrial, business and agricultural interests of this state. The proposed transaction will enable Georgia'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 Georgia and, thus, will generate more jobs for the state's residents.

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

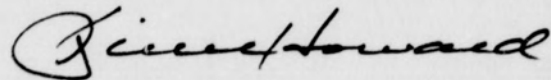
Vernon A. Williams, Secretary

June 17, 1997

Page Two

With the deregulation of the rail industry in 1980, recognized benefits have been gained through railroad consolidations. Granting approval of the CSX/Norfolk Southern acquisition of Conrail will permit the businesses and communities of Georgia served by rail to realize additional transportation efficiencies and benefits. The Lt. Governor's Office of Georgia, therefore, urges the Surface Transportation Board to approve the application filed under the above-referenced proceeding by CSX and Norfolk Southern for the acquisition of Conrail.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pierre Howard".

Pierre Howard

PH:bg

JOHN S. WILDER
LIEUTENANT GOVERNOR
SUITE ONE
LEGISLATIVE PLAZA BUILDING
NASHVILLE, TENNESSEE 37243-0026
TELEPHONE (615) 741-2368

TENNESSEE
SENATE CHAMBER

EAST COURT SQUARE
SOMERVILLE, TENNESSEE 38068
TELEPHONE (901) 465-4647

May 12, 1997

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

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

Dear Mr. Williams:

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

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

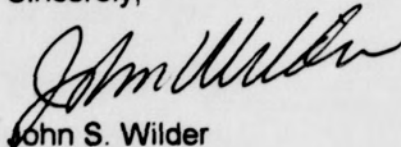
The enhanced transportation service resulting from this new rail network will generate significant new business and industrial growth for Tennessee. This growth is crucial to the state of Tennessee as it provides new jobs for our citizens. Additionally, the enlarged CSX and NS system will be able to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

Mr. Williams
Page Two
May 9, 1997

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,



John S. Wilder

JSW:sw

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

STATE OF INDIANA
HOUSE OF REPRESENTATIVES

THIRD FLOOR STATE HOUSE
INDIANAPOLIS, INDIANA 46204

ROBERT W. BEHNING
3315 S. TIBBS AVENUE
INDIANAPOLIS, IN 46221

1997-98

COMMITTEES:

ELECTIONS AND APPORTIONMENT, RRM
COMMERCE AND ECONOMIC DEVELOPMENT
ECONOMIC GROWTH AND REGULATORY RELIEF
PUBLIC HEALTH

June 4, 1997

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

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

Dear Secretary Williams:

My name is Robert W. Behning. I am an Indiana State Representative elected to District 91 in Indianapolis, Indiana. I wish to express my support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

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

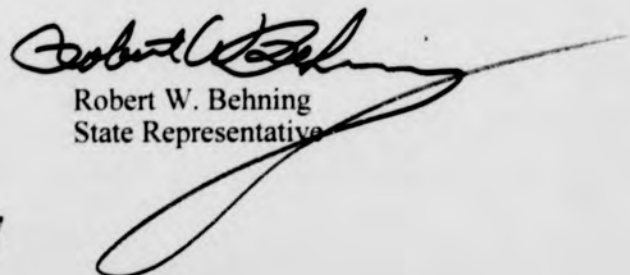
I truly believe that the proposed acquisition of Conrail by Norfolk Southern and CSX will benefit our community by making Norfolk Southern a stronger competitor. Such a combination will allow industries in this community to reach markets by rail that they have heretofore either been unable to reach or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

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

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

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

Sincerely,



Robert W. Behning
State Representative

RWB/db

District Office:

#40 Professional Park
P. O. Box 248
Edwardsville, Illinois 62025
(618) 656-8422
(618) 656-2425 Fax



Capitol Office:

M-103 State Capitol
Springfield, Illinois 62706
(217) 782-5247

Evelyn M. Bowles
State Senator • 56th District

May 30, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th Street and Constitution Avenue, N.W. Room 2215
Washington, DC 20423

Re: Conrail Acquisition by Norfolk Southern and CSX

Dear Secretary Williams:

I am writing to express support of Norfolk Southern and CSX's acquisition of Conrail.

I truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit my district. Such a rail combination will allow industries in my district 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 my district 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.

Sincerely,

A handwritten signature in cursive script that reads "Evelyn M. Bowles".

Evelyn M. Bowles
State Senator
56th District

179620
179615

Congress of the United States
Washington, DC 20515

May 13, 1997

The Honorable Linda Morgan
Chair
Surface Transportation Board
1201 Constitution Avenue, NW
Washington, DC 20403

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAY 19 2 33 PM '97
OFFICE OF
CHAIRMAN MORGAN

Dear Ms. Morgan:

As members of the Florida Congressional Delegation, we are writing you to express our strong support for the proposed acquisition of Conrail by CSX Corporation and Norfolk Southern. We urge the Surface Transportation Board to give the merger its prompt consideration.

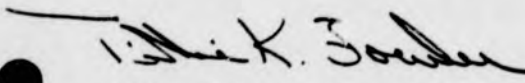
The railroad industry is an important component of our state's overall economy as well as the city of Jacksonville which we both represent. CSX Transportation is headquartered in Florida and provides more than 6,500 jobs for Floridians. Fruit growers, manufacturers, local utility plants, chemical companies, paper mills, and countless small businesses depend on an efficient freight service every day.

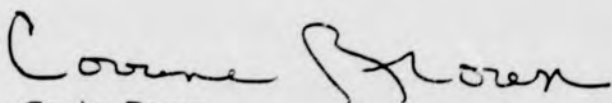
We want to see the rail industry prosper and grow into the next century. The proposed merger plan will help create a more financially stable freight rail system that expands the market reach of Florida businesses. We believe this merger is good for our state, good for the railroad industry and good for the Florida communities and businesses who rely on this important transportation system day in and day out.

We would like to see the creation of a balanced competitive rail system operating in the eastern half of our nation begin as soon as possible. That is why we are asking you to begin the review of the proposed CSX-Norfolk Southern acquisition of Conrail as soon as possible. We believe that your prompt action concerning this issue will permit railroads and their customers to start working together to create a better, faster, more efficient railroad of the future.

We eagerly await your decision and stand ready to provide the Surface Transportation Board with any assistance it may require. Thank you in advance for your consideration of this important matter.

Sincerely,


Tillie K. Fowler
Member of Congress


Corrine Brown
Member of Congress

ILLINOIS HOUSE OF REPRESENTATIVES

72ND DISTRICT OFFICE:
303 18TH STREET
ROCK ISLAND, ILLINOIS 61201
309/793-4716
FAX: 309/793-4764



SPRINGFIELD OFFICE:
109 STATE CAPITOL
SPRINGFIELD, ILLINOIS 62706
217/782-5970
FAX: 217/782-8569

JOEL BRUNSVOLD
ASSISTANT MAJORITY LEADER

May 30, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th Street and Constitution Ave., NW, Room 2215
Washington, DC 20423

Re: Conrail Acquisition by Norfolk Southern and CSX

Dear Secretary Williams:

I am writing to express support of Norfolk Southern and CSX's acquisition of Conrail.

I truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit my district. Such a rail combination will allow industries in my district 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 my district 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.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joel Brunsvold".

Joel Brunsvold
Assistant Majority Leader
72nd District

JB:rm

TONY E. FULTON

40TH LEGISLATIVE DISTRICT
BALTIMORE CITY

ECONOMIC MATTERS COMMITTEE
DEPUTY MAJORITY WHIP



HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

June 12, 1997

OFFICE ADDRESS:

LOWE HOUSE OFFICE BUILDING
SUITE 317
ANNAPOLIS, MARYLAND 21401-1991
TOLL FREE (410) 841-3277

BALTIMORE OFFICE:

22 EAST 25TH STREET
BALTIMORE, MARYLAND 21218
(410) 366-5133

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



RE: STB Finance Docket No. 33388, CSX Corporation
and CSX Transportation, Inc.; Norfolk Southern 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 and unconditional 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 convinced that this merger will provide a much needed boost to economic development in this State. 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, less pollution and better transportation utilization.

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

Sincerely,

Tony Fulton
Delegate

TF/th

CAPITOL OFFICE:
300 STATE HOUSE
SPRINGFIELD, ILLINOIS 62706
TELEPHONE: 217/782-0066

STRICT OFFICE:
230 E. BROADWAY
P.O. BOX 707
CENTRALIA, ILLINOIS 62801
TELEPHONE: 618/533-0296



KURT M. GRANBERG
STATE REPRESENTATIVE • 109TH DISTRICT

ASSISTANT MAJORITY
LEADER

FLOOR LEADER

COMMITTEES:
VICE-CHAIRMAN
CONSUMER PROTECTION
AGRICULTURE
CONFLICTS OF INTEREST

May 30, 1997

Vernon A. Williams, Secretary Re: Conrail Acquisition by Norfolk
Surface Transportation Board Southern and CSX
12th Street and Constitution Ave., NW,
Room 2215
Washington, D.C. 20423

Dear Secretary Williams:

I am writing to express support of Norfolk Southern and CSX's acquisition of Conrail.

I truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit my district. Such a rail combination will allow industries in my district to reach markets by rail that they have either, until now, been unable to reach or 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 my district 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.

Sincerely,

A handwritten signature in cursive script that reads "Kurt M. Granberg".

Kurt M. Granberg
Assistant Majority Leader

KMG/sis

12

United States Senate

WASHINGTON, DC 20510

179619
147867

May 15, 1997

OF FURTHER
CHAIRMAN MORGAN

MAY 19 2 32 PM '97

RECEIVED
SURFACE TRANSPORTATION
BOARD

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

Dear Ms. Morgan:

We are writing you to express our strong support for the proposed acquisition of Conrail by CSX Corporation and Norfolk Southern. Having watched the plans for this railroad merger develop over the last few months, we are delighted with the new agreement reached by the two companies. We urge the Surface Transportation Board to give it prompt approval.

The railroad industry is an important component of our state's overall economy. CSX Transportation is headquartered in Florida and provides more than 6,500 jobs for Floridians. Fruit growers, manufacturers, local utility plants, chemical companies, paper mills, and countless small businesses depend on an efficient freight rail service every day.

We want to see the rail industry prosper and grow into the next century. The proposed merger plan, soon to be submitted to the Surface Transportation Board, will help create a more financially stable freight rail system that expands the market reach of Florida businesses. In speaking to our constituents throughout the state, all of us --Democrats and Republicans-- have recognized that a better, more efficient railroad system has broad support. We believe this merger is good for our state and the Florida communities and businesses who rely on this important transportation system day in and day out.

We would like to see the creation of a balanced, competitive rail system operating in the eastern half of our nation begin as soon as possible. That is why we are asking you to expedite the review of the proposed CSX-Norfolk Southern acquisition of Conrail. We believe that your prompt action concerning this issue will permit railroads and their customers to start working together to create a better, faster, more efficient railroad of the future.

STB

FD

33388

8-4-97

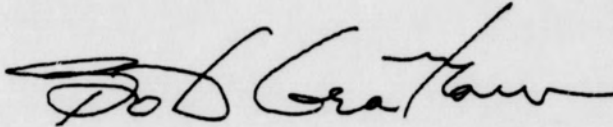
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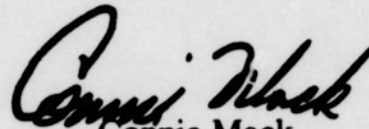
V4/3/9

We eagerly await your decision and stand ready to provide the Surface Transportation Board with any assistance it may require. Thank you in advance for your expedited consideration of this important matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bob Graham".

Bob Graham

A handwritten signature in cursive script, appearing to read "Connie Mack".

Connie Mack

JOHN J. HAFER
STATE SENATOR
LEGISLATIVE DISTRICT 1
ALLEGANY AND GARRETT COUNTIES

FINANCE COMMITTEE
HEALTH SUBCOMMITTEE
JOINT COMMITTEES:
AELR
BUDGET AND AUDIT
ECONOMIC DEVELOPMENT
HEALTH CARE DELIVERY
PENSIONS



SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401-1991
June 10, 1997

DISTRICT OFFICE
58 FROST AVENUE
P.O. BOX 116
FROSTBURG, MD 21532-0116
1-301-689-4666
1-800-58-SENATOR

ANNAPOLIS OFFICE 1-410-841-3565
TOLL FREE 1-800-492-7122



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

Re: STB Finance Docket No. 333388, 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, balance proposal consideration and approval.

Sincerely,

John J. Hafer

JJH:mbp

TOMMY HAUN

SENATOR

1ST SENATORIAL DISTRICT
COCKE, GREENE, HAMBLEN
AND UNICOI COUNTIES

1137 TUSCULUM BLVD.
GREENEVILLE, TENNESSEE 37745
PHONE: OFFICE (423) 639-4286
FAX (423) 639-3373

**Senate Chamber
State of Tennessee**

NASHVILLE

CHAIRMAN
TRANSPORTATION
MEMBER OF COMMITTEES:
STATE AND LOCAL GOVERNMENT
FISCAL REVIEW

NASHVILLE OFFICE
SUITE 307, WAR MEMORIAL BUILDING
NASHVILLE, TENNESSEE 37243-0201
(615) 741-3851
FAX (615) 741-7200

May 14, 1997

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

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

Dear Mr. Williams:

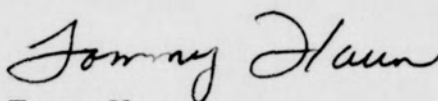
As Chairman of the Senate Transportation Committee, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

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

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

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 cursive script, reading "Tommy Haun".

Tommy Haun

TH/jy

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

Mr. David R. Good, Chairman
Norfolk Southern Corporation

LA ELLIS HIXSON

20TH LEGISLATIVE DISTRICT
MONTGOMERY COUNTY



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401-1991

CHAIRMAN
WAYS & MEANS COMMITTEE

(410) 841-3469
(301) 858-3469

June 2, 1997

Vernon A. Williams
Secretary
Surface Transportation Board
12th and Constitutional 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.

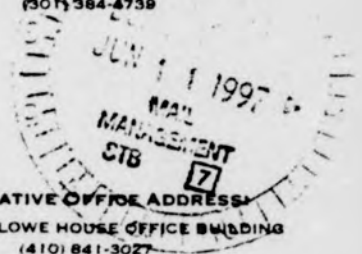
I urge the Surface Transportation Board to give this pro-competitive, balanced proposal consideration and approval.

Sincerely,

Sheila E. Hixson

HOME ADDRESS:

1008 BROADMORE CIRCLE
SILVER SPRING, MARYLAND 20904
(301) 384-4739



LEGISLATIVE OFFICE ADDRESS:

ROOM 221 - LOWE HOUSE OFFICE BUILDING
(410) 841-3027
TOLL FREE FROM WASHINGTON AREA
(301) 858-3027

STATE OF INDIANA
HOUSE OF REPRESENTATIVES

THIRD FLOOR STATE HOUSE
INDIANAPOLIS, INDIANA 46204

JOHN S. KEELER
628 CHAMBER OF COMMERCE BUILDING
320 N. MERIDIAN ST.
INDIANAPOLIS, IN 46204

1995-96
COMMITTEES
JUDICIARY, CHAIRMAN
FINANCIAL INSTITUTIONS
RULES AND LEGISLATIVE PROCEDURES

May 30, 1997

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

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

Dear Mr. Williams:

My name is John S. Keeler. I am an Indiana State Representative elected to District 86 in Indianapolis, Indiana.

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

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

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

The competitive package Norfolk Southern and CSX have offered bring rail competition to areas where Conrail has, in effect, had an outright monopoly. The proposed acquisition should provide the benefits of competitive rail service to those

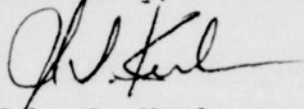
May 30, 1997
Page 2

in our community who ship or receive goods to and from these areas.

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

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

Sincerely,

A handwritten signature in dark ink, appearing to read "J. S. Keeler", written over a horizontal line.

John S. Keeler

JSK/llg

121B STATE CAPITOL
SPRINGFIELD, ILLINOIS 62706
217/782-6597

COMMITTEES:
CHAIRMAN
INSURANCE & PENSIONS
AGRICULTURE &
CONSERVATION
LICENSED ACTIVITIES



ROBERT A. MADIGAN
ILLINOIS STATE SENATE
45TH DISTRICT

DISTRICT OFFICES:
618 NORTH CHICAGO ST.
LINCOLN, ILLINOIS 62656
217/732-1323
106 SOUTH MAIN
P.O. BOX 152
EUREKA, ILLINOIS 61530
309/467-5464

May 30, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
12th Street and Constitution Avenue, NW, Room 2215
Washington, D. C. 20423

Re: Conrail Acquisition by Norfolk Southern and CSX

Dear Secretary Williams:

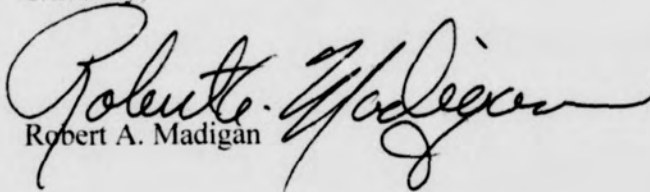
I am writing to express support of Norfolk Southern and CSX's acquisition of Conrail.

I truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit my district. Such a rail combination will allow industries in my district 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 my district 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.

Sincerely,


Robert A. Madigan



DONALD F. MUNSON
WASHINGTON COUNTY
DISTRICT 2

BUDGET AND TAXATION COMMITTEE

SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401-1991

ANNAPOLIS OFFICE:

ROOM 405
JAMES SENATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
(410) 841-3609

DISTRICT OFFICE:

28 WEST CHURCH STREET
HAGERSTOWN, MARYLAND 21740-4808
(301) 791-4511

May 30, 1997

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

Dear Mr. Williams:

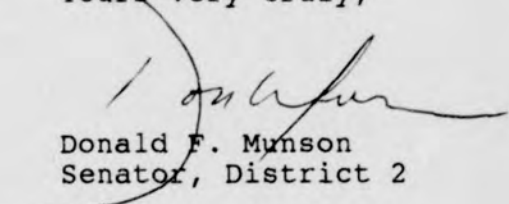
I, State Senator Donald F. Munson on behalf of my Washington County constituents, support the above merger and urge the STB to accept this letter as testimony. My Senate District includes approximately 100,000 people in Washington County and the City of Hagerstown, Maryland. The City of Hagerstown has a long-standing relationship with Norfolk Southern. Norfolk Southern has been a valuable corporate citizen and has utilized Hagerstown as an important link to the Conrail system to the north.

Norfolk Southern's plan to acquire Conrail will mean additional jobs and economic development for Hagerstown and the State of Maryland. The additional competition resulting from a Norfolk Southern-Conrail merger will also be good for business throughout the State of Maryland. I strongly support the proposed acquisition of Conrail by Norfolk Southern and urge that it be promptly approved.

I, Donald F. Munson, 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 the 30th day of May, 1997.

Kind personal regards,

Yours very truly,


Donald F. Munson
Senator, District 2

DFM:ces

Jimmy Naifeh

Speaker

State Capitol

Nashville, Tennessee 37243-0181

(615) 741-3774

House of Representatives

State of Tennessee

Nashville

Office of the Speaker

Home Address

P.O. Box 97

Covington, Tennessee 38019

(901) 476-9593

May 12, 1997

Mr. Vernon A. Williams, Secretary

Surface Transportation Board

1925 K Street, NW

Washington, DC 20423-0001

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

Dear Mr. Williams:

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

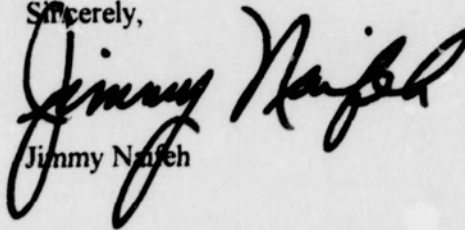
Tennessee has a long-standing relationship with both NS and CSX which together comprise approximately 90 percent of the total Class 1 rail miles in the state. I believe the acquisition of Conrail by NS and CSX will benefit Tennessee by making both railroads stronger. Such a combination will allow industries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

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

Mr. Williams
Page 2
May 12, 1997

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

Sincerely,

A handwritten signature in dark ink, appearing to read "Jimmy Nafteh", written in a cursive style.

Jimmy Nafteh

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

D. BRUCE POOLE
DISTRICT 2-B
WASHINGTON COUNTY
COMMERCE AND GOVERNMENT
MATTERS COMMITTEE



HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

PLEASE RESPOND TO:

- ☐ SUITE 321 LOWE HOUSE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
(410) 841-3451
1-800-492-7122
- ☒ 9743 BEAVER CREEK CHURCH ROAD
HAGERSTOWN, MARYLAND 21740
(301) 739-6409

June 2, 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.; Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc., and Consolidated Rail Corporation, STB Finance Docket No. 33388

Dear Mr. Williams:

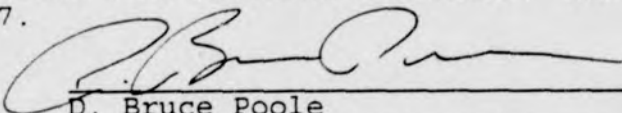
I, D. Bruce Poole, Member of the Maryland General Assembly, support the above merger and urge the STB to accept this letter as testimony.

I represent the areas of Eastern and Southern Washington County. My district is adjacent to Hagerstown, Maryland. As you certainly know, Hagerstown has a long lineage with the Railroad industry. We have had a direct correlation between the strength and activity of the railroads in this county and the vibrance of our economy. Simply put, when the railroads have been active and strong, so too has our economy.

I believe that the above-referenced proposal which you are entertaining has the potential to bring renewed activity by CSX and Norfolk Southern to our area of the state. This most assuredly will bring many benefits with it. Accordingly, I support your approval of this proposal.

If I may be of further assistance, please let me know.

I, D. Bruce Poole, 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 2 day of June, 1997.


D. Bruce Poole
Member, Maryland General Assembly



GENERAL
ASSEMBLY

STATE OF ILLINOIS

CAPITOL OFFICE
M103-F STATE CAPITOL
SPRINGFIELD, IL 62706
(217) 782-5509
Administrative Assistant
Ms. Bunny Fourez

DISTRICT OFFICE
112 EAST MARKET STREET
CHRISTOPHER, IL 62822
(618) 724-9444
Secretary
Mrs. Kathy Reece

JIM REA

STATE SENATOR
59th DISTRICT

May 30, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th Street and Constitution Ave., NW, Room 2215
Washington, DC 20423

RE: Conrail Acquisition by Norfolk Southern and CSX

Dear Secretary Williams:

I am writing to express support of Norfolk Southern and CSX's acquisition of Conrail.

I truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit my district. Such a rail combination will allow industries in my district 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 my district 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.

Sincerely yours,

JIM REA
State Senator
59th District

JFR/blf

CHAIRMAN
Robb Robinson

VICE-CHAIRMAN
Joe Fowlkes

SECRETARY
John White

EXECUTIVE SECRETARY
Pat Farmer CPS

RESEARCH ANALYST
Tim Schwarz

COMMITTEE ATTORNEY
Fred Standbrook

**HOUSE OF REPRESENTATIVES
STATE OF TENNESSEE**

TRANSPORTATION COMMITTEE

MEMBERS

Mae Beavers
Frank Buck
Tim Burchett
Ronnie Davis
Bill Dunn
Mary Ann Eckles
George Fraley
Ed Haley
Joyce Hassell
Tommy Head
Bobby Hicks
John Hood
Michael McDonald
Chris Newton
Don Riidgeway
Dennis Roach
Jack Sharp
Randy Stamps
John Tidwell
Larry Turner

May 12, 1997

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

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

Dear Mr. Williams:

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

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

Mr. Vernon A. Williams, Secretary

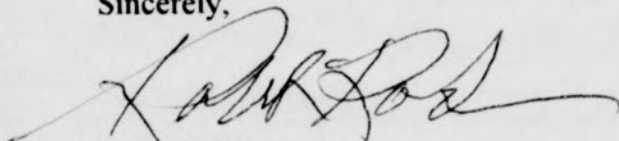
Page 2

May 12, 1997

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

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

Sincerely,



Robb Robinson

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

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

JOHN J. H. SCHWARZ, M.D.

24TH DISTRICT

P.O. BOX 30036

LANSING, MICHIGAN 48909-7536

OFFICE (517) 373-3447

FAX (517) 373-5849

DISTRICT (810) 962-7733

TDD (517) 373-0543

THE SENATE

LANSING, MICHIGAN



PRESIDENT PRO TEMPORE

APPROPRIATIONS COMMITTEE

SUBCOMMITTEES

HIGHER EDUCATION CHAIRMAN

COMMUNITY HEALTH

JOINT CAPITAL OUTLAY

SCHOOL AID AND DEPARTMENT

OF EDUCATION

HEALTH POLICY AND SENIOR CITIZENS

VICE CHAIRMAN

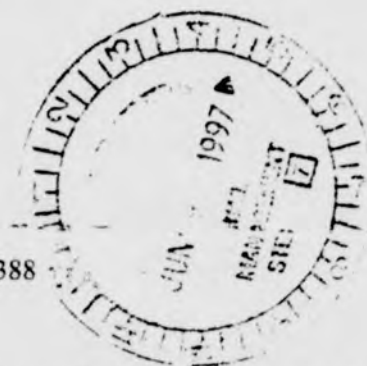
MICHIGAN CAPITOL COMMITTEE

LEGISLATIVE COUNCIL

LEGISLATIVE RETIREMENT

June 2, 1997

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



Re: Conrail Merger, Finance Docket No. 33388

Dear Mr. Williams:

I am writing to express my support for the proposed acquisition of Conrail by Norfolk Southern and CSX. This proposal by CSX and Norfolk Southern, which represents a major consolidation of Class I railroads, will have a positive impact on my Senate district and have far-reaching benefits for our nation's rail transportation system. My interests in this proposed merger are as follows:

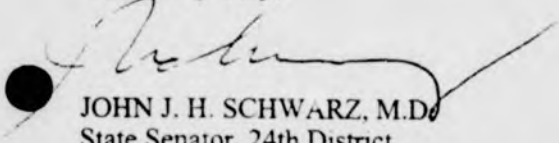
I support any plan which promotes balanced rail competition in the territory serviced by Conrail. Michigan's industries--automotive manufacturing, agriculture, mining and chemicals--will all reap benefits through a viable competitive rail service which provides shipping alternatives.

Acquisition of Michigan's Conrail lines will make Norfolk Southern a major player. CSX already operates significant miles of track in Michigan. The third major railroad in Michigan is Canadian National, which recently spent almost \$200 million on a tunnel from Port Huron to Sarnia, Ontario. Canadian National has more employees in Michigan than Norfolk Southern and CSX combined, and Canadian National's viability must be a prime consideration in any restructuring of rail trackage in our state.

A single dominant railroad in the Northeast is unacceptable. The package offered by Norfolk Southern and CSX brings rail competition to areas where Conrail has, in effect, had an outright monopoly. Norfolk Southern and CSX's proposal will provide the benefits of competitive rail service to those in Michigan who ship or receive goods to and from these areas.

It is my position that competitive access through ownership of rail lines by many strong, highly regarded railroads is necessary to achieve an appropriate level of railroad competition in the United States. I offer my strong support to the proposed acquisition of Conrail by Norfolk Southern and CSX, and am confident the Surface Transportation Board will find the merits of this merger acceptable and proceed with approving the consolidation.

Yours very truly,


JOHN J. H. SCHWARZ, M.D.
State Senator, 24th District
President *pro tempore*

JJHS/rmj

DISTRICT OFFICE
3849 W. OGDEN AVENUE
CHICAGO, ILLINOIS 60623
773/277-4700

CAPITOL OFFICE
300 STATE CAPITOL
SPRINGFIELD, ILLINOIS 62706
217/782-8116



REVENUE

RULES

EX-OFFICIO MEMBER
ALL HOUSE COMMITTEES

ILLINOIS HOUSE OF REPRESENTATIVES

ARTHUR L. TURNER

STATE REPRESENTATIVE • 9TH DISTRICT
DEPUTY MAJORITY LEADER

May 30, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th Street and Constitution Ave., NW, Room 2215
Washington, DC 20423

Re: Conrail Acquisition by Norfolk Southern and CSX

Dear Secretary Williams:

I am writing to express support of Norfolk Southern and CSX's acquisition of Conrail.

I truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit my district. Such a rail combination will allow industries in my district 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 my district 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.

Sincerely,

A handwritten signature in dark ink, appearing to read "Arthur L. Turner".

Arthur L. Turner
Deputy Majority Leader

DISTRICT OFFICE
1025 PEORIA STREET
PERU, ILLINOIS
61354
815/223-3747



SPRINGFIELD OFFICE
STATE CAPITOL
SPRINGFIELD, ILLINOIS
62706
217/782-8287

STATE SENATOR
PATRICK D. WELCH
38TH DISTRICT
ASSISTANT MINORITY LEADER

May 30, 1997

Vernon A. Williams, Secretary
Surface Transportation Board
12th Street and Constitution Ave., NW, Room 2215
Washington, DC 20423

Re: Conrail Acquisition by Norfolk Southern and CSX

Dear Secretary Williams:

I am writing to express support of Norfolk Southern and CSX's acquisition of Conrail.

I truly believe that acquisition of Conrail by Norfolk Southern and CSX will benefit my district. Such a rail combination will allow industries in my district 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 brings rail competition to areas where Conrail has an outright monopoly. This should provide the benefits of competitive rail service to those in my district 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.

Sincerely,

A handwritten signature in cursive script, appearing to read "Patrick D. Welch".

Patrick D. Welch
Assistant Minority Leader
38th District

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

PETE WORTHINGTON
STATE REPRESENTATIVE
70TH LEGISLATIVE DISTRICT
RR NO 1 BOX 131
EWING, KENTUCKY 41039
HOME: (606) 267-3281
OFFICE: (606) 232-2000



COMMITTEES
EDUCATION
PUBLIC UTILITIES & TRANSPORTATION
ELECTIONS & CONSTITUTIONAL
ADAMENDMENTS



June 2, 1997

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

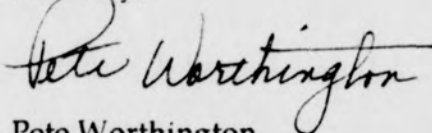
CSX already serves as a critical link delivering raw materials to Kentucky industries, and for moving the Commonwealth's finished products to the rest of the nation and the world. The proposed transaction will provide the Commonwealth's freight shippers with single line access to many more customers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

Mr. Vernon A. Williams
June 2, 1997
Page Two

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. 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,



Pete Worthington
State Representative

PW:cs

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

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



March 24, 1997

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

Dear Ms. Morgan:

The Florida Department of Transportation has been following the potential acquisition of Conrail by CSX Corporation and Norfolk Southern with notable interest. It is my understanding that CSX is currently in negotiations with the Norfolk Southern Railway. The impact of this corporate agreement could have major positive consequences for the State of Florida.

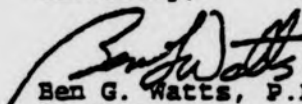
By creating a broader network of single-line freight railroad service, major markets such as Miami and Tampa could have direct access to markets in the Northeast. A reduction in transport time, with possible increased efficiency, and the long-term financial stability of such an operation would be economically beneficial to the tens of thousands of Florida businesses that depend on the movement of goods by rail.

Since deregulation of the industry in 1980, the Surface Transportation Board has wisely recognized the benefits that have accrued from logical railroad consolidations.

As the Board begins its review process, the Florida Department of Transportation is in support of this important work, and is available to provide appropriate assistance. It is respectfully requested that your Board give the highest priority to the review of the application submitted by CSX and Norfolk Southern in order to complete your review of this top priority issue as quickly as possible.

Thank you for your consideration.

Sincerely,


Ben G. Watts, P.E.
Secretary

BGW/rgb

BOARD OF DIRECTORS

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Valdosta Veterinary Hospital
Valdosta, Georgia

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Georgia Farm Bureau Federation
Macon, Georgia

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Buxley, Georgia

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Grayson, Georgia

JAMES C. (JIMMY) LEWIS

Palmira Medical Centers
Athens, Georgia

ALTON MCULTRIE

Department of Industry, Trade & Tourism
Atlanta, Georgia

C. RANDALL NUCKOLLS

Kipatnick & Cody
Washington, D.C.

JAMES H. NUTT

Cybus Capital Markets, L.L.C.
Marietta, Georgia

JERRY PATE

Georgia Electric Membership Corporation
Tucker, Georgia

JAMES L. (JIMMY) PAUL

Johnson & Montgomery
Atlanta, Georgia

ALEC POITEVINT

Southeastern Minerals, Inc.
Bainbridge, Georgia

GEORGE PONDER

Southern Frozen Foods
Montezuma, Georgia

DAVID SKINNER

Georgia Development Authority
Macon, Georgia

Y. STANTON

Smith Mechanical Contractors, Inc.
Mansfield, Georgia

JOSEPH S. TYSON

Union Camp Corporation
Savannah, Georgia

DOYLE WELTZBARKER

West End Milling Company
Quitman, Georgia

ALVIN WHITE

West Georgia Farm Credit Service
Madison, Georgia



GEORGIA AGRIBUSINESS COUNCIL

COUNCIL MISSION: "TO REPRESENT, PROMOTE AND ADVANCE THE BUSINESS OF AGRICULTURE TO ENHANCE THE QUALITY OF LIFE FOR ALL GEORGIANS."

May 29, 1997

Mr. Vernon A. Williams, Secretary
The 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

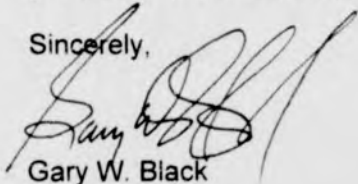
Dear Mr. Williams:

My name is Gary Black and I am President of the Georgia Agribusiness Council and am pleased 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 the agribusiness industry 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.

The agribusiness industry in the State of Georgia and our Nation is heavily dependent upon a healthy rail transportation network. I trust that the activities of Surface Transportation Board will settle for nothing less than a plan which will provide for these needs in the future.

Sincerely,


Gary W. Black
President

35

GWB/prn



400 PINNACLE CT. • SUITE 470 • NORCROSS, GA 30071 • (770) 242-3834 • 1-800-726-2474 • FAX (770) 242-4089



GEORGIA DEPARTMENT OF INDUSTRY, TRADE & TOURISM

May 29, 1997

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

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

Dear Mr. Williams:

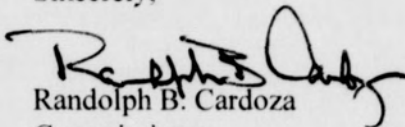
On behalf of the Georgia Department of Industry, Trade & Tourism, I am writing to support the proposal being brought before the Board in the above referenced proceeding. For a state and/or region to prosper, balanced transportation system built on competition is a necessity. The Internodal movement of goods is critical to our global competition. Georgia is fortunate to have two equally strong Class 1 railroads and we have seen that the competition between Norfolk Southern and CSX is indeed healthy for the industrial and business interests of this state. The proposed transaction will enable Georgia'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 Georgia and accordingly more jobs for the state's residence.

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

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

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 industries and communities of Georgia, served by rail, to realize additional transportation efficiencies and benefits. The Georgia department of Industry, Trade & Tourism, therefore, urges the Surface Transportation Board to approve the application filed under the above referenced proceeding by CSX and Norfolk Southern for the acquisition of Conrail.

Sincerely,


Randolph B. Cardoza
Commissioner



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

WAYNE SHACKELFORD
COMMISSIONER
(404)656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404)656-5277

STEVEN L. PARKS
DEPUTY COMMISSIONER
(404)656-5212

BILLY F. SHARP
TREASURER
(404)656-5224

June 2, 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:

As Commissioner of the Georgia Department of Transportation I am writing to support the application of CSX and Norfolk Southern to acquire Conrail in the above referenced proceeding.

Georgia will benefit greatly from a competitive and consolidated railroad system linking the northern and southern regions of the country. This enhanced railroad system will allow commerce to move seamlessly over long distances providing effective competition for truck transportation. Georgia businesses will gain access to major new markets at competitive transportation rates. The net effect will be new business, industrial growth, and jobs for Georgia

Railroad transportation has always been an important form of transportation in Georgia. The acquisition of Conrail by CSX and Norfolk Southern will allow the 5000 mile state rail system to become an even more viable form of transportation for the state. The extensive state rail system, which includes 19 shortline railroads with over 1000 miles of tracks, will be able to provide



Mr. Vernon A. Williams, Secretary

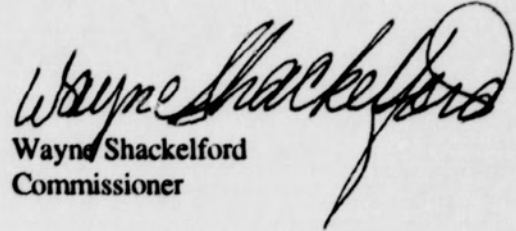
June 2, 1997

Page Two

more direct service to distant markets. As a result, every region, county, city and town in Georgia will have increased transportation capability. Overall, state and local economies will prosper as a result.

Therefore, I urge the Surface Transportation Board to approve the acquisition of Conrail by CSX and Norfolk Southern.

Sincerely,



Wayne Shackelford
Commissioner

WS:HW:bjp

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**

**VERIFIED STATEMENT OF
GEORGIA PORTS AUTHORITY**

My name is Robert D. Prescott, and I am Manager, Pricing & Logistics for the Georgia Ports Authority. I have held my present position or a similarly titled one for six and one-half years. My duties include pricing of port services, i.e. cargo-handling, dockage, wharfage and storage, preparation/maintenance of our tariffs, including those for our two short line railroads, and providing inland cost studies.

Georgia Ports Authority operates deep-water terminals in the Ports of Brunswick and Savannah, Georgia, as well as a barge terminal on the Flint River in Bainbridge, Georgia. All of the deep-water terminals are either served direct by Norfolk Southern or through one of the Authority owned and operated short line railroads.

During our fiscal year 1996 (July 1, 1995 - June 30, 1996), we either shipped or received, on behalf of hundreds of importers and exporters located throughout the country over 38,000 carloads. Primary commodities are forest products, chemicals, clay, machinery, and steel. There are also intermodal shipments of containers. Origins and destinations are mostly in southern and Midwestern states.

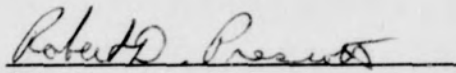
Due to the intense competition with other ports on the U.S. east coast, we are keenly interested in the proposed acquisition of Conrail by both CSX and Norfolk Southern. We believe this transaction, if approved, will give us two strong rail carriers which can

provide single-line service between Brunswick/Savannah and the Northeast. Of particular interest is the improvements in intermodal service. These improvements will give us an opportunity to compete for international accounts located in Pennsylvania, New Jersey, New York, and the New England states.

With the approval of this acquisition, there will be two rail carriers of comparable size and geographic coverage. This will give Georgia Ports Authority and the hundreds of importers and exporters using our facilities greater opportunities for seamless service, more efficient utilization of equipment, as well as increased market penetration.

In conclusion, we strongly believe that this joint application of NS and CSX to acquire Conrail should be approved by the Surface Transportation Board.

I, Robert D. Prescott, 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 23, 1997.


Name



**GEORGIANS
FOR BETTER
TRANSPORTATION**

May 29, 1997

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

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

Dear Mr. Williams:

Georgians For Better Transportation (GBT) is a statewide, non-profit organization of concerned businesses and individuals dedicated to the advancement of safe, balanced, properly financed, and efficient transportation in Georgia. In order to maintain and improve Georgia's competitive position in the rail industry, it is imperative to have at least two well balanced and competitive rail systems in the East. As President of Georgians For Better Transportation, I submit 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.

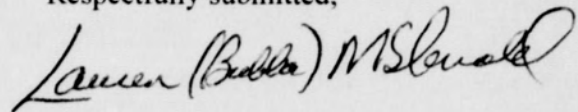
Mr. Vernon A. Williams

-2-

May 29, 1997

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.

Respectfully submitted,

A handwritten signature in cursive script that reads "Lauren (Bubba) McDonald".

Lauren "Bubba" McDonald
President

LM:jmw



May 30, 1997

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:

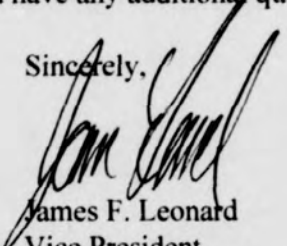
We have been closely monitoring the proposed purchase of Conrail by Norfolk Southern and CSX. It is my understanding that your agency will soon begin the review process of this acquisition.

The New Jersey Chamber of Commerce wishes to maintain the best, most effective rail system for the businesses and industries that depend on quality rail service. We believe the purchase of Conrail by Norfolk Southern and CSX will help to maintain a competitive system while making new technologies available.

New Jersey has been blessed with major industries and businesses that depend on quality rail service. We also have a Port that is vital to the future of our economic development plans. This agreement must promote our economic potential and I am confident that the combined resources will have a positive impact on future growth potential.

Please feel free to contact me if you have any additional questions.

Sincerely,


James F. Leonard
Vice President
Government Relations

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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:

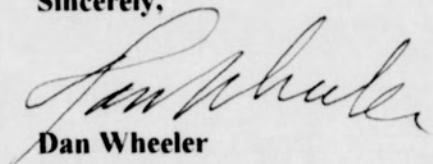
As Commissioner of Agriculture, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

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:

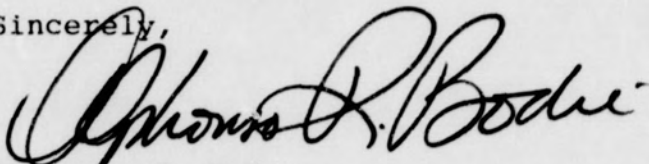
As Commissioner of Labor, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

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,

A handwritten signature in cursive script, reading "Alphonso R. Bodie". The signature is written in dark ink and is positioned above the printed name.

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

**SUBSTITUTE RESOLUTION OF THE CITY COUNCIL
CITY OF CHICAGO**

WHEREAS, CSX and Norfolk Southern ("railroads") propose to acquire all the outstanding shares of Conrail; and

WHEREAS, CSX and Norfolk Southern have reached an agreement on a division of the routes and assets of Conrail; and

WHEREAS, CSX and Norfolk Southern will file a joint application with the Surface Transportation Board in June seeking approval of the Conrail acquisition and division; and

WHEREAS, the acquisition of Conrail by CSX and Norfolk Southern will produce a number of major benefits for Chicago citizens and rail customers, such as faster, more reliable service, lower shipping costs, more efficient movement of goods to markets, improved rail competition in Chicago, greater economic development opportunities, and a vastly improved access to new markets by Chicago rail customers;

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Chicago supports the approval by the Surface Transportation Board of the joint resolution of CSX Corporation and Norfolk Southern to acquire and divide Conrail's routes and assets because:

-Norfolk Southern and CSX will improve rail freight services to Chicago businesses.

-Norfolk Southern and CSX will notify the City of any potential economic impacts, particularly any loss of jobs, resulting from their acquisition of Conrail or any subsequent reorganizations. These railroads will work with the City to minimize any negative impact on the City's workforce or businesses.

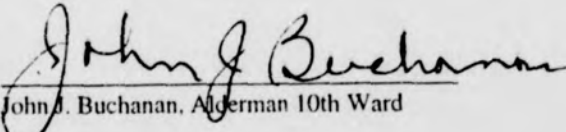
-Norfolk Southern and CSX will identify and ameliorate to the extent possible any potential conflicts between their respective services and existing commuter rail or freight rail service in the Chicago area.

-Norfolk Southern has donated over 100 miles of abandoned rail line to the Illinois Department of Natural Resources for nature and bike trails.

-Norfolk Southern and CSX will undertake capital improvements to maintain the safety of their facilities including but not limited to viaducts, bridge and at-grade crossings.

-Norfolk Southern and CSX will work with the City to ameliorate any deleterious impacts of the rail operations on the surrounding Chicago neighborhoods, including truck traffic.

-Norfolk Southern and CSX will give the City notice of and work with the City to redevelop any property that is abandoned now or in the future.


John J. Buchanan, Alderman 10th Ward

FORM C.C. 424 3M 4-95

50

State of Michigan
Senate Resolution No. 65
See Pocket Part at End of Volume 4F

**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. Davison

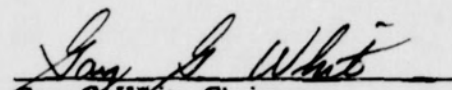
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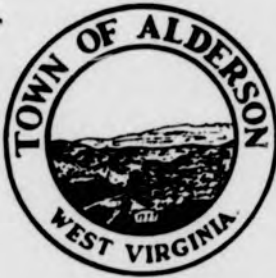
Office Manager

Gary G. White
Gary G. White, Chairman

Verified Statement of the
West Virginia Coal Association
Re: STB Finance Docket 33388

We, the West Virginia Coal Association, declare under penalty of perjury that the foregoing resolution is true and correct. Further, we certify that we are qualified and authorized to file this resolution. Executed on 30th day of May, 1997.


Gary G. White, Chairman



TOWN OF ALDERSON

POST OFFICE BOX 179

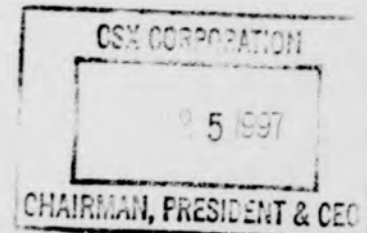
CITY BUILDING - 202 SOUTH MONROE STREET
ALDERSON, WEST VIRGINIA 24910

(304) 445-2916

June 18, 1997

Handwritten:
Lyle ICE 4

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 the Town of Alderson's wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. The Town of Alderson's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them with single line access to many more customers and suppliers.

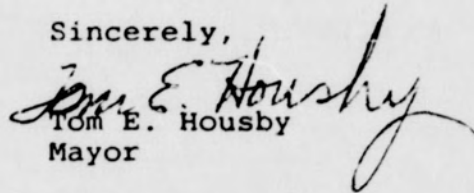
I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Town of Alderson. Such growth is crucial to us because it creates new jobs for the Town of Alderson's residents. I also anticipate that the 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 Town of Alderson by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and NS systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the intercity freight business by virtue of their speed and flexibility, and good truck service is as important to us as good rail service, but some diversion of freight traffic from the highways to the railroads would help reduce highway traffic to more acceptable levels.

Mr. Vernon A. Williams
Page 2
June 18, 1997

In conclusion, the Town of Alderson 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,


Tom E. Housby
Mayor

TEH/mlc

CC: Mr. John W. Snow
Chairman, CSX Corp.

VILLAGE OF ASHLEY
P. O. BOX 361
ASHLEY, OHIO 43003
614 - 747 - 2889

June 4, 1997

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

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

Dear Secretary Williams:

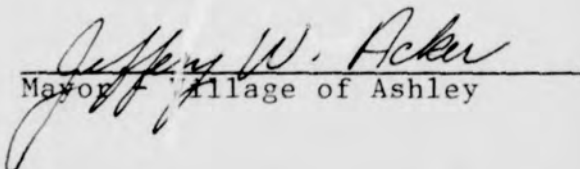
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will 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, Mid-western, Southern and even international customers and suppliers with single line service. This will make all 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;



Mayor, Village of Ashley



CITY OF ATLANTA

BILL CAMPBELL
MAYOR

55 TRINITY AVENUE, S.W.
ATLANTA, GEORGIA 30335-0300

404/330-6100

May 30, 1997

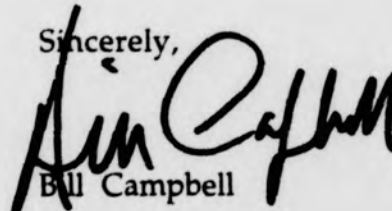
The Honorable Linda Morgan
Chairwoman
The Surface Transportation Board
1201 Constitution Avenue, NW
Washington, DC 20423

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

Dear Chairwoman Morgan:

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

Sincerely,


Bill Campbell

CHAIRMAN, AMERICAN

JUN 12 1 30 PM '97

RECEIVED
SUPERVISOR OF TRANSPORTATION



June 5, 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 Battle Creek Area Chamber of Commerce, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX. I am the president and CEO of the Battle Creek Area Chamber of Commerce, and I am duly authorized to speak on behalf of the organization.

The Battle Creek Area Chamber of Commerce believes 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. In addition, we feel this acquisition will result in improved customer service for those industries who have been accessing the local railroad system as it presenting stands.

The Chamber strongly supports the proposed acquisition of Conrail by NS and CSX and we urge that it be promptly approved. We are especially encouraged by the cooperative nature of the proposal put forth by NS and CSX.

Sincerely,

Robert B. Young
President and CEO

cc: William Mabin, Chair, Battle Creek Area Chamber of Commerce Board of Directors
Cynthia Thompson, Chair, Battle Creek Area Chamber of Commerce Government Affairs Committee

38



MAYOR

Larry Conley

RECORDER

Bill Harper

TOWN OF BELLE

1100 E. DuPont Ave.



P.O. Box 697

Belle, West Virginia 25015

Phone 949 - 3841

Fax 949 - 5616

COUNCIL PERSONS

Ray Daugherty

Hildred Hurst

Dwight Kingsley

Ruth Ann Knabb

James Wehrle

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. 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, 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,

Larry Conley
Mayor

CITY OF BEREA — "City of Champions"

Stanley J. Trupo
MAYOR

11 Berea Commons
Berea, Ohio 44017
(216) 826-5800
FAX (216) 826-1446

June 11, 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. 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.

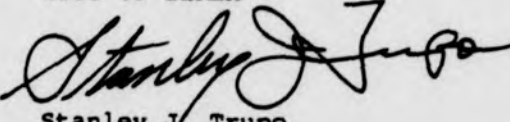
Many of these industries will be able to access key Eastern, Midwestern, Southern and even international customers and suppliers with single line service. This will make rail service faster, more reliable and more efficient. This is a major benefit for Ohio.

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 our state's 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 BEREA


Stanley J. Trupo
Mayor

SJT:csk

60

JUL 08 1997

SHEILA FULLER
SUPERVISOR

TOWN OF BETHLEHEM

ALBANY COUNTY - NEW YORK

445 DELAWARE AVENUE
DELMAR, NEW YORK 12054

(518) 439-4955



July 7, 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 want 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.

I feel that the Town of Bethlehem as well as New York state will be greatly affected by this merger. This transaction will no doubt, provide key industries with vital new transportation options and increased market reach with faster service and hopefully lower costs. The number of east coast ports will be increased allowing more import and exports from other states and locations which will benefit the economy and provide more employment opportunities in this area. Overall, in my opinion the advantages far outweigh the disadvantages.

On behalf of the Town Board and the residents of the Town of Bethlehem, I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Sheila Fuller
Sheila Fuller

SF/b
164

Bethlehem Chamber of Commerce

July 8, 1997

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

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

Dear Secretary Williams:

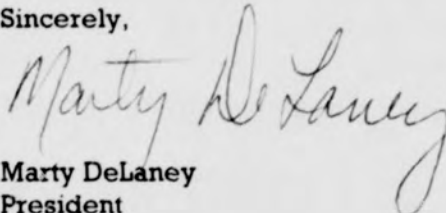
I wish to express my support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above mentioned docket. My understanding is that CSXT does not anticipate any major personnel changes in our region and the Selkirk Yard will remain a key terminal facility on the CSXT network.

New York's manufacturing, business and agricultural interests need the best possible rail transportation, and I believe this transaction will provide our key industries with vital new transportation options and increased market reach with faster service at lower costs.

Our region would benefit from greatly improved service to markets along the Gulf Coast via a single-line, making rail service more reliable and efficient.

The control of Conrail by CSX and Norfolk Southern is a positive for the Town of Bethlehem and New York State. I urge you to approve the merger as proposed.

Sincerely,


Marty DeLaney
President

BMTS

June 10, 1997

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



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

Verified Statement on Behalf of the
Binghamton Metropolitan Transportation Study
Finance Docket No 33388

The Binghamton Metropolitan Transportation Study Policy Committee (BMTS) wishes to express its support for the acquisition of Conrail by Norfolk Southern and CSX.

BMTS is the metropolitan planning organization (MPO) responsible under federal law (23 USC 134) for conducting the cooperative transportation planning process in the Binghamton metropolitan area. Our transportation planning efforts encompass movement of freight as well as people. As such, we have examined the importance of both truck and rail freight movement to the local and regional economy. Binghamton is in an historically important location for rail freight, being at the junction of the Conrail (former Erie) Southern Tier Line and the CP Delaware & Hudson line, with service also being operated by the New York, Susquehanna & Western. Despite this apparently competitive environment, Conrail has controlled access to most local shippers, and has not been overly responsive to their needs, or to developing rail business locally. This has resulted in increased reliance on truck for most freight shipment, with concurrent impact on the regional highway network. In addition, Conrail has in general limited its maintenance of the Southern Tier Line to the minimum required under a contractual obligation to the New York State Department of Transportation. That contract expires in June, 1998, leaving open the possibility of continued deterioration of the rail infrastructure.

BMTS believes that the acquisition of Conrail by Norfolk Southern and CSX will have a number of immediate positive benefits for the region. NS, the ultimate owner of the Southern Tier Line, has indicated their interest in upgrading the infrastructure and in seeking and developing local business. In the context of generally creating competitive access throughout the northeast U.S., and specifically to the New Jersey side of the Port of New York, there is the likelihood, in our view, that local businesses will be able to negotiate more competitive shipping costs. This will not only enhance the local and regional economy, but facilitate BMTS' mission of creating an efficient, multimodal metropolitan transportation network. Deteriorating rail infrastructure in the hands of a monopolistic owner has meant just the opposite.

Furthermore, ownership by Norfolk Southern will facilitate the interchange of goods to markets in the southeastern U.S. in a way that was not possible with Conrail. This will provide local businesses the opportunities to broaden their range of raw material suppliers, as well as to develop new markets

63

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
P.O. BOX 1766, BROOME COUNTY OFFICE BUILDING
BINGHAMTON, NEW YORK 13902
(607) 778-2443

June 10, 1997

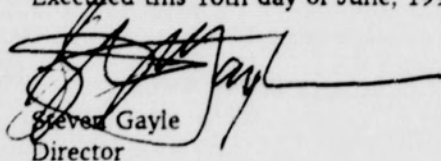
Page 2

for finished goods.

For the foregoing reasons, the Binghamton Metropolitan Transportation Study Policy Committee expresses its strong support for the acquisition of Conrail by Norfolk Southern and CSX.

I, Steven Gayle, Director of the Binghamton Metropolitan Transportation Study, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized by BMTS Policy Committee Resolution 97-08, adopted by consensus on the 9th day of June, 1997, to file this verified statement.

Executed this 10th day of June, 1997.


Steven Gayle
Director



OFFICE OF THE MAYOR
CITY OF BIRMINGHAM

RICHARD ARRINGTON, JR., MAYOR

May 29, 1997

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

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

Dear Mr. Williams:

I am writing to convey my support for CSX/Norfolk Southern's acquisition and control of Conrail. Birmingham's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction will enable them to receive 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 Birmingham's residents.

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 ask 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 dark ink, appearing to read "Richard Arrington, Jr.", is written over a faint, larger version of the same signature.

Richard Arrington, Jr.
Mayor

65

RAjr/mbb



THE
**BROOME
CHAMBER**

❖ CHAMBER OF COMMERCE

❖ ECONOMIC DEVELOPMENT ALLIANCE

❖ PARTNERSHIP 2000

June 13, 1997

Vernon A. Williams
Secretary
Surface Transportation Board
STB Finance Docket #33388
1925 K Street, N.W.
Washington, DC 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 STB Finance Docket #33388

Dear Mr. Williams:

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

Previously I was employed for many years in central Illinois and enjoyed a longstanding relationship with the Norfolk Southern. They were an outstanding corporate citizen and an excellent contributor to the economic development efforts of the area. I found their industrial and economic development staff to be one of the best in the country.

We believe that the acquisition of Conrail by Norfolk Southern and CSX will be of benefit to our community. We expect that the service to Broome County will improve dramatically allowing our industries greater access and opportunity as well as providing the increased possibility of companies locating in this region.

We support the proposed acquisition of Conrail and urge that your agency grant approval.

I 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.

Sincerely,

Richard J. Lutovsky
President

66

RJL:slc

Broome County - A Strategic Move

METROCENTER • 49 COURT STREET, P.O. BOX 995, BINGHAMTON, NEW YORK 13902-0995

Phone: 607.722.8860

Fax: 607.722.4513

<http://www.spectra.net/~bceda/> or <http://www.spectra.net/bcc/>

E-Mail: bchamber@spectra.net

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



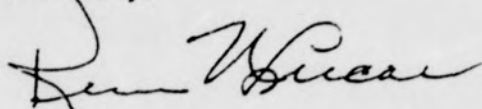
Mr. Vernon A. Williams

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 cursive script, appearing to read "Ken Lucas".

Kenneth R. Lucas
County Judge/Executive

**SOUTHERN
NEW JERSEY**
DEVELOPMENT COUNCIL

South Jersey's Voice for Progress



June 11, 1997

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

FD 33388

RE: Norfolk Southern Railway Company and CSX
Corporation buyout of Conrail, Inc.

Dear Mr. Williams:

The Southern New Jersey Development Council supports the concept of Norfolk Southern and CSX purchasing Conrail provided the final approved plan generates true competition of freight services throughout the South Jersey region. This competition must include shortline railroads also.

Norfolk Southern is a recent member to the SNJDC, and has shown to be a business that cares about the region in which it operates. Norfolk Southern is aware of the competitive nature of the railroad freight industry and has assured us that fairness is important to them.

The SNJDC looks forward to your approval of a final acquisition plan that provides the necessary competitive atmosphere that will stimulate economic development and improved quality of life for the general public in the region.

If you need more information please contact Jim Dixon at (609)-541-7500.

Thank you for your attention to this important issue to the state of New Jersey and the South Jersey region in particular.

Sincerely,

Marlene Z. Asselta
President, SNJDC

MZA:JJD:jjd

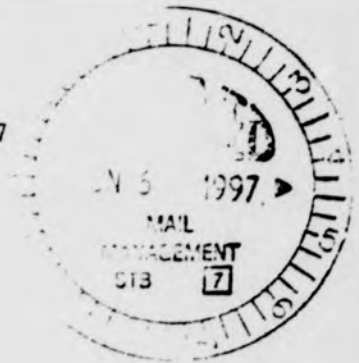
norfolk

"COME CALLING ON



William J. Welty, Sr., Mayor

June 2, 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

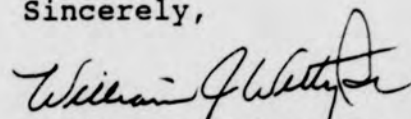
Dear Mr. Williams:

The City of Carrollton would like to offer our support for the proposal being brought before the Surface Transportation Board in the captioned proceeding. Carroll County is privileged to have six large industries, including Dow Corning and Elf Atochem, located within our boundaries with a labor force of 2,330 and earn approximately \$66.8 million dollars annually. These industries are all served by rail; and two industries, Gallatin Steel and North American Stainless, use rail as their main source of transportation.

The merger will bring a balanced rail system in the East, eliminating many troublesome interchanges with faster, more reliable service and a broader geographic reach for Kentucky customers. The proposed transaction should generate significant economic growth which is crucial for new job's for Kentucky's residents.

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,


William J. Welty, Sr.
Mayor

Mr. Vernon A. Williams
June 2, 1997
Page 2

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

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

TOWN OF CEREDO

An All West Virginia City

POST OFFICE BOX 691
CEREDO, WEST VIRGINIA 25507

OFFICE OF THE MAYOR
(304) 453-1041



June 5, 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 Town of Ceredo's (W. Va.) wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. The Town of Ceredo'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.

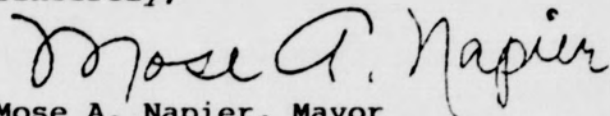
I am confident that the enhanced transportation service resulting from the proposed transaction will generate significant new business and industrial growth in the Town of Ceredo. Such growth is crucial to us because it creates new jobs for Ceredo residents. I also anticipate that the transaction will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

A handwritten signature in cursive script that reads "Mose A. Napier".

Mose A. Napier, Mayor
Town of Ceredo

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

MURRAY D. LEVY, PRESIDENT
MARLAND DEEN
ROBERT J. FULLER
MARVIN C. KISAMORE
DANIEL MAYER



EUGENE T. LAUER
COUNTY ADMINISTRATOR

County Commissioners of Charles County

P.O. BOX B
LA PLATA, MARYLAND 20646
(301) 645-0550 OR Metro 870-3000
TDD 1-800-735-2258



June 16, 1997

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
12 and Constitutional 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:

We are writing to express our support for the restructuring of the Northeast rail system based on the pending partition of Conrail's lines between CSX and Norfolk Southern.

As Maryland elected officials, we are 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 could mean fewer trucks clogging some highways and more freight cars and locomotives coming into CXS's Maryland shops for repair and maintenance. This bodes well for employment in Maryland.

Secretary Williams

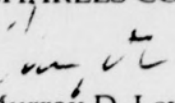
June 16, 1997

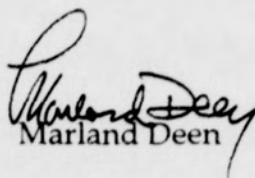
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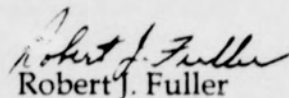
We urge the Surface Transportation Board to give the pro-competitive, balanced merger consideration and approval. However, we do understand that the railroads are still engaged in negotiations with the State of Maryland and, therefore, we reserve judgement on specific agreements at this time.

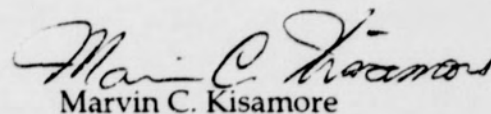
Very truly,

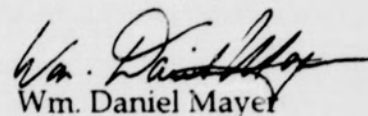
COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND


Murray D. Levy, President


Marland Deen


Robert J. Fuller


Marvin C. Kisamore


Wm. Daniel Mayer

CC\cms



VILLAGE OF CHELSEA

May 27, 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 Village of Chelsea, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Village President and have been duly authorized to speak on its behalf.

The Village truly believes 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.

Sincerely,

Richard Steele
Richard Steele
Village President

cc: Village Council

City of Circleville

OFFICE OF THE MAYOR

PATRICIA RADABAUGH, Mayor

City Hall, 127 South Court St., Circleville, Ohio 43113

(614) 477-2551 • Fax: 477-8247



May 27, 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:

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

The City of Circleville 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.

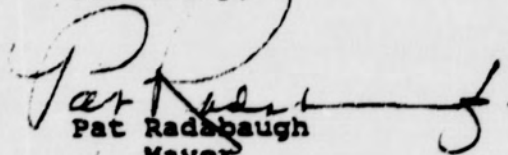
We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive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

Sincerely,


Pat Radabaugh
Mayor

cc: Pat McCune, Norfolk Southern

STB

FD

33388

8-4-97

A

180913

✓ 4/9



City of Clyde



May 29, 1997

222 N. Main St., Clyde, Ohio 43410

Office 419-547-6898 - Fax 419-547-6626

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 City of Clyde, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the City Manager of Clyde and have been fully authorized to speak on its behalf.

The City of Clyde has a longstanding relationship with Norfolk Southern 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, 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 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 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.

Sincerely,

DANIEL E. WEAVER
City Manager

DEW/fm

Town of Colonie
Industrial Development Agency
Public Operations Center
347 Old Niskayuna Road
Latham, New York 12110
782-2599 fax 783-2888

July 15, 1997

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

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

Dear Secretary Williams:

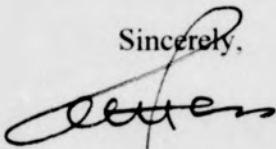
We wish to express strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket.

New York State's manufacturing and agricultural businesses need the best possible rail transportation: efficiently managed, cost effective, and largest area served. We feel that CSX and Norfolk Southern can bring that to New York.

The continued economic revitalization of New York and the Capital Region is very dependent on the continued improvement to our infrastructure, of which the transportation system is a crucial part.

We urge you to approve the control application as proposed.

Sincerely,



Peter J. Hess
Chairman



Columbiana County Port Authority

1250 St. George Street, East Liverpool, Ohio 43920
(330) 386-9051 • FAX (330) 386-1122

June 2, 1997

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

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

VERIFIED STATEMENT

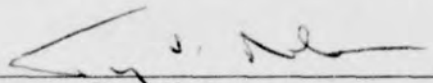
On behalf of the Columbiana County Port Authority
Finance Docket No. 33388

My name is Tracy V. Drake and I serve as Executive Director of the Columbiana County Port Authority ("Port Authority"), 1250 St. George St. East Liverpool, OH 43920. The Port Authority is a quasi-governmental body charged with economic development responsibilities under Ohio law for Columbiana County.

A significant portion of the Port's activities center on development projects requiring multiple modes of transportation service. One such project involves construction of a sixty acre "intermodal industrial park" on the Ohio River in Wellsville. This site combines four lane highway access, barge facilities and siding capability for unit train make up. Rail service is now provided by Conrail.

After hearing about the site, Norfolk Southern recently paid a visit. Based upon our initial discussions we believe that Norfolk Southern will become an active partner in industrial development efforts for the site. We believe that Norfolk Southern has the competitive insight to work with us to market and utilize the site's multiple transportation mode advantages. We believe the acquisition of Conrail by Norfolk Southern meets our competitive expectations and needs.

I, Tracy V. Drake, 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 2nd day of June, 1997.


Tracy V. Drake



RICHARD A. SIEBEL
COOK COUNTY COMMISSIONER, DISTRICT 14

May 27, 1997

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

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

Dear Mr. Williams,

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

Being located at the hub of the nation's railway system, I look with favor on any restructuring that will result in a stronger, more economically viable railway system.

Better service and greater efficiency will be the result of the enhanced competitive environment that would be created under the Norfolk Southern/CSX proposal. The resultant improved economic climate will enhance the tax base and lower the cost of government to individual households of the region.

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 "R. A. Siebel", is written over a horizontal line.

Richard A. Siebel, Commissioner
Cook County Board



Crawford County Commissioners

112 E. MANSFIELD STREET, BUCYRUS, OHIO 44820

TELEPHONE: (419) 562-5876

FAX: (419) 562-3491

CARL W. WATT
PRESIDENT

BARBARA BLACKFORD
VICE PRESIDENT

ROBERT L. LAIPPLY
MEMBER

JEAN CHANEY
CLERK

June 5, 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 Crawford County, Ohio, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am President of the Board of Commissioners for Crawford County, Ohio and have been duly authorized to speak on the Board's behalf. Crawford County has had a long-standing relationship with Norfolk Southern.

The Board of Commissioners believes that acquisition of Conrail by Norfolk 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.

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

Sincerely,

Carl W. Watt, President
Board of Commissioners,
Crawford County, Ohio

CWW/jc

nscsxltr.wps.jc



CITY OF ELMIRA NEW YORK
OFFICE OF THE CITY MANAGER

SAMUEL F. IRACI, JR.
CITY MANAGER



June 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 CO./
CONTROL AND OPERATING LEASES/AGREEMENTS
CONRAIL INC., AND CONSOLIDATED RAIL CORP., STB FINANCE DOCKET
NO. 33388

Dear Mr. Williams:

On behalf of the City of Elmira, New York, I would like to express it's strong and enthusiastic support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I have been authorized to express this support by the Elmira City Council.

Norfolk Southern has an excellent reputation and record as a well run company and a great corporate citizen. After conversations with Norfolk Southern representatives, we are very confident the City and Norfolk have the ability and interest in working together to improve the business climate in our City.

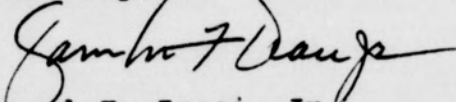
Acquisition of Conrail by Norfolk Southern will greatly benefit our community in offering improved rail service and assist existing private sector companies with more competitive rail rates and expanded rail opportunities. Consider the fact that in the East approximately 1% of long distance container service is offered by rail. In the West, that figure approaches 95%. The City recognizes that there are great opportunities to increase container services by rail, and at the same time develop economic development projects that create jobs and build our tax base. Norfolk Southern is committed to working with us in achieving these goals.

Mr. Vernon A. Williams
June 2, 1997
Page 2

The City of Elmira respectfully requests your favorable review and approval in this regard. By signing this document, I declare under penalty of perjury that I am familiar with the contents of this letter and that it is true and correct. Further, I certify I am fully qualified and authorized by the Elmira City Council to sign and forward this statement.

Thank you very much for your consideration.

Sincerely,



Samuel F. Iraci, Jr.
City Manager

SFI:las

cc: Hon. Mayor/City Councilmembers



City of Fairborn

Office of City Manager

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 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 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,

Michael Hammond
City Manager

VILLAGE OF
FAIRMONT CITY
DEPARTMENT OF POLICE

2601 NORTH 41ST STREET • FAIRMONT CITY, IL 62201 - 2537

TELEPHONE: (618) 274-6100

FAX: (618) 274-4010

SCOTT E. PENNY
CHIEF OF POLICE

ALEX J. BREGEN
VILLAGE PRESIDENT

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:

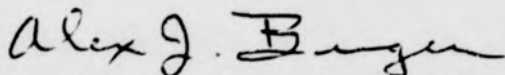
I am writing to express my strong support for the planned control on Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Illinois's industrial, business and agricultural interests need the best possible rail transportation options and increased market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



Mayor Alex J. Bregen



The City of Fort Wayne

Paul Helmke, Mayor

May 24, 1997

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

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

Dear Mr. Williams:

On behalf of the City of Fort Wayne, Indiana I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

I have been Mayor of the City of Fort Wayne for the past nine years and have worked with Norfolk Southern officials on many joint projects to improve the rail transportation and economic development of our city. I have a great deal of respect for the company and the individuals with whom we have worked. In addition, Norfolk Southern has been a valuable corporate citizen, and has its Triple Crown operations headquarters in Fort Wayne. I look forward to developing a similar strong relationship with CSX.

Rail transportation remains a critical component to the transportation delivery system in our community. We feel that Norfolk Southern and CSX have the ability to serve our corporate citizens rail needs. I believe the proposed acquisition of Conrail by Norfolk Southern and CSX will benefit our community by making each railroad a strong competitor into the Eastern markets. This in turn will allow industries in our community an increased competitive advantage.

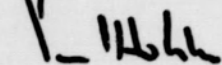
Vernon A. Williams

May 24, 1997

Page 2

I strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and urge that you promptly approve this request.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Helmke", written over the word "Sincerely,".

Paul Helmke

Mayor

PH/sjg

May 21, 1997

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

DPS

Allen County Board of Zoning Appeals
Allen County Economic Development Commission
Allen County Plan Commission
Allen County Redevelopment Commission
Northeastern Indiana Regional Coordinating Council

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 Northeastern Indiana Regional Coordinating Council (NIRCC), the Metropolitan Planning Organization in northeast Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

The cities, towns, and counties within our jurisdiction have a longstanding relationship with NS and, before their merger, the Norfolk & Western. NS's strong and effective industrial development efforts have proven to be invaluable to our communities.

We truly believe that acquisition of Conrail by NS and CSX will benefit our communities by making NS a stronger railroad. Such a combination will allow industries within our communities 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. This proposed acquisition should provide the benefits of competitive rail service to those in our communities who ship or receive goods to and from these areas.

We strongly support the proposed acquisition of Conrail by NS and CSX and 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 Elias G. Samaan
Elias G. Samaan
Director, NIRCC

56

Allen County Department of Planning Services



FRANKLIN COUNTY BOARD OF COMMISSIONERS



Dorothy S. Teater • Arlene Shoemaker • Dewey R. Stokes

June 11, 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, STB Finance
Docket No. 33388

Dear Mr. Williams:

We are writing to express our support for the proposed acquisition of Conrail, Incorporated, by CSX Corporation and the Norfolk Southern Railway Company. As you know, the Franklin County Commissioners have an established interest in supporting business initiatives expected to have a positive social and economic effect on central Ohio.

As described, the proposed merger and operating plan aims to ensure competition and fairness in rail services and fare structure, while allowing local industries to reach new or existing markets at a more competitive cost. The merger is expected to increase competition among local railroad service companies, without disturbing the prevailing balanced railroad service in central Ohio during the post-merger period.

We concur with the findings of the state of Ohio, Mid-Ohio Regional Planning Commission (representing local governments) and the Greater Columbus Inland Port Commission (representing private industry) through the Inland Port Infrastructure Development Committee that this proposal helps assure the retention of competition, parity and quality freight services in and out of Franklin County.



91



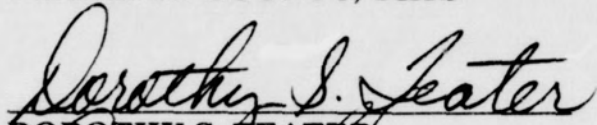
Mr. Vernon A. Williams
June 11, 1997
Page Two

For these reasons, we urge that this proposal be accepted.

Thank you for your consideration.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, OHIO


DOROTHY S. TEATER


ARLENE SHOEMAKER


DEWEY R. STOKES

CITY OF GOSHEN



"THE MAPLE CITY"

Allan Kauffman, Mayor
City of Goshen
111 East Jefferson Street, Suite 1
Goshen, Indiana 46526-3739

June 25, 1997

Mr. 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. 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 our state's 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,

Allan J. Kauffman
Mayor

jf

HANCOCK COUNTY COMMISSION



JOHN J. SORRENTI PRESIDENT
GEORGE J. KOURCE COMMISSIONER
DAN GREATHOUSE COMMISSIONER

May 15, 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 Hancock County Commission of Hancock County, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am President, of the Hancock County Commission and have been duly authorized to speak on its behalf.


The Hancock County Commission of Hancock County has a long-standing relationship with NS' strong and effective industrial development efforts have proven to be invaluable to our community, as well as other areas in our state.

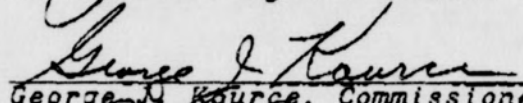
We truly believe that acquisition of Conrail by NS and CSX will benefit our community by making NS a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able to reach only at a competitive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

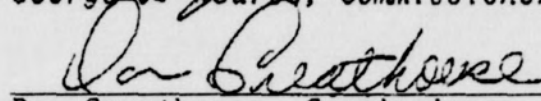
The competitive package NS and CSX have offered to bring rail competition to areas where Conrail has, in effect, had an outright monopoly should provide the benefits of competitive rail service those in our community who ship or receive goods to and from these areas.

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


John J. Sorrenti, President


George J. Kource, Commissioner


Dan Greathouse, Commissioner



OFFICE OF THE MAYOR

May 27, 1997

J. Ed Morgan, Mayor

P. O. Box 1898
Hattiesburg, MS 39403-1898
(601) 545-4501

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

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. Hattiesburg'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 Hattiesburg'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.

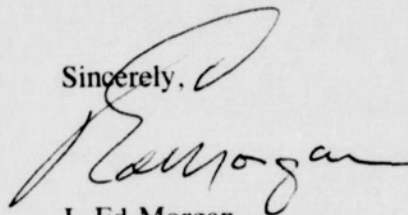
Mr. Vernon A. Williams

May 27, 1997

Page 2

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.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Ed Morgan". The signature is fluid and cursive, with a large, sweeping initial "J" and "E".

J. Ed Morgan
Mayor

JEM:ld



**HENDERSON COUNTY RIVERPORT AUTHORITY
and INDUSTRIAL PARK**

6200 Riverport Road, Henderson, KY 42420
Ohio River Mile - 808
Phone 502-826-1636 Fax 502-827-4523



June 2, 1997

Vernon A. Williams
Secretary
Surface Transportation Board
12TH & Constitution Ave., N.W.
Washington DC 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

This is to inform the Surface Transportation Board that the Henderson County Riverport Authority, 6200 Riverport Road, Henderson, Kentucky 42420 is supportive of the joint acquisition of Conrail by CSX and Norfolk Southern.

The Henderson County Riverport Authority located in Henderson, Kentucky on the Ohio River, is an Intermodal Terminal Operation which is very dependent on a strong, diversified rail network to provide direct services to our Riverport and Dock Facilities.

The Henderson County Riverport and Henderson Community has recently spent considerable energy and resources and supported CSX Corporation's efforts to purchase and upgrade a short line railroad which serves the Henderson County Riverport Authority and Industrial Tenants as well as eight (8) other rail users on this rail line.

The Henderson County Riverport Authority supports the referenced transaction because we believe that it will enhance our chances to capture additional business and single line rates will allow both the Riverport and CSX to benefit from these advantages.

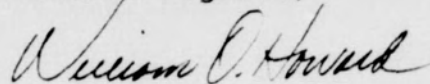
Vernon A. Williams
June 2, 1997
Page 2

The Henderson County Riverport's geographical business area covers a good portion of the Eastern half of the U.S., which is the area that is covered by the transaction, and we urge your serious consideration and approval.

Thank you for consideration of our interest and we will be monitoring the proceedings and developments of this transaction.

I, William O. Howard, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this letter of support. Executed this 2nd day of June, 1997.

Kindest Regards,



William O. Howard
Executive Director
Henderson County Riverport Authority

WOH/ln



CITY OF HORNELL



108 BROADWAY • HORNELL, NY 14843 • (607) 324-7421 • FAX (607) 324-3150

THIS IS A COPY OF A LETTER ON
PAPER IN A MATTER IN WHICH YOU
ARE INTERESTED AND SENT TO YOU
FOR YOUR INFORMATION

May 3, 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 City of Hornell in Steuben County, State of New York I wish to wholeheartedly support the proposed acquisition of Conrail by Norfolk Southern and CSX. I am the Mayor of the City of Hornell and have been duly authorized to speak on it's behalf.

After years of having endured the operation of the Southern Tier Main Line by Conrail, the City of Hornell welcomes a fresh new management strategy of Norfolk Southern. As a local government leader I feel strongly that Conrail has been a very poor Corporate neighbor. They are slow in responding to complaints or concerns and they fail to maintain their property in an acceptable fashion.

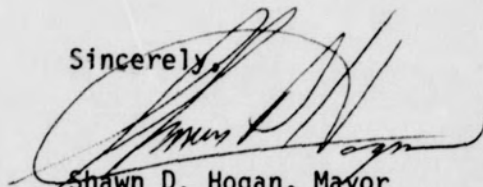
Norfolk Southern plans to do significant upgrades to the Southern Tier line and increase traffic over this line to enhance service to our existing industries and to insure competition in the Northeast. I as Mayor look forward to working with Norfolk Southern as a partner in insuring that the Southern Tier line is returned to its status as an active and prosperous main line for rail transportation.

Mr. Vernon A. Williams Secretary
Surface Transportation Board
May 3, 1997
Page 2

It is important to the economic future of our area that we have a rail operator that will be a good corporate neighbor and work with local governments to enhance the quality of life to the communities that it serves. The City of Hornell is excited about the prospects of working with a railroad that cares and has such a great reputation as Norfolk Southern. We strongly support the proposed acquisition of Conrail by Norfolk Southern and CSX and urge prompt approval.

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 "Shawn D. Hogan", is written over a horizontal line.

Shawn D. Hogan, Mayor
City of Hornell, N.Y.

SDH/mfh

cc: Common Council
James Griffin, Chamber of Commerce



Chamber of Commerce

Old Town Hall
309 N. Geiger Street
Huntingburg, Indiana 47542
(812) 683-5699

May 20, 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 Cameron Bardwell. On behalf of the Huntingburg Chamber of Commerce of Huntingburg, IN, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am Executive Director of the Huntingburg Chamber of Commerce and have been duly authorized to speak on its behalf.

The Huntingburg Chamber of Commerce 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.

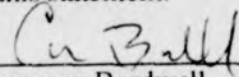
We truly believe that the proposed acquisition of conrail by NS and CSX will benefit our community by making Norfolk Southern a stronger railroad. Such a combination will allow industries in our community to reach markets by rail that they have heretofore either been unable to reach or have been able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

By


Cameron Bardwell



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:

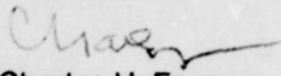
As Mayor of Jackson, Tennessee, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Transportation.

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

AIRPORTS

- Jacksonville International
- Craig
- Herlong



JACKSONVILLE PORT AUTHORITY
Post Office Box 3005
2831 Talleyrand Avenue
Jacksonville, Florida 32206-0005
<http://www.jaxport.com>

SEAPORTS

- Blount Island Terminal
- Talleyrand Terminal

June 24, 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:

The Jacksonville Port Authority wishes to express its support for the proposed acquisition of Conrail by the CSX and Norfolk Southern rail systems. Both these companies serve our public marine terminals, and we believe the efficiencies gained by the proposed new systems will be positive for us and our customers.

Our maritime enterprise provides the public infrastructure which supports approximately 10,900 jobs in the Jacksonville economy, with an annual payroll of \$274 million. Over 5.6 million tons of cargo are handled at our port each year, including over 600,000 TEU of containerized intermodal cargo.

Of particular interest to us will be those shippers in the Midwest and Northeastern states who have been formerly captive to Conrail. The acquisition appears to us to present them with the historic opportunity to choose from a veritable smorgasbord of ports for their export activity, particularly in the burgeoning Latin American trades. We believe that the new configuration of systems will enable us to compete effectively with our sister ports in the Northeast for this growing export cargo, thus potentially lowering the transportation costs of this important segment of our economy.

We urge the Surface Transportation Board to quickly, but responsibly, process this application. We think this acquisition will both increase the intermodal efficiency of our national rail system, and also make Jacksonville a more marketable port.

Sincerely,

Ken Krauter
President & CEO

Town Of Jamestown

P. O. BOX 165

JAMESTOWN, INDIANA 46147

TOWN COUNCIL MEMBERS

RICHARD A. BEAM
RICHARD CALDWELL
GLENDA K. HESTON

CLERK-TREASURER
LINDA M. ISENHOWER
UTILITY SUPERINTENDENT
WAYNE HENRY
WASTE WATER OPERATOR
BOYD JONES
TOWN MARSHAL
DENNIS ISENHOWER
TOWN COURT JUDGE
ELIZABETH J. SPURLOCK

June 6, 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:

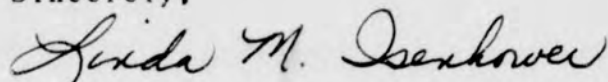
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction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



Linda M. Isenhower
Clerk Treasurer
Town of Jamestown



June 4, 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:

FD 33388

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

Current proposals call for the Conrail line between Lansing and Jackson to be acquired by the Norfolk Southern Railroad. The CSX already serves our region from Webberville to Grand Ledge and west. Norfolk Southern will now join CSX and the CNN to serve this region. Three railroads instead of two will provide balanced and excellent service for our region.

Therefore, 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:

Melvin T. Kent
President



CARL KRENTZ

OFFICE OF THE MAYOR
801 MICHIGAN AVENUE
LA PORTE, INDIANA 46350

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

June 10, 1997

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 and the City of LaPorte.

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 our state's 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 LaPorte, and indeed for the United States. I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely Yours,

Carl E. Krentz, Mayor
City of LaPorte

OFFICE OF THE MAYOR

FRANK P. CASULA

(301) 725-5300 EXT. 124
(410) 792-9047 (BALTO.)
(301) 953-9694 (METRO)
(410) 792-2108 (FAX)



CITY OF LAUREL
8103 SANDY SPRING ROAD
LAUREL, MARYLAND 20707-2502

June 9, 1997

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

FD 33388



Dear Secretary Williams:

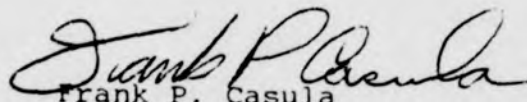
I am writing to express my strong support for the restructuring of the Northeast rail system based on the pending partition of Conrail's lines between CSX and Norfolk Southern.

The opportunities this merger would provide are indeed exciting from the viewpoint of economic development. 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 as you may know, the City of Laurel is in close proximity to Route I-95, the Baltimore-Washington Parkway, and Maryland Route 198. Whenever there is a traffic accident on any of these vital routes, we often experience large trucks being re-routed down our historic Main Street.

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

Sincerely,


Frank P. Casula
Mayor

cc: The Honorable Craig A. Moe, Council President
Laurel City Council Read File
Mr. Ernest J. Zaccanelli, City Administrator
Mrs. Kristie M. Mills, Deputy City Administrator

TRS/RF

Office of the Mayor
David G. Eades



Office of Safety Service Director
Elmer Olsen

10 East First Street
London, Ohio 43140
Telephone: (614) 852-3243
Facsimile: (614) 852-7028

May 28, 1997

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

Re: CSX & Northern Southern Control - Conrail
STB Finance Docket No. 33388

Dear Secretary Williams,

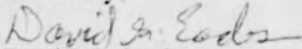
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will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


David G. Eades
Mayor

CITY OF MADISON
261 WASHINGTON AVENUE
MADISON, WEST VIRGINIA 25130

MAYOR'S OFFICE
CLERK'S OFFICE
STREET DEPARTMENT
SANITARY BOARD
REFUSE COLLECTION

PHONE
304-369-2762

June 2, 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 Madison's wholehearted support for the proposal which is being brought before the Board in the captioned proceeding. The City of Madison'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 Madison. Such growth is crucial to us because it creates new jobs for the City of Madison'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 Madison 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 Madison 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,

A handwritten signature in dark ink, appearing to read 'Andrew M. Dolan'.

Andrew M. Dolan, Mayor



RON MOWERY
MAYOR

June 19, 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. 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,

Ron Mowery, Mayor
City of Marion, Indiana



THE CITY OF MARYSVILLE

City Hall, 125 East 6th Street • Marysville, Ohio 43040-1641
937-642-6015 • 614-889-7874 • FAX 937-642-6045

June 16, 1997

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

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

Dear Secretary Williams:

I am writing to express my support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio and particularly Marysville's industrial, business, and agricultural interests need the best possible rail transportation. After checking with local shippers, 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 better able to access key eastern, midwestern, southern and even international customers and suppliers with single line service. This will improve the speed of rail service and make that service more reliable and efficient. As a result, this appears to be a major benefit to Ohio and the shippers here in Marysville.

Because of the advantages stated earlier, CSX and Norfolk Southern's control of Conrail will also offer residents of Marysville and the State of Ohio new opportunities for business and industrial growth with the resulting creation of new jobs. This is crucial for the economy of the area as well as for our ability to compete globally. This will thus create new possibilities for exporting Ohio's manufactured goods and agricultural commodities.

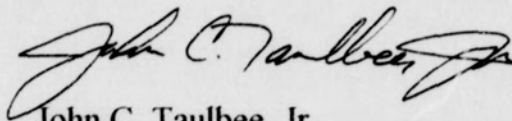
marysville

WHERE THE GRASS IS GREENER

Page Two
June 16, 1997
Vernon A. Williams, Secretary

As stated earlier, the control of Conrail by CSX and Norfolk Southern appears to be a positive one for Marysville and the State of Ohio. I would therefore urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

A handwritten signature in dark ink, appearing to read "John C. Taulbee, Jr.", with a stylized flourish at the end.

John C. Taulbee, Jr.
Mayor

cc: Mike Scime

JCT/cmm

UPPER KANAWHA VALLEY CHAMBER OF COMMERCE
133 FIFTH AVENUE POST OFFICE BOX 831 MONTGOMERY, WV 25136

June 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 Upper Kanawha Valley Chamber of Commerce of Montgomery, West Virginia, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. I am President of the Upper Kanawha Valley Chamber of Commerce.

We truly believe that acquisition of Conrail by NS and CSX will benefit our community.

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

Sincerely,

Melba White

Melba White
President

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

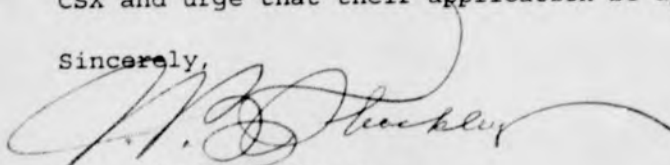
Dear Mr. Williams:

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

116



City of Muncie

300 N. High Street
Muncie, Indiana 47305

May 12, 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 & Operating Leases/Agreements
Conrail Inc. and Consolidated Rail Corporation**

Dear Mr. Williams:

On behalf of the City of Muncie, Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX.

The City of Muncie has a longstanding relationship with Norfolk Southern (NS) and, before their merger, the Norfolk & Western. Additionally, 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 recommend that it be approved. If you have any questions please feel free to call my office (765) 747-4845.

Sincerely,

Dan C. Canan
Mayor
City of Muncie



May 27, 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'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 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,

Rusty Casto, Mayor



Town of North Manchester

405 EAST MAIN STREET
NORTH MANCHESTER, INDIANA 46962-1899
PHONE: 219-982-7815

TOWN COUNCIL
Jane Carpenter
William W. Davis
Michael McKinley
Stanley B. Excott
Donald W. Rinearson

TOWN MANAGER
Christopher W. Garber

ADMINISTRATIVE
ASSISTANT
Dorothy L. Shick

June 23, 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,

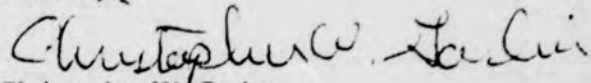
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Indiana's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction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

Sincerely,


Christopher W. Garber
Town Manager



Onondaga County Legislature

Russell S. Andrews

County Legislator - 24th District

302 Rugby Road

Syracuse, New York 13203

Tel. Res. 478-2259

Bus. 472-1010

Leg. 435-2070

Fax. 435-8434

Web: www.cny.com/sinclair

E-Mail: sinclair@cny.com

July 11, 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 wish 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.

America's economy is booming. It isn't in Upstate New York.

The State's manufacturing, business and agricultural interests need the best possible rail transportation, and I believe this transaction will provide our key industries with vital new transportation options and increased market reach with faster service and potentially lower costs.

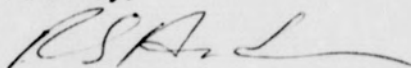
In addition to improving rail access to key midwestern and western markets, New York State would now also benefit from greatly improved service to markets in the south, southeast and along the Gulf Coast via a single-line for the first time in history. The resultant elimination of delays means lowered shipping costs and faster transit times, which will create important new opportunities for New York business and industry.

In addition, the prospect of single-line rail service to nearly all the major East Coast and Gulf Coast ports is vitally important to the many New York businesses engaged in importing or exporting, and will greatly enhance the global competitiveness of this large sector of our economy.

Faster, less costly and more reliable rail service is a much-needed advantage for the economic development and job growth of our region and the entire state of New York.

I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

A handwritten signature in dark ink, appearing to read 'R. S. Andrews', with a long, sweeping horizontal line extending to the right.

Russell S. Andrews



COUNTY OF ONONDAGA

Office of the County Legislature

WILLIAM E. SANFORD
CHAIRMAN

407 COURT HOUSE
SYRACUSE, NEW YORK 13202
435-2070

July 11, 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 wish to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporations proposed in the above referenced docket.

New York State's manufacturing, business and agricultural interests need the best possible rail transportation, and I believe this transaction will provide our key industries with vital new transportation options and increased market reach with faster service and potentially lower costs.

In addition to improving rail access to key midwestern and western markets, New York State would now also benefit from greatly improved service to markets in the south, southeast and along the Gulf Coast via a single-line for the first time in history. The resultant elimination of delays means lowered shipping costs and faster transit time, which will create important new opportunities for New York business and industry.

In addition, the prospect of single-line rail service to nearly all the major East Coast and Gulf Coast ports is vitally important to the many New York businesses engaged in importing or exporting, and will greatly enhance the global competitiveness of this large sector of our economy.

Faster, less costly and more reliable rail service is a much-needed advantage for the economic development and job growth of our region and the entire state of New York.

I urge the Surface Transportation Board to approve the control application as proposed.

Very truly yours,
William E. Sanford
William E. Sanford, Chairman
Onondaga County Legislature

MAYOR
Daniel J. McLaughlin

VILLAGE CLERK
David P. Maher

14700 S. Ravinia Ave.
Orland Park, IL 60462
(708) 403-6100



VILLAGE HALL

TRUSTEES
Bernard A. Murphy
Richard R. Della Croce
Thomas M. Dubelbeis
Brad S. O'Halloran
Kathleen M. Fenton
James V. Dodge

May 27, 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 Corp. & Norfolk Southern Railway Co.
Control & Operating Leases /Agreements
Conrail Inc. & Consolidated Rail Corporation
STB Docket No. 33388

Dear Mr. Williams:

I write today to express my personal support for the proposed acquisition of Conrail by the Norfolk Southern Railway and CSX.

As a member of the Board of Trustees in the Village of Orland Park, I am particularly concerned with this merger as it relates to traffic issues. Our city is located in the hub of major arterial highways and sits astride Norfolk Southern rail lines. In addition to the fine relationship we have enjoyed with the Norfolk Southern, the service improvements resulting from the enhanced competitive environment created by the Norfolk Southern/CSX proposal would go a long way toward our goal of increased safety as goods move through our community.

Please support this acquisition knowing that it will result in tremendous benefits for my community and our region.

Sincerely,

Thomas Dubelbeis
Orland Park Village Trustee

OTTAWA COUNTY COMMISSIONERS

BOARD MEMBERS

Steven M. Arndt
Carl Koebel
Chris Redfern

CLERK OF THE BOARD

Barbara J. Hermes

Court House

315 Madison Street Room #103
PORT CLINTON, OHIO 43452-1993

Elmore: (419) 862-3232

Genoa: (419) 855-8134

Oak Harbor: (419) 898-7731

Port Clinton: (419) 734-6710

Facsimile: (419) 734-6898



June 11, 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:

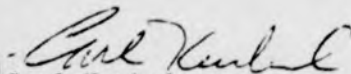
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. Ohio's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction will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


Carl Koebel

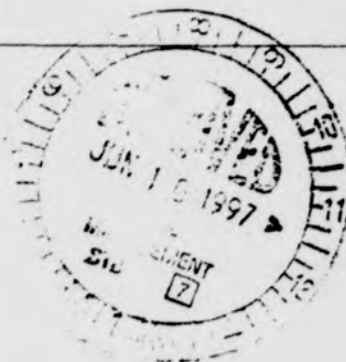
Ottawa County Commissioner

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The Chamber

The Owensboro-Daviess County Chamber of Commerce

June 4, 1997



Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 24231-0001

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

Dear Secretary Williams,

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

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

Sincerely,

David C. Adkisson
President & CEO

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

125



The City of Philippi

June 1, 1997

Fax No.: 304/457-2703

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

Caton N. Hill, Jr., Mayor
Joseph P. Mattaliano, City Manager
Doris J. Mundy, City Clerk

T.D.D.: 457-3700

EOE/EE0

E-Mail: philippi@westvirginia.com



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

Dear Mr. Williams:

I am writing to convey the City of Philippi's concerns for the proposal which is before the Board in the captioned proceeding. The City of Philippi's industrial, business, and agricultural interests must have access to reliable rail transportation, and the proposed transaction does not enable them to receive competitive rail service. It does not give them single line access to more customers and suppliers. We are requesting that our county railroad customers have single line access to their markets.

The proposal does not allow our users to enjoy direct, single line access to Norfolk Southern destinations. The merger will restrict them to dual hauls that will result in potential bottlenecks and higher freight rates. If the merger moves forward without change, Barbour County Coal Producers shipping on the B & O line will be at risk. They have given preferential treatment to shippers on the Monongahela Railway. CSX and Norfolk Southern will have joint usage of the Conrail/Monongahela Railway. Dual access on the Monongahela Railway by both CSX and Norfolk Southern will immediately provide single haul access to all CSX and Norfolk Southern markets by two class I carriers. This will jeopardize the ability of our coal producers on the B & O line to compete. This unfairness threatens jobs and the overall Barbour County economy.

I am confident that the Surface Transportation Board will not allow the B & O shipper's to remain "captive shippers." It is well known that the rates of captive shippers using dual hauls are much higher than single-haul access.

Changing the proposed transaction to allow our county railroad company to a single line haul. Access will generate significant new business and industrial growth in Philippi and Barbour County. Such growth is crucial to us because it creates new jobs for Barbour County Residents.

304/457-3700

Philippi, West Virginia 26416

P.O. Box 460

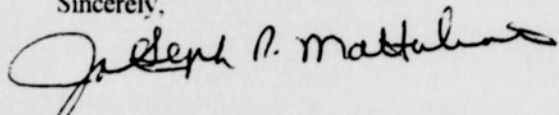
Mr. Vernon A. Williams

Page 2

June 1, 1997

The City of Philippi urges the Board to change the application filed in the captioned proceeding to assure that the merger designates, that they serve Barbour County Shippers by a Class I carrier with single-haul access.

Sincerely,



Joseph P. Mattaliano
City Manager

JPM/jpm

cc: Tim Hensley, CSX Transpotration's Resident Vice President-WV
Mayor & City Council
Members Economic Development Authority
The Chamber of Commerce
Barbour County Commision
Region VII Planning & Development

Pike County
Office Of County Judge / Executive

Pike County Courthouse, 324 Main Street, Pikeville, Kentucky 41501

DONNA DAMRON

606-432-6247
FAX # 606-432-6242

June 11, 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:

As the Judge/Executive of Pike County, Kentucky, I want to express my support for the proposed acquisition and control of Conrail by CSX and Norfolk Southern. The county and state's industrial, business and agricultural interests must have access to reliable rail transportation, and this transaction appears to have a number of resulting benefits.

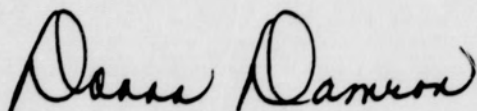
I believe the existence of CSX and Norfolk Southern will bring about competition to a broader area after this transaction is completed. That competition will result in a more balanced rail system in the East. The balance, coupled with eliminating many of the troublesome interchanges, will hopefully result in better, faster, more reliable service with improved efficiency and a broader geographic reach for Kentucky customers.

CSX already serves as a critical link delivering our 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 state's freight shippers with single-line access to many more customers and suppliers. Shippers will see reduced transit times and will be able to expand into new markets.

Whether the commodity is coal (as it is here in Pike County), 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 our residents. And with CSX alone employing nearly 4,000 Kentuckians with a payroll of \$179 million, this growth, we hope, will have a dramatic effect on rail jobs here in Pikeville.

I would urge the Surface Transportation Board to review the application and give quick approval to the proposal. 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 we can begin enjoying the benefits of this new balanced rail system.

Sincerely,

A handwritten signature in cursive script, appearing to read "Donna Damron".

Donna Damron
Judge/Executive

cc: Thomas L. Preston
John W. Snow
Jay S. Westbrook

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:

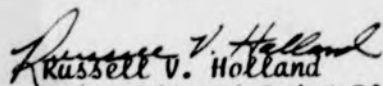
I am writing to express my strong support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket. West Virginia's industrial, business and agricultural interests need the best possible rail transportation. I believe this transaction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

copy: Michael Scime
Conrail
31 E. Georgia Street
Indianapolis, IN 46204

130

RUSSELL V. HOLLAND, Mayor

MARILYN L. McDANIEL, City Clerk

City of Port Clinton

Office of the Mayor
City Hall - 1868 E. Perry Street
Port Clinton, Ohio 43452
(419) 734-5522



Thomas M. Brown
Mayor

June 26, 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 the City's 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.

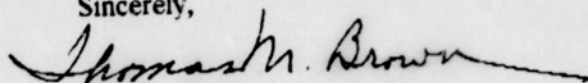
CSX and Norfolk Southern's control of Conrail also offers resident of Ohio opportunities for new business and industrial growth with the resultant new jobs. This is crucial for our ability to compete in the global economy. Approval of this control application will also increase the number of East Coast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

I want to personally thank Conrail for its recent cleanup along the State Street area where we have resurfaced and improved this street as of June 15, 1997. Your assistance is greatly appreciated. Also, the City's has high expectations from Conrail dealing with any remediation projects that would be necessary in the future.

P. 2

Sincerely,

A handwritten signature in cursive script that reads "Thomas M. Brown". The signature is written in dark ink and has a long, horizontal flourish extending to the right.

Thomas M. Brown
Mayor

COMMISSIONERS

STEPHEN HODGES
JAMES H. CARUTHERS, JR.
CLINTON E. BEAVER

Putnam County Commission

3388
WINF 213

PHONE: 586-0201
586-0211
FAX: 586-0239

June 11, 1997

Surface Transportation Board (STB)
Vernon Williams, Secretary
1925 K. Street Northwest
Washington, DC 20423

Re: Finance Docket #33388

Dear Sirs:

This is in regard to the pending acquisition of Conrail by CSX Transportation and Norfolk Southern.

It is encouraging that Conrail will be divided between CSX and Norfolk Southern. Clearly, this is a more competitive situation than if it were purchased entirely by one or the other company. I am concerned, however, that the proposed changes will result in improved competition for shippers in some areas but not in others.

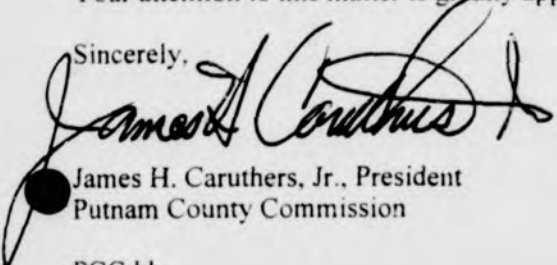
For example, it is my understanding that shippers on the Monongahela Railway will enjoy service by both CSX and Norfolk Southern, thus giving them single haul access to all Norfolk Southern and CSX destinations. This will clearly give coal producers and other shippers on that line a competitive advantage over those on the CSX/B&O line in West Virginia, which will have access to only one Class I carrier. These shippers will be restricted to dual hauls which will result in potential delays and higher shipping costs. We also understand that, under the proposed agreement, Weirton Steel will remain the only major steel plant in the country with captive rail service.

Of greatest concern for Putnam County and the Kanawha Valley is the proposed status of the 39 miles of Conrail line from Point Pleasant in Mason County to Enon in Nicholas County. This line serves chemical manufacturers and other industry in Belle, Institute and Nitro. These shippers will not receive the same joint access which will be newly available in other areas, such as New Jersey, Detroit and Indianapolis. These industries in the Kanawha Valley produce thousands of jobs and are critical to the economy of the region. They should enjoy the same competitive advantage as shippers in other parts of the country.

I believe that joint access to the rail lines in the three areas mentioned above would be more equitable than current plans and would prevent potential damage to the local economies. I urge you to consider these concerns when reviewing CSX/Norfolk Southern's plan. In addition, I ask that my name and address be added to your service list.

Your attention to this matter is greatly appreciated.

Sincerely,


James H. Caruthers, Jr., President
Putnam County Commission

PCC:bb

BILLY RAY PATTON
RHEA COUNTY EXECUTIVE



Rhea County Courthouse
1475 Market Street
Dayton, Tennessee 37321
(423 775-7801)

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,

Billy Ray Patton
County Executive

BRP/jts



CITY OF RICHMOND

50 NORTH FIFTH STREET • RICHMOND, IN 47374
PHONE (765) 983-7207 • FAX (765) 983-7212
E-Mail: mayor@ci.richmond.in.us

DENNIS ANDREWS
Mayor

May 9, 1997

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

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

Dear Mr. Williams:

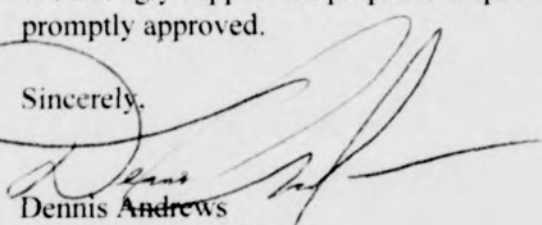
On behalf of the City of Richmond, Indiana, I wish to express support for the proposed acquisition of Conrail by Norfolk Southern and CSX. As Mayor of Richmond, Indiana, I have been duly authorized to speak on its behalf.

The City of Richmond, Indiana 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.

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

Sincerely,


Dennis Andrews
Mayor, City of Richmond



May 22, 1997

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

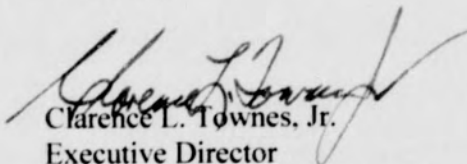
Dear Mr. Williams:

I am writing in support of the proposed CSX/Norfolk Southern acquisition of Conrail. If the transaction is approved, companies doing business in Richmond will have the benefits of single-line service to the Northeast. This means that no longer will shippers experience delay 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.

With best regards,

Sincerely,



Clarence L. Townes, Jr.
Executive Director

CLTjr/ph

Town of Ridgeley

P. O. Box 1290
RIDGELEY, WEST VIRGINIA

26753

JUNE 2, 1997



MR. VERON A. WILLIAMS, SECRETARY
SURFACE TRANSPORTATION BOARD
1925 K STREET, N.W.
WASHINGTON, DC 20423-001

DEAR MR. WILLIAMS:

FD 33398

I AM WRITTING TO CONVEY RIDGELEY'S WHOLE-HEARTED SUPPORT FOR THE PROPOSAL WHICH IS BEING BROUGHT BEFORE THE BOARD IN THE CAPTIONED PROCEEDING. RIDGELEY'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 RIDGELEY. SUCH GROWTH IS CRUCIAL TO US BECAUSE IT CREATED NEW JOBS FOR RIDGELEY'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 RIDGELEY BY VIRTUE OF THE PROPOSED ACQUISITION OF CONRAIL BY CSX AND NORFOLK SOUTHERN, THE ENLARGED CSX AND NS SYSTEMS WILL BE ABLE TO COMPLETE 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, RIDGELEY 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,

WARREN R. HARNESS
MAYOR

137

GREECE

CHAMBER OF COMMERCE

July 16, 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 you in support for the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation. This agreement, reached by the CSX Corporation and Norfolk Southern Corporation, which was announced jointly in a press release issued April 8, 1997, contained plans for the two railroads to jointly seek approval of the acquisition and division of the routes and assets of Conrail. Representatives of both railroads have described this as the same plan to be presented to the Surface Transportation Board Financial Docket 33388, for consideration. It is believed that approval will create balanced competition, restore competition where there is only single service, and improve service to customers.

New York State's manufacturing, agricultural and business interests need the best possible rail transportation, and we believe this transaction will provide our key industries with vital new transportation options and increased market reach with faster service and lower costs.

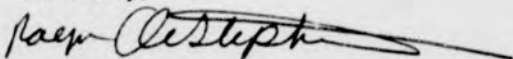
New York communities and freight customers will gain new single-line rail access and competitive choices for rail services to the South and Midwest. Also, higher capacity and more efficient routes will link the Midwest with New York and other Eastern states, resulting in more rail traffic, safer highways and a cleaner environment. With these improvements comes millions of dollars in capital improvements in New York.

For Rochester, NY, the enhanced freight rail system on CSX will offer its shippers a wide range of new benefits and services such as, single-line access to most markets in the South and Midwest and the adding of three CSX main line routings which will enhance local freight service.

Faster, more economical and reliable rail service is a much-needed advantage for the economic development and job growth of Rochester and the entire state of New York.

We urge the Surface Transportation Board to approve the control application as proposed.

Yours truly,



Ralph DeStephano
Executive Director

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CITY
OF
SHARONVILLE

10900 Reading Road
Sharonville, Ohio 45241
(513) 563-1144
FAX (513) 563-0617

ADMINISTRATIVE OFFICES
VIRGIL G. LOVITT, II, MAYOR

SAFETY/SERVICE DIRECTOR
Al Ledbetter

BUDGET DIRECTOR
Dixie Schliensker

June 3, 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. Sharonville'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 Sharonville.

CSX and Norfolk Southern's control of Conrail also offers residents of Sharonville 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 Sharonville's manufactured goods and agricultural commodities.

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

Sincerely,

Al Ledbetter
Safety/Service Director

Village of Skaneateles

46 East Genesee St. Skaneateles, New York 13152



(315)685-3440 or 685-3481

Fax 685-0730

July 14, 1997

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

Mayor Donald J. Price
Deputy Mayor Virginia E. Longacre
Trustee Gary S. Caldwell
Trustee Michael J. Major
Trustee Douglas B. Sutherland
Village Clerk/Treasurer Sally L. Sheehan

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

Dear Secretary Williams:

I wish 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.

New York State's manufacturing, business and agricultural interests need the best possible rail transportation, and I believe this transaction will provide our key industries with vital new transportation options and increased market reach with faster service and potentially lower costs.

In addition to improving rail access to key midwestern and western markets, New York State would now also benefit from greatly improved service to markets in the south, southeast and along the Gulf Coast via a single-line for the first time in history. The resultant elimination of delays means lowered shipping costs and faster transit times, which will create important new opportunities for New York business and industry.

In addition, the prospect of single-line rail service to nearly all the major East Coast and Gulf Coast ports is vitally important to the many New York businesses engaged in importing and exporting, and will greatly enhance the global competitiveness of this large sector of our economy.

Faster, less costly and more reliable rail service is a much-needed advantage for the economic development and job growth of our region and the entire state of New York.

I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Donald J. Price
Mayor



July 14, 1997

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

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

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I urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Sarah Wiles-Ehmann
President,
Skaneateles Area Chamber of Commerce

CITY OF SMITHERS

175 Michigan Avenue • P.O. Box 489 • Smithers, WV 25186
(304) 442-5282

Eddie Long, Mayor
Grace Ann Nutter, Recorder

"Watch The Growth"

May 27, 1997

City Council
Gregory B. Wagner, President
Ben White
Robert Thomas
Ruth Ann Cavalier
Richard Martin

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

RE: Finance Docket No. 33388

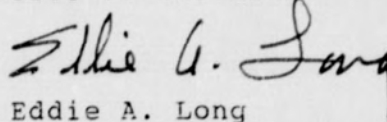
Dear Secretary Williams:

As Mayor of the City of Smithers I strongly support
Norfolk Southern and CSX taking over Conrail, because I feel
it would be very good for industry and trade.

Your favorable consideration would be greatly appreciated.

Sincerely,

CITY OF SMITHERS



Eddie A. Long
Mayor

df

City of St. Marys

Mayor
Louis F. Flade

418 Second Street
ST. MARYS, WEST VIRGINIA 26170
Phone: (304) 684-2401
Fax: (304) 684-2463

City Manager
Roy G. Hearn

City Recorder
Linda K. Wilson

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

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



1. I am writing to convey, Pleasants County and the City of St. Marys, the County Seat; our wholehearted support for the proposal which is being brought before the board in the captioned proceeding. Pleasants County and the City of St. Marys' 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 service to many more customers and suppliers.
2. I am confident that the enhanced transportation service resulting from the proposed transaction, will generate significant new business and industrial growth in Pleasants County and the City of St. Marys. Such growth is crucial to us because it creates new jobs for St. Marys residents. I also anticipate that the transaction will result in more railroad jobs on the expanded CSX and N.S. rail systems.
3. In addition to the direct and indirect benefits which will accrue to St. Marys by virtue of the proposed acquisition of Conrail by CSX and Norfolk Southern, the enlarged CSX and N.S. systems will be able to compete more effectively with motor carriers. The motor carriers will always retain a major share of the inter-city freight business by virtue of their speed and flexibility. Good truck service is an 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.
4. In conclusion; the City of St. Marys 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;

Louis F. Flade
Louis F. Flade, Mayor
City of St. Marys