

STB

FD-33388

1-15-98

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185253

ARNOLD & PORTER555 TWELFTH STREET, N.W.
WASHINGTON, D.C. 20004-1202DREW A. HARKER
(202) 942-5022(202) 942-5000
FACSIMILE (202) 942-5999NEW YORK
DENVER
LOS ANGELES
LONDON

January 15, 1998

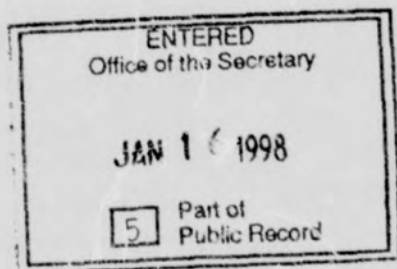
VIA HAND DELIVERYMr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Seventh Floor
Washington, D.C. 20423-0001

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

Dear Secretary Williams:

Enclosed are the original and 25 copies of Applicants' Response to the Illinois International Port District's Motion to File Response Out of Time for filing in the above-referenced proceeding. Also enclosed is a 3.5" diskette containing the document in WordPerfect format.

Please date stamp and return the enclosed copy via our messenger.



Very truly yours,

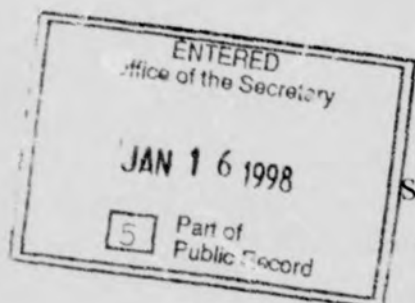
Drew A. Harker

Counsel for CSX Corporation
and CSX Transportation, Inc.

Enclosure

cc: Service List (w/Enclosure)

185253



CSX/NS-192

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB 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

APPLICANTS' RESPONSE TO
ILLINOIS INTERNATIONAL PORT DISTRICT'S
MOTION TO FILE RESPONSE OUT OF TIME

Applicants hereby submit their response to the Illinois International Port District's ("Port of Chicago") Motion to File Response Out of Time (PORT/CHI-3), served January 13, 1998.¹

I. BACKGROUND

On October 21, 1997, the Port of Chicago filed its Request for Conditions in this proceeding. See PORT/CHI-2. On December 15, 1997, Applicants filed their Rebuttal in support of their Primary Application, including their responses to comments, requested conditions and other opposition argument which closed the evidentiary record on their Application. See CSX/NS-176-177-188. The Port of Chicago asserts, however, that it did not receive a copy of Applicants' Rebuttal until

¹ "Applicants" refers collectively to CSX Corporation and CSX Transportation, Inc. (collectively referred to as "CSX"), Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively referred to as "NS") and Conrail, Inc. and Consolidated Rail Corporation (collectively referred to as "Conrail").

January 12, 1998. While Applicants regret that the Port of Chicago did not receive the Rebuttal until this week, the Port of Chicago has not identified any prejudice from this error, and its motion to file a response out of time is completely without basis and, therefore, must be denied.

II. ARGUMENT

A. Under Decision No. 6, Parties Filing Requests for Conditions Are Not Authorized to Submit Rebuttal Evidence

The Port of Chicago's October 21 filing was not a responsive or inconsistent application -- it was comments and requests for conditions, and the Port of Chicago has not alleged otherwise. See PORT/CHI-3 at 2 ("The Port of Chicago filed its original Request for Conditions (Port/Chi-2) on October 21, 1997."). The Port of Chicago, however, erroneously assumes that, having submitted a request for conditions on October 21, it has the right to submit a "reply" to Applicants' Rebuttal.² The Port of Chicago appears to base this assumption on Decision No. 6. See PORT/CHI-3 at 3. However, Decision No. 6, which was issued by the Board on May 22, 1997, and establishes the governing procedural schedule and requirements for submission of evidence in this proceeding, clearly provides that commenters were not authorized to submit rebuttal evidence on January 14, 1998. As the Board held in Decision No. 6:

We will not allow parties filing comments, protests, and requests for conditions to file rebuttal evidence in support

² The Port of Chicago states that it intends to file a "reply" to Applicants' Rebuttal although it does not indicate what it would include in such a "reply". However, it references the January 14, 1998, deadline for submission of rebuttal evidence by responsive applicants, and so Applicants assume that the Port of Chicago intends to make an evidentiary submission. No other "reply" is permitted to be filed under the procedural schedule in this proceeding. Of course, the Port of Chicago, like all parties, may file a brief on February 23, 1998.

of those pleadings. Parties filing inconsistent and/or responsive applications have a right to file rebuttal evidence, while parties simply commenting, protesting or requesting conditions do not.

CSX/NS, Finance Docket No. 33388, Decision No. 6, 1997 WL 283551 (S.T.B.) at *6 (citing Union Pacific Corporation -- Control and Merger -- Southern Pacific Rail Corporation, STB Finance Docket No. 32760, Decision No. 6 at 7-8; Burlington Northern, Inc. -- Control and Merger -- Santa Fe Pacific Corporation, STB Finance Docket No. 32549, Decision No. 16 at 11). As a party filing a request for conditions, therefore, the Port of Chicago was not authorized to file rebuttal evidence with the Board on January 14, 1998, or on any other date.³

B. Decision No. 6's Prohibition on Submission of Rebuttal Evidence By Parties Filing Requests for Conditions is Consistent with Board and I.C.C. Precedent

Beyond Decision No. 6, the Board's practice is clear that the Port of Chicago may not introduce additional evidence with respect to the Primary Application at this time. The Board and its predecessor, the I.C.C., have consistently held that applicants, whether primary, responsive, or inconsistent, are entitled to submit the final evidence and close the record on the merits of their application. See Union Pacific -- Control -- Chicago and North Western, Finance Docket No. 32133, Decision No. 17, 1994 ICC LEXIS 112; BNSF, Decision No. 34, at 4 ("Responsive applicants have the right to

³ Moreover, the Port of Chicago admits that it attempted to obtain a copy of Applicants' Rebuttal on December 23, 1997, but did not try again until January 8, 1998. See PORT/CHI-3 at 2. If the Port of Chicago had been so concerned about obtaining a copy of the Rebuttal for the purpose of meeting a January 14 deadline, it is not clear why it waited for more than two weeks from its first attempt before trying again to obtain the Rebuttal. Since the Port of Chicago was not entitled to file rebuttal evidence on January 14, 1998, it has not demonstrated that it has been prejudiced by its late receipt of Applicants' Rebuttal.

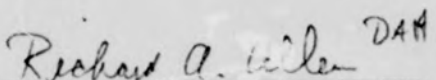
close the record on their cases, while parties requesting conditions do not."). This strong line that the Board has drawn between parties who choose to participate as commenters and those who choose to participate as responsive applicants can be seen in the two most recent major control proceedings. See UP/SE, Decision No. 31 at 2 ("Movants are aware that, under the procedural schedule, only inconsistent and responsive applicants are entitled to file rebuttal evidence Parties . . . chose their means of presenting their arguments with knowledge of the restriction on rebuttal filings."); BN/SE, Decision No. 34 at *4 (holding that the I.C.C. "would not permit rebuttal filings from parties before [the Commission] requesting conditions, but [which] are not responsive applicants. Responsive applicants have the right to close the record in their cases, while parties requesting conditions do not."). In keeping with this authority, the Board's predecessor has denied commenters' requests to file rebuttal evidence, similar to the Port of Chicago's request. See BN/SE, Decision No. 34 (denying the motions of several commenters for leave to submit rebuttal filings).

The Port of Chicago is neither a responsive nor inconsistent applicant in this proceeding. Accordingly, the Applicants have the right to close the record on the Primary Application with respect to parties such as the Port of Chicago who came to the Board merely requesting conditions with regard to that Application.

Again, the Applicants regret that the Port of Chicago did not receive Applicants' Rebuttal in a more timely fashion, but the Port of Chicago had no right to submit rebuttal evidence in this proceeding and has shown no prejudice. Accordingly, the Port of Chicago's Motion to File Response Out of Time must be denied.

Respectfully submitted,

James C. Bishop, Jr.
William C. Wooldridge
J. Gary Lane
James L. Howe III
Robert J. Cooney
George A. Aspatore
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510-9241

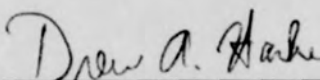

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Paul A. Cunningham

Gerald P. Norton

Harkins Cunningham

1300 Nineteenth Street, N.W.

Suite 600

Washington, D.C. 20036

Counsel for Conrail Inc. and
Consolidated Rail Incorporated

Dated: January 15, 1998

CERTIFICATE OF SERVICE

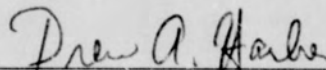
I, Drew A. Harker, certify that on January 15, 1998, I have caused to be served by first-class mail, postage prepaid, or by more expeditious means, a true and correct copy of the foregoing CSX/NS-192, Applicants' Response to the Illinois International Port District's Motion to File Response Out of Time, on all parties that have appeared in STB Finance Docket No. 33388, by hand delivery on:

The Honorable Jacob Leventhal
Administrative Law Judge
Federal Energy Regulatory Commission
Office of Hearings, Suite 11F
888 First Street, N.E.
Washington, D.C. 20426

and by facsimile transmission on:

Earl L. Neal
Earl L. Neal & Associates, L.L.C.
111 West Washington Street
Suite 1700
Chicago, IL 60602

Phone: (312) 641-7144
Fax: (312) 641-5137



Drew A. Harker

STB

FD-33388

1-15-98

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ID-185238

DENNIS J. KUCINICH

10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
(216) 228-8850

FD-33388 

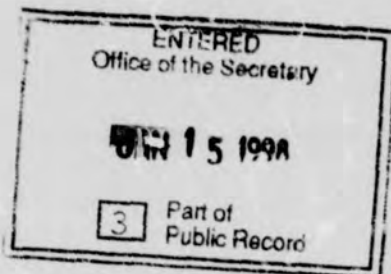
Committees:
Government Oversight

Education
and the
Workforce

**Congress of the United States
House of Representatives**

185-238

January 14, 1998



Ms. Linda J. Morgan
Chairman
Surface Transportation Board
1925 K St. NW #820
Washington, D.C. 20423

Dear Ms. Morgan:

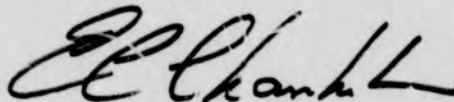
This letter accompanies Congressman Dennis J. Kucinich's January 14, 1998, filing with the Surface Transportation Board.

The enclosed Rebuttal in Support of Comments, Request for Conditions, and Responsive Application of Congressman Dennis J. Kucinich ("Rebuttal in Support") was shipped by UPS Next Day Air from the Congressman's Cleveland Office to his Washington Office on January 13, 1998. Congressman Kucinich intended for the package to be hand delivered to the Surface Transportation Board by his Washington staff on January 14, 1998. However, the package was misdirected by UPS and was located in Illinois by late afternoon, too late for delivery to Washington in time for hand delivery on January 14.

The Congressman's Staff Attorney, Martin Gelfand, spoke with Ellen Keys, Assistant Secretary for Operations, on the afternoon of January 14, 1998, who instructed him that since the package could not be delivered on January 14 because of external circumstances beyond the Congressman's control, the package should be accompanied by this letter of explanation, on the Congressman's letterhead, and signed by an authorized staff member. This letter fulfills the requirement described by Ms. Keys to Mr. Gelfand.

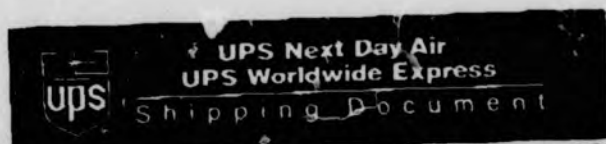
Please accept the enclosed Rebuttal in Support. Also enclosed is a copy of the UPS tracking slip to show that the package was sent Next Day Air on January 13, 1998.

Sincerely,



Elizabeth Chamberlain
Legislative Assistant

enclosure



See instructions on back. Call 1-800-PICK-UPS (800-742-5877) for additional information.

TRACKING NUMBER **NO96 088 913 8**

1 SHIPMENT FROM
SHIPPER'S ACCOUNT NO. **7241299031**
REFERENCE NUMBER

NAME **Marty Gelfand** **216-228-8850**
TELEPHONE

COMPANY **CONG. DENNIS J. KUCINICH**

STREET ADDRESS **14400 DETROIT AVE**

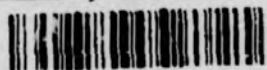
CITY AND STATE **LAKELAND OHIO** **44107**
ZIP CODE

2 EXTREMELY URGENT DELIVERY TO
NAME **LISA CHAMBERLAIN** **202-225-9871**
TELEPHONE

COMPANY **CONG. DENNIS J. KUCINICH**

STREET ADDRESS **1730 LONGWORTH HOUSE OFFICE BLDG.**
DEPT./FLOOR

CITY AND STATE (INCLUDE COUNTRY IF INTERNATIONAL) **WASHINGTON, DC** **20515**
ZIP CODE



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| 5 | FOR WORLDWIDE EXPRESS SHIPMENTS: Mark "X" in this box if shipment only contains documents of no commercial value. <input type="checkbox"/> SATURDAY PICKUP <input type="checkbox"/> SATURDAY DELIVERY <input type="checkbox"/> DECLARED VALUE <input type="checkbox"/> DOCUMENTS ONLY C.O.D. <input type="checkbox"/> AMOUNT \$ AMOUNT \$ An Additional Handling Charge applies for certain items. See instructions. | | | |
| 6 | TOTAL CHARGES | | | \$ |
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8 RECEIVER / THIRD PARTY'S UPS ACCT. NO. OR MAJOR CREDIT CARD NO. EXPIRATION DATE

THIRD PARTY'S COMPANY NAME

STREET ADDRESS

CITY AND STATE ZIP CODE

SHIPPER'S SIGNATURE **X / [Signature]** DATE OF SHIPMENT **01/13/98**

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DENNIS J. KUCINICH

10th DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
(216) 228-8850
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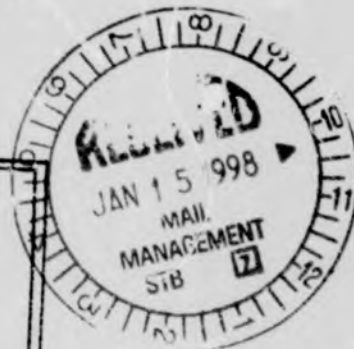
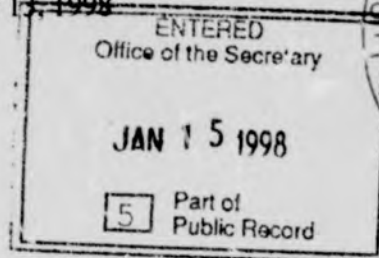
5983 W. 54TH
PARMA, OHIO 44129
(216) 845-2707



Committees:
Government Oversight
Education and Labor

Congress of the United States House of Representatives

January 13, 1998



185238
Ms. Linda J. Morgan
Chairman
Surface Transportation Board
1925 K St. NW #820
Washington, D.C. 20423

Re: Finance Docket 33388

Dear Ms. Morgan:

I, Dennis J. Kucinich, a Member of Congress representing Ohio's 10th Congressional District and a Party of Record to this proceeding, hereby submit my Rebuttal in Support of Comments, Request for Conditions, and Responsive Application of Congressman Dennis J. Kucinich. 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 Rebuttal.

Furthermore, I hereby petition the Board for leave to accept this rebuttal. Notwithstanding any decisions that the Board has made that classifies my October 21, 1997, filing as "comments" or "request for conditions," rather than "responsive application," this filing submitted today is narrowly and exclusively presented for the sole purpose of rebutting specific allegations by the proponents of the proposed Conrail acquisition that mischaracterize my October 21, 1997, filing.

I further certify that I will serve copies of the attached Responsive Application upon all Parties of Record in this proceeding, by first class mail, on January 14, 1998, as required by the Surface Transportation Board. Executed on January 13, 1998 to be hand-delivered on January 14, 1998.

Sincerely,

Dennis J. Kucinich

Dennis J. Kucinich
Member of Congress

DJK:mg

State of Ohio
Cuyahoga County

Before me, a notary public in and for said county, personally appeared the ABOVE NAMED Dennis J. Kucinich who acknowledged that he did sign the foregoing instrument and the same is his free act and deed.



NOTARY PUBLIC
RICHARD S. SPARK, JR. COMMISSION EXPIRES SEPTEMBER 23, 2002

Before the
Surface Transportation Board
Washington, D.C.



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

**Rebuttal in Support of
Comments, Request for Conditions, and
Responsive Application of
Congressman Dennis J. Kucinich
Ohio District 10**

January 14, 1998

I. Introduction: Contrary to mischaracterizations in the Norfolk Southern/CSX Rebuttal, the Kucinich Plan offers a viable, competitive, and economically sound alternative to the Conrail acquisition plan presented to the Surface Transportation Board.

In their rebuttal of responsive applications, comments, and requested conditions, Norfolk Southern and CSX mischaracterize the alternative plan submitted by Congressman Dennis J. Kucinich from Ohio's 10th Congressional District. See generally, Applicants' Rebuttal, Dec. 1997 (hereinafter, "Rebuttal"). The alternative plan, see generally, Responsive Application (Subnumber 74), October 21, 1997, (hereinafter "Kucinich Plan"), was timely filed with the Surface Transportation Board (STB) on October 21, 1997.

The Kucinich Plan, in part, calls for the establishment of a neutral, independent railroad operating entity to serve the Greater Cleveland area. The Kucinich Plan bolsters competitiveness among carriers in the aftermath of any proposed acquisition of Conrail by allowing access to any carrier who competitively and successfully bids for a shipping contract with any Cleveland area shipper. The Kucinich Plan also alleviates serious concerns about antitrust and competitiveness problems presented by the Norfolk Southern/CSX acquisition proposal.

This rebuttal focuses narrowly and exclusively on the sections of the Norfolk Southern/CSX Rebuttal that addresses and mischaracterizes the Kucinich Plan filed with the STB on October 21, 1997. This rebuttal, like the Kucinich Plan, is directed toward economic impacts. Congressman Kucinich has addressed environmental concerns in his environmental report timely filed with the STB's Section on Environmental Analysis on October 1, 1997. All environmental references in this rebuttal are to rebut Norfolk Southern's and CSX's mischaracterizations of the Kucinich Plan.

II. Allowing a neutral, independent, railroad operating entity to operate freight rail in the Greater Cleveland area will be more competitive than the proposal that Norfolk Southern and CSX submitted for approval.

Norfolk Southern and CSX reject the Kucinich Plan, asserting that under their plan, "[s]hippers located on Conrail today will be directly served by either NS or CSX according to the allocation of the line." See Rebuttal, vol. 1 at P-76. Under the Kucinich Plan, shippers will be served by the carriers of their choice. See Kucinich Plan at 16. The independent operating entity will open the appropriate rail line of the shipper's choice, based on competitive pricing and any other factor at the shipper's sole discretion. Allocation of the line to any shipper will be at the discretion of the shipper, enabling more perfect competition among carriers. Thus, access will not be according to the allocation of the line as in the NS/CSX plan, but based on competition. The Kucinich Plan, therefore, is the more competitive of the two proposals.

III. The Kucinich Plan would not "nationalize" freight rail, as alleged by Norfolk Southern and CSX, but would enable greater competition among carriers.

In their rebuttal, Norfolk Southern and CSX allege that the Kucinich Plan proposes "to 'nationalize' all rail facilities in and around Cleveland, apparently to meet environmental objectives." See Rebuttal, vol. 1 at P-169. Nothing could be further from the intent of the Kucinich Plan. The Kucinich Plan would not nationalize rail facilities in or around Cleveland.

A. The Kucinich Plan's intent is greater competition among the remaining carriers after the acquisition of Conrail, not nationalization.

The purpose of the Kucinich Plan is to promote competition among the remaining carriers after the acquisition of Conrail. See generally, Kucinich Plan, at 13-16. As both Norfolk Southern and CSX acknowledge, "[s]hippers located on Conrail today will be directly served by either NS or CSX according to the allocation of the line." See Rebuttal, vol. 1 at P-76. The Kucinich Plan would allow for more perfect competition among carriers after the merger, without regard to allocation of any rail line in the Greater Cleveland area. See Sec. I, supra.

The Kucinich Plan also allows for greater competition than the Shared Asset Areas proposed by Norfolk Southern and CSX in New Jersey and Michigan because the Kucinich Plan offers greater assurance that the remaining carriers will not abuse their power after the statutory granting of immunity from anti-trust and other federal and state laws. See Kucinich Plan, at 13-14; see generally 49 U.S.C. § 11321.

The Kucinich Plan potentially increases the number of carriers that might serve Cleveland area shippers by granting access to any carrier competing for shipping contracts along rail lines in the Cleveland area. The operating entity itself would be chosen as a result of a competitive bidding process. Nowhere does the Kucinich Plan call for "nationalization."

B. The Kucinich Plan would allow qualified and experienced railroad companies to compete for the status of independent regional rail entity for the Greater Cleveland area.

In his verified statement to the STB in rebuttal of the Kucinich Plan, CSX executive John W. Orrison complains that "[w]hatever the regional entity may be, it would have no operational experience with the dispatching and operational movement of freight trains. Conrail, NS and CSX have knowledge, experience and detailed understanding of the requirements for dispatching trains in the Cleveland area." See Rebuttal, vol. 2 at P-552 (emphasis in original). The Kucinich Plan calls for a neutral, regional entity to operate the rail lines in the Cleveland area. The Kucinich Plan opens up the rail lines themselves to competitive bidding among carriers for operating entity status. Developed along the lines of other deregulated industries, the Kucinich Plan allows for, and encourages, experienced rail operating entities to compete to become the neutral, dispassionate operating entity called for in the Plan. See Kucinich Plan at 14-15, note 29.

IV. The Kucinich Plan addresses economic issues, leaving environmental concerns to appropriate filing with the STB's Section on Environmental Analysis.

The intention of the Kucinich Plan is the betterment of economics in the Cleveland area, not the environment: a separate environmental report was timely filed with the STB's Section on Environmental Analysis three weeks prior to the filing of the Kucinich Plan.

Norfolk Southern and CSX inappropriately classify the Kucinich Plan as environmental comments rather than economic. See Rebuttal vol. 1 at P-169; see also id at P-694 note 1. The Kucinich Plan was filed with the STB on October 21, 1997, to meet the deadline for responsive applications, comments, protests, requests for conditions, and other arguments on the merits of the plan. See Procedural Schedule. The Kucinich Plan addresses the statutory issues that Congress directed the STB to address on the merits of any rail merger under the Interstate Commerce Commission Termination Act of 1995. See 49 U.S.C. § 11324. Specifically, § 11324 directs the STB to consider the following five issues:

- (1) the effect of the proposed transaction on the adequacy of transportation to the public;
- (2) the effect on the public interest of including, or failing to include, other rail carriers in the area involved in the proposed transaction;
- (3) the total fixed charges that result from the proposed transaction;
- (4) the interest of rail carrier employees affected by the proposed transaction; and
- (5) whether the proposed transaction would have an adverse effect on competition among rail carriers in the affected region or in the national rail system.

See 49 U.S.C. § 11324. The Kucinich Plan is limited in scope to issues (1), (2), (4), and (5), outlined above. See generally, Kucinich Plan.

The environmental issues raised by the Norfolk Southern and CSX proposal were addressed by Congressman Kucinich in his environmental report timely filed before the STB's Section on Environmental Analysis on October 1, 1997. Thus, Norfolk Southern's and CSX's allegations that the Kucinich Plan was filed to meet environmental objectives are misplaced. The Kucinich Plan is an economic report filed with respect to the merits of Norfolk Southern's and CSX's proposed acquisition of Conrail.

V. Conclusion.

Norfolk Southern and CSX mischaracterized the Kucinich Plan in their rebuttal, confusing some of the important economic issues raised in the Kucinich Plan. This rebuttal is presented to the STB for the sole purpose of allaying any confusion that may result from the above referenced mischaracterizations.

STB

FD-33388

1-14-98

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JD-185236

1/3

JERROLD NADLER
8TH DISTRICT, NEW YORK

REPLY TO:

WASHINGTON OFFICE:
2448 RAYBURN BUILDING
WASHINGTON, DC 20515
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DISTRICT OFFICE:
11 BEACH STREET
SUITE 2910
NEW YORK, NY 10013
(212) 334-3207

DISTRICT OFFICE:
532 NEPTUNE AVENUE
BROOKLYN, NY 11224
(718) 373-3198

E-mail: nadler@hr.house.gov
Web: <http://www.house.gov/nadler>

Congress of the United States
House of Representatives
Washington, DC 20515

JUDICIARY COMMITTEE
SUBCOMMITTEES:

RANKING MEMBER
COMMERCIAL AND
ADMINISTRATIVE LAW
CONSTITUTION

TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE

SUBCOMMITTEES:

RAILROADS
SURFACE TRANSPORTATION

REGIONAL WHIP

January 14, 1998

Surface Transportation Board
1925 K Street, #700
Washington, DC 20423

re: Finance Docket #33388

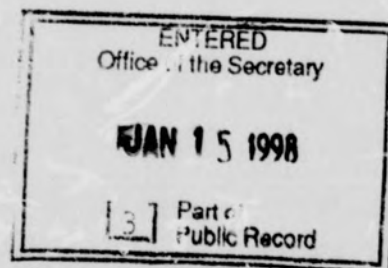
To whom it may concern:

Attached please find one original and ten copies of the rebuttal statement being submitted by myself and 22 of my Congressional colleagues concerning finance docket #33388. Additionally you will find a 3.5" disk containing the text of the rebuttal statement.

Thank you.

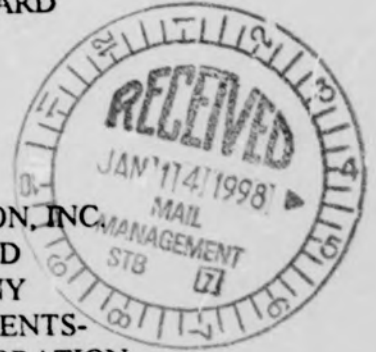
Sincerely,

Jerrold Nadler
Jerrold Nadler
Member of Congress



before THE SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388



CSX CORPORATION AND CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
CONTROL AND OPEKATING LEASES/AGREEMENTS-
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

INTERVENTION PETITION OF CONGRESSMAN JERROLD NADLER AND 23
OTHER MEMBERS OF CONGRESS FOR INCLUSION OF A CROSS - HARBOR
F' OAT OPERATION, THE BAY RIDGE LINE OF THE LONG ISLAND
RAILROAD, THE NEW YORK CONNECTING RAILROAD, OAK POINT YARD,
HARLEM RIVER YARD, THE NEW YORK TERMINAL PRODUCE MARKET,
65TH STREET YARD AND FRESH POND JUNCTION AND THE TRACKAGE
RIGHTS ON THE NORTHEAST CORRIDOR TO A FULL SERVICE JUNCTION
WITH THE PROVIDENCE AND WORCESTER RAILROAD, ALL IN THE JOINT
FACILITIES RAILROAD AND FOR OPEN ACCESS FOR TRANS-HUDSON
INTERMODAL SERVICE ON THE NORTHEAST CORRIDOR PROPOSED BY THE
PETITIONERS AS A CONDITION OF THE ACQUISITION REQUESTED

REBUTTAL STATEMENTS SUBMITTED ON BEHALF OF THE
CONGRESSIONAL DELEGATION

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REBUTTAL VERIFIED STATEMENT OF
JOHN F. MCHUGH

I am an attorney duly licensed to practice in the Courts of the State of New York and before the Board. While I am the attorney of record for the Congressional Delegation in this matter, I make this affidavit as the former Chairman of the Board of the Inter-Rail Express Corp., and in that capacity, have some expertise related to the rail tunnels under the Hudson and East Rivers in the City of New York and concerning operations on the Northeast Corridor. As an employee of the Erie Railroad and then the Erie-Lackawana Railroad, I have had limited experience with operations in the New York terminal district, including car float operations. From 1979 through 1981, I was the general counsel for the Prudential Line, a steamship line which operated from Northeast Terminal, now known as the South Brooklyn terminal, on the Brooklyn waterfront. In that capacity I became familiar with the problems attendant to the movement of freight in that section of the Metropolitan area and between that point and other points in the nation. This rebuttal affidavit is made in response to comments by R. Paul Casey and others relating to the physical problems of providing the services demanded by Congressman Jerrold Nadler and twenty three other members of Congress.

Inter-Rail Express, Corp. was formed in 1982 to operate RoadRailer(TM) refrigerated unit-trains from Florida to the Hunts Point produce market in the Bronx, New York City. Inter-Rail received a general exemption from regulation from the Interstate Commerce Commission, Inter-Rail Express, Corp., Petition For Declaratory

Order FD 39621 (January 31, 1984) (Exhibit A) (note that all exhibits are affixed behind the last statement).

On August 3, 1982, Inter-Rail Express, in conjunction with the Bi-Modal Corporation, tested RoadRailer units through the Hudson and East River tunnels of Amtrak (Exhibit B). I attended those tests. The units were also tested at several points along the Northeast Corridor, south of New York, to determine if they would operate safely with passenger services on that rail line. I did not attend those tests but did receive a full report from Bi-Modal on the results.

The RoadRailer units safely cleared all physical restrictions within the tunnels and proved safe in operations alongside high speed passenger trains¹. Indeed, all tight clearance points were observed by television cameras during the tests, and at no point did any part of a RoadRailer even approach contact with any part of the tunnel or the terminal structure.

Mr. Carey, on page 5 of his statement, states that RoadRailers need 14'3" over the top of the rail and that therefore they can not clear the tunnels in question. Mr. Carey was employed by Conrail when these tests were run and when RoadRailer service ran on Conrail between the Bronx and Buffalo and he is fully aware of the clearance profile of those units. He is fully aware that a RoadRailer unit is only 13'6" over the top of the rail and at that point it needs 4'3" clearance from the center line of the track indeed, a RoadRailer is built to highway clearance standards and is no more than 8'6" wide. This is in marked contrast to the 10' width of most other railway rolling stock.

¹ The only problem encountered was the inability of the single axle RoadRailer equipment then used to reliably activate the signals within the terminal. That problem is solved in more modern RoadRaile. equipment by the use of a two axle truck in place of the former single axle design.

Further, the highway wheels of a RoadRailer unit retract up against the unit floor when the unit is in the rail mode allowing it to clear the third rails used to power commuter equipment in the New York metropolitan region.

On page 6 of his statement, Mr. Carey states that Amtrak will only allow 18 85' cars to pass through Penn Station on any train. The largest RoadRailers are 56' in length not 85'. However, the point is irrelevant. Amtrak's limitation on train length is due to the length of Pennsylvania Station's platform tracks. A train longer than 18 passenger cars would not fit on a platform without fouling one or the other of the station lead tracks. A freight train will not stop in the station but will pass through, quickly, and will not be subject to a length restriction imposed by the platform track length. Mr. Carey however, epitomizes Conrail's attitude toward any proposed new service. When he was one of the Conrail employees reviewing a proposal to run RoadRailer service from New York to Buffalo, he protested that such service would wear out Conrail's track. The Board can not allow itself to be swayed by unsupported claims of impossibility which are clearly wrong nor by the continuing refusal of the carriers to adequately serve the region east of the Hudson based upon self-serving statements which constitute pure nonsense.

In the mid 1970's Penn-Central FlexiVan trains ran daily through the Hudson River tunnels of the what is now the Northeast Corridor. Penn Central trains 16 and 17 ran daily between Philadelphia and Springfield, Mass. The FlexiVan was a container on a frame which was the equivalent of COFC flat car. The cars carrying Flexi-Vans carried two 40' containers. Flexi-Vans operated both in full trains of such units and

within mail and passenger trains. Thus, the statement that freight operations through Pennsylvania Station are unprecedented is simply incorrect.

There is absolutely no physical limitation² preventing the passage of either a RoadRailer train or a single stack COFC train, (using standard and not low belly flat cars) through the Hudson and East River tunnels or Pennsylvania Station. Contrary to Mr. Carey's contention, absolutely no modifications to the tunnels are required.

I also note that Mr. Carey deems the petitioner's lack of electric locomotives to be an absolute bar to Congressional demand for freight service through these tunnels. Inter-Rail Express had negotiated with Amtrak for pulling service, i.e., using an Amtrak electric locomotive and crew, not only in the tunnels but to haul the train between Washington D.C. and the Bronx. Indeed, the price quote Inter-Rail received from Amtrak included setting the train of RoadRailers out in the Inter-Rail terminal within the Hunts Point terminal in the Bronx, a mile off of the Corridor on a New York City owned spur line. The State of New York had indicated that it would electrify that spur to facilitate that operation.

In marked contrast to Mr. Carey's statement as to Amtrak's policy, one of the two trains per week Inter-Rail was projecting to Amtrak, and to which Amtrak had no objection, was to be 75-45' refrigerated RoadRailers, that would pass through Pennsylvania Station in the early morning hours. In our discussions with Amtrak, it was determined that the RoadRailer train would need a twenty minute time slot to clear the tunnel-terminal complex and such slots were available as early as 8:30 P.M. While

² I understand that the break wheel on some 89' flat cars presents a problem, correctable by relocation of the wheel from the side to the end of the car. It is assumed that any operator would obtain conforming equipment.

Amtrak will initially be reluctant to operate freight services except in the early morning, it is assumed that once such a service is established a more practical schedule can be agreed upon. I note that a RoadRailer train with an electric locomotive will handle much like a passenger train,³ and there is no reason such trains can not run within even a dense passenger schedule to provide frequent service along the corridor. Such service would have a major effect on truck use along the Route 95 corridor.

I also note that Norfolk Southern operates RoadRailer services on its system and presently has such a service terminating in Newark, N.J. It is patently absurd that in the agreement between the petitioners, for which they seek Board approval, Norfolk Southerner's service, the only service which could serve Southern New England directly by rail, is restricted to the West bank of the Hudson. This is particularly absurd where, as here, CSX has stated that it has no intention of increasing the presently inadequate levels of freight service to the East side of the river south of the Massachusetts line⁴. (See Draft Environmental Impact Statement Chapter 5 page NY-15). The Board can not let itself be bound by an anticompetitive agreement between these carriers which assures that no modern freight service will be allowed east of the Hudson. It is simply not in the public interest to maintain the trucking industries' monopoly on the 98 million tons of freight which the railroads could remove each year from the public roads if adequate freight service were provided.

³ The Roadrailer was originally developed to handle mail in passenger services. That ability has been maintained in all redesigns of the RoadRailer. The RoadRailer has proven to be safe in all operations to date and to be extremely rail worthy.

⁴ CSX's sole effort to improve service East of the Hudson will be one new service over the Boston and Albany to Atlanta. That route, via Selkirk from terminals in Southern Massachusetts, is too circuitous to be of use to Southern New England shippers.

Mr. Steven D. Eisenach, Director of Strategic Planning for Norfolk Southern, declares that the operation of freight through Pennsylvania Station would be "an unnatural act with no public benefit" (Rebuttal Verified Statements Vol. 2-A P-70). Norfolk Southern (Exhibit C), CSX and Conrail (Exhibit D) were all participants in the Inter-Rail project at one point or another. Amtrak's agreement to the operation is indicated in Exhibit E. At no point after the successful completion of the tests did any of these carriers state that the clearances of the tunnels were inadequate or that the Inter-Rail project was an unnatural act. Indeed, Norfolk Southern, in January of 1997, testified before the Connecticut Public Transportation Commission that it was interested in instituting both RoadRailer and COFC service on the Corridor in Connecticut, through Pennsylvania Station. It is submitted that Norfolk Southerner's position has changed due to an anticompetitive deal it made with CSX and not due to any unnatural aspects of the Congressional proposal. The Board can not allow such an agreement to prevent the provision of freight services needed by the public.

However, the petition does not seek to force the petitioners to operate electrified subterranean freight service under New York City's rivers. It seeks open access on the State and Federally owned Corridor, and other publicly owned lines, so that any responsible operator willing and able to provide such services can negotiate with Amtrak, or any other owner or operator of these tracks, for such a right. It is assumed that any such operator will need to acquire a proper locomotive to pass through the tunnels in compliance with City laws, and it is assumed that the simple answer of hiring pulling service, which assures that a proper locomotive and crew will handle the trains,

will not escape the notice of any such applicant, or of Amtrak. It is also assumed that Amtrak will allow only a safe operation on its rails. The petition seeks only to prevent the petitioners from being granted a right which precludes such service. It does not require the petitioners to provide it.

Providence and Worcester Railroad ("P&W") corrects the congressional misunderstanding of the P&W's trackage rights agreement with CSX (which agreement does not provide for a Hudson River crossing). As that agreement is limited to construction aggregates (P&W Response, pg. 3), access by the Shared Assets Railroad (CSAO) to Fresh Pond and Oak Point alone will not provide New England Shippers with fully competitive rail service. The Congressional Delegation therefore seeks amendment of its proposal to have the CSAO reach P&W either by granting P&W full overhead rights to Bay Ridge⁵ or by extending the CSAO to New Haven.

P&W objects to the imposition of another operator on the corridor where it has trackage rights. It, and the petitioners, argue that there is no space for such service. To the extent that P&W is referring to RoadRailer services through the tunnels the track capacity issue is for Amtrak to determine on a case by case basis when and if an application is made. But I note that in 1946's 22 through freight trains a day were mixed with 228 passenger services on the New Haven line, now the North East Corridor. Today, 5 freight trains mix with 225 passenger trains on greatly improved track and with state of the art signals (See statement of Richard C. Carpenter). In 1946, freight ran at all

⁵ Granting P&W rights only to Oak Point would be ineffective as that facility has a limited capacity which is now fully utilized. By granting rights to Bay Ridge the 65th Street yard becomes available as does New Lots Avenue, each of which are now unused and each could provide space for interchange with CSAO.

times of the day and night, including within the Commuter hours. There is no validity to the argument that there is a capacity problem on the corridor.

The New York and Atlantic objects to the granting of trackage rights on the Bay Ridge Line. Again that objection is not warranted. The trackage rights to be granted to the petitioners are overhead rights only, allowing petitioner's services to reach Fresh Pond, Oak Point, the New York Terminal Market and Harlem River Yard, and now New Haven. Only the 65th Street yard in Brooklyn is given to the petitioners under this proposal, and that facility, opened by the State and City over a decade ago, has never been operated. While the Congressional proposal would eliminate the NY&A's participation in bridge traffic from Fresh Pond to Bay Ridge, this is nearly a non existent movement today due, in part, to the need to interchange three times to cross Queens, Brooklyn and the Hudson River, an expensive and time consuming absurdity. It is assumed that any trackage rights agreement would fully compensate NY&A for any loss of such traffic.

Petitioners correctly point to the lack of rail plant east of the Hudson. However, the Delegation seeks to grant petitioners access to major assets via the cross harbor floats. The Bay ridge line was formerly four tracks in most places and accesses the abandoned New Lotts Ave. Terminal, a space nearly as large as the remains of the Oak Point Yard. The Delegation would grant petitioners 65th St. also as large as Oak Point. Thus, the Delegations conditions provide the obligation as well as the means to provide needed services.

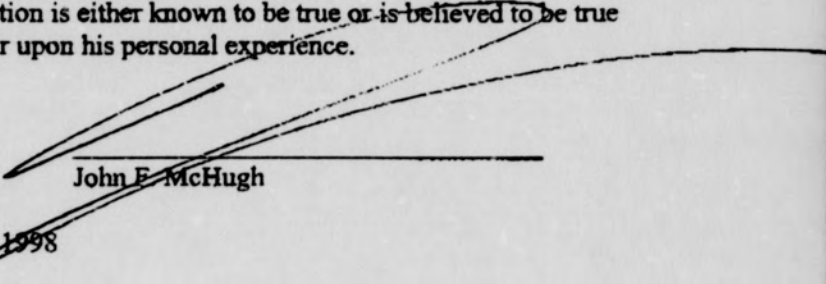
Finally, the petition seeks to end the Conrail Monopoly in all major markets except the New York Metropolitan area and in Southern New England. Mr.

McClellan correctly outlines the advantages to be gained by the reinstitution of competition by this acquisition. However, he fails to outline the natural effects of this region's exclusion from both competition or from any effective rail service at all. Where, as here, one third of the population of the Metropolitan area is to have the Conrail siege lifted and two thirds are not, and where the effected communities compete directly for economic activity, the implementation of the petitioner's plan, unmodified, will place the area East of the Hudson at a tremendous economic disadvantage. As the result of the Penn-Central merger and the imposition of that companies policy of major disinvestment in the regional rail plant, followed by the same program imposed by the Final System Plan, and then by Conrail's management, this City lost employment opportunities by the hundreds of thousands. Such a disaster will be repeated if the plan is not modified. Ending a monopoly in one market while continuing it in an adjacent market, where termination of the monopoly in both is physically and politically possible, is not in the public interest.


Therefore, the Delegation's proposed conditions to the merger are physically possible, economically and environmentally desirable, and are consistent with the public interest.

Verification

John F. McHugh verifies that he has prepared the above statement and that it is based upon his own knowledge or upon research he has done and upon documentation maintained in his files. All of the information is either known to be true or is believed to be true based upon those sources of information or upon his personal experience.


John F. McHugh

Sworn before me this 13th day of January 1998


Notary Public

DEBORAH SHERMAN
Notary Public, State of New York
No. 24-4879032
Qualified in Kings County
Comm. Expires Nov. 10, 1998 

CERTIFICATION OF WILLIAM B. GALLIGAN

William B. Galligan certifies under penalty of perjury as follows:

I am the president of U.S.I. Consulting, Inc., a consulting firm based in Ann Arbor Michigan with an office in New York City. The firm specializes in rail market development. I have done extensive consulting work in the New York Metropolitan area for rail carriers, freight users and government agencies. Prior to my present affiliation I was President of Inter-Rail Express Corp., I was Director of Phase I: Planning and Development - National Intermodal Demonstration Project (a United States Federal Railroad Administration sponsored railroad improvement project), and worked in management positions on the Detroit Toledo & Ironton, The Illinois Central Gulf and Santa Fe railways. In recent years I have specialized in the development of new intermodal services in short haul markets and have assisted rail carriers in the design of marketing programs targeted at the emerging solid waste market. I have designed two marketing programs which received golden freightcar awards. The most recent was awarded to my client the Chicago and Illinois Midland in 1992 for a new long distance waste train service from Brooklyn, New York to Taylorville, Ill.

In January 1997 the City of New York Economic Development Corporation issued a report on the impact of several proposed cross harbor rail services on the rail freight market share in the down state region of New York State e.g. East of the Hudson River. The report was prepared by Mercer Management Corporation, a world class transportation consulting firm which has worked in the past for the petitioners and may still be advising them. Mercer identified 98 million annual tons of rail oriented freight

moving in and out of the downstate region. In the report Mercer stated that by the year 2020 a new trans-harbor tunnel would cause rail tonnage to increase from the 3 million ton level experienced in 1995 to 19.4 million tons (Mercer Management Consulting, *Intermodal Goods Movement Study, New York City Rail Freight Access, Executive Summary* pg. II-6, Exhibit F). They further stated that an improved car float operation would generate 14.4 million tons by the year 2020 (id IV-4), Exhibit G.

The idea that the market is thin is hard to comprehend since a primary argument of both petitioners is that the new systems will increase freight traffic going to and from the Middle Atlantic and Southeastern States. These are two of the largest origin and destinations by region for downstate freight. The *Intermodal Goods Study*, Supra, stated that in the year 2020 79 million tons of freight will flow between the downstate region and the middle Atlantic-southeast regions.

Another significant piece of economic information developed by Mercer Consulting during the study was that the petitioners should acquaint themselves with are the costs associated with moving freight from the Southeast to the downstate region via Selkirk verses via a new tunnel or an improved car float system. For example, the Mercer cost model stated that it currently costs \$43.09 per ton to ship freight between the Southeast region and Nassau County via Selkirk. This compares with \$37.15 per ton via a trans harbor rail tunnel and \$38.01 using an improved car float service.

The petitioner's complain that the Congressional delegation or Tri State seek investment by petitioners in the rail plant east of the Hudson and in improving the Cross Harbor carfloats. I note that the petitioners are investing heavily in line

Cross Harbor carfloats. I note that the petitioners are investing heavily in line improvements elsewhere to connect their systems efficiently to the portions of Conrail they seek to acquire. The minor costs involved in improving the carfloats or in upgrading the recently improved Bay Ridge line in Brooklyn and Queens are minor in comparison to investments these petitioners have promised elsewhere. The benefit to be derived from these investments was quantified by Mercer and the cost benefit ration is favorable, particularly as substantial governmental investment is assured.

Date: , New York, N.Y.

January 12, 1998

William B. Galligan

William B. Galligan

Certification of Richard C. Carpenter

Richard C. Carpenter, certifies under penalty of perjury as follows:

I am the Executive Director of the South Western Regional Planning Agency located in the southwestern corner of the State of Connecticut, at 1 Selleck Street, Suite 210, E. Norwalk, Ct. 06855. As such I am familiar with truck and rail traffic in southwestern Connecticut, the greater New York/New Jersey area, and in Southern New England.

Interstate Route 95, which traverses southwestern Connecticut, and is the most direct and only water level interstate route into New England, is one of the most heavily used truck routes in the United States. Heavy truck congestion on that highway is a major economic, safety and environmental problem.

At present, trucks servicing southern New England and crossing the Hudson River, have several options for access to the rest of the nation. They may use the Massachusetts Turnpike Bridge (I-90), the Newburg/Beacon Bridge (I-84) the New York Thruway Bridge (I-287) or the George Washington Bridge (I-95 and I-80). I understand that CSX Norfolk Southern intend to launch a major marketing campaign to service New England traffic from their terminals in Northern New Jersey. To the extent that this strategy is successful it will exacerbate the already critical truck traffic congestion, particularly on route I-95. Safety of motorists will be gravely affected and the already horrendous environmental problems associated with this heavy concentration of trucks will increase in direct proportion to the success of the CSX-NS marketing effort. A continued and indeed a successful effort by the rail industry to serve the New England market from New Jersey, instead of crossing the River directly by rail to New York City or Southern Connecticut points, is therefore directly contrary to the public interest and should not be allowed.

The Providence and Worcester Railroad and the Petitioners state that conflicts with passenger services eliminate service on the Northeast Corridor as a viable option or limit it to such an extent that the Board need not consider it. I attach hereto as Exhibit H, a copy of the New Haven Railroad April, 1946 employee timetable, (#159) which shows all scheduled passenger, and mail and express train movements between New York City and New Haven. I also attach as Exhibit I hereto a copy of the July, 1946 New Haven Railroad freight service timetable which lists all through freight movements. I note that in 1946, the same track structure as exists today was in service, with the exception that there are now three instead of four tracks for the short distance of 12 miles from Devon to New Haven, Connecticut. However, in 1946, the signal system on this line was considerably less sophisticated than today. Then, the signal system provided for two tracks east and two tracks west, instead of the four track bi-directional traffic control system that exists today, which provides considerably greater train capacity. Train speeds are slightly higher today, as compared with 1946.

The following train density comparisons are of interest:

| | 1946 | 1998 |
|----------------------------|-----------------------------|----------------------------|
| New Rochelle-Stamford | 228 Passenger 22 freight | 225 passenger 5 freight |
| Total | 250 | 230 |
| Woodmont-New Haven | 111 Passenger 24 Freight | 83 passenger 3 freight |
| Total | 135 | 86 |
| Pelham Bay-Hellgate Bridge | 29 passenger 22 freight | 27 passenger 2 freight |
| Total | 51 | 29 |

The argument that there is no track capacity for freight services is not consistent with the former record of the New Haven Railroad.

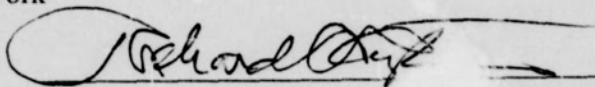
Institution of freight service on the Northeast Corridor through New York would provide New England shippers with the first viable alternative to truck service since the Penn Central ended through freight services via the Bay ridge (Brooklyn) - Greenville (New Jersey) car floats.

RoadRailer service through Pennsylvania Station in New York is feasible. I personally attended tests of RoadRailer equipment through Pennsylvania Station on August 3, 1982. I saw RoadRailer trains passing through the station. Indeed, I am depicted in the photograph of that test which was published in Railway Age, Exhibit B to the affidavit of John F. McHugh above. Single container-on-flatcar (COFC) through the Penn Station tunnels is also feasible. Just such rail intermodal equipment presently runs at high speed through the Channel Tunnel between England and France.

The reduction of truck dependence in New England and the reduction of emissions from truck traffic on Route 95 both in Connecticut and in New York State, are high regional priorities and the Board should not approve any plan which fails to address this truck congestion and emissions problem. The congressional proposal takes immediately available, practical steps to open two new access routes for this traffic to be handled by rail. Clearly, this constitutes a reasonable step to mitigate the effects of the planned CSX-NS marketing effort and would both better serve the shippers of this region with lower cost as well as more reliable services. Most significantly, the environment will be significantly improved to the extent that any such service is successful which is in

marked contrast to the effect of the present CSX-NS proposal. Indeed, at a public meeting of the Connecticut Public Transportation Commission, in early 1997, but prior to their negotiations with CSX, representatives of Norfolk Southern stated their desire to operate Roadrillers and single container-on-flatcar (COFC) trains through the Penn Station tunnels.

State of New York, City of New York
January 12, 1998



Richard C. Carpenter

CERTIFIED STATEMENT OF STEPHANIE PINTO

Stephanie Pinto certifies under penalty of perjury as follows:

I am the Executive Director of the Council Health Center which is a community health center located at 1727 Amsterdam Avenue, at the cross Street of 145th Street, in the West Harlem/Lower Washington Heights section of Manhattan.

Over the past several years, the relationship between air pollution and vehicle traffic has become well documented. Also well documented is the relationship between air pollution and respiratory diseases. Is it just a coincidence, that greatest corridors of truck traffic, are through or near those neighborhoods in New York City with the highest incidences of respiratory illnesses.

One of the most comprehensive health needs analyses performed by the city of New York was conducted by the Health Systems Agency of New York City, Inc., in 1993. Titled "A Framework for Primary Care Needs Analysis in New York City, September 1993" this study divided the City into 58 neighborhoods, and developed a snapshot of health problems. the study ranked each neighborhood by a Health Status Index - indicators which indicated health problems, in these neighborhoods, and listed their rank vis-a-vis the city as a whole. Those neighborhoods which scored 40 points or higher on the Health Status Index were then placed in a Priority One Group. These ten groups represent the neighborhoods having the most severe health-related problems in the city. The Health Systems Agency recommended that these neighborhoods be the highest priority for the funding of health resource development programs,

Not surprisingly, four of the top five, of the ten Priority Group One neighborhoods are located either in northern Manhattan, or the Bronx. The two neighborhoods in Manhattan in Priority group One neighborhoods are East Harlem (1), and Central/West Harlem (5). The three in the Bronx are Highbridge/Morrisania, (3), Mott Haven /Hunts Point (4), and Morris Heights/Tremont, (6). The Manhattan neighborhood of Washington

Heights, is identified in a Priority Two Group Neighborhood which represents the next most serious health problems.

It is to be noted that all of these neighborhoods have exceedingly high truck traffic. Central West Harlem, East Harlem, and Washington Heights are located in both the Manhattan north/south truck routes, of Amsterdam Avenues, St. Nicholas, Broadway, First and Second Avenues. Washington Heights and West Harlem, are located in or near the east/west routes of the George Washington Bridge, which becomes the Cross Bronx Expressway in the Bronx. In the Bronx, the Cross Bronx Expressway cuts through Morris Heights/Tremont, the Deegan Expressway cuts through Morris Heights and Highbridge, and the Bruckner Expressway (Route I-278 and I-895) cut through or is near the Mott Haven/Hunts Point neighborhoods in the Bronx.

At this point, there appears to be a clear cause effect relationship between air pollution and health related issues.

For Central West Harlem, the Total health Status ranked 85 points (out of a maximum of 100). The tuberculosis case rate is more than 251% above city average, with 271 cases, (for the year 1990/1), and the Pediatrics bronchitis/asthma is 100% above city. Using HSA's Ambulatory Care Sensitive (ACS) Index Admissions, which represents hospital admissions per 1,000, the admissions rate of patients of pediatric age (age 1-4) was 50% above the city average and admission of adults less than 65 years of age was 100% above City average. Among the pediatric age group patients who were admitted to hospitals, the most severe problem was asthma and/or bronchitis, the rate of which was 100% above City average. The admission rate for pneumonia's was 188% above the City average.

By way of contrast, the Total Health Status for the Upper East Side was only 5 points (out of a total 100 points), ACS for the Upper East side is 3.1 (per thousand) and 36.4 reported TB cases.

For East Harlem, the Health Status Index is 89 points, the ACS is 150% above the City average, adult bronchitis/asthma 238% above City average, adult pneumonia's 235% above City average, respiratory infections/inflammations 177% above City average. TB reported cases were 316. Pediatric ACS index admission was 135.8 per 1000, 154% above City average. Most severe problems were pediatric bronchitis/asthma (187%

were 316. Pediatric ACS index admission was 135.8 per 1000, 154% above City average. Most severe problems were pediatric bronchitis/asthma (187% above City average. The pediatric bronchitis/asthma rate for school age children and adolescents (ages 5-17) was 375% above City average.

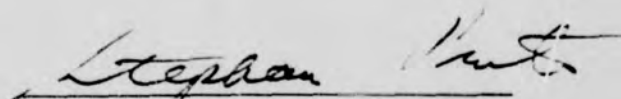
In the Bronx, both the Highbridge/Morrisania and Mott Haven/Hunts /Point areas ranked higher than Central West Harlem, with Morris Heights/Tremont ranking 6th, just after Central West Harlem.

Briefly, the Health Status Index for Highbridge Morrisania was 77 points, ACS Index admission rate was more than 100% over the City average, adult bronchitis/asthma was 156% above City average, adult pneumonias was 142% above City average. The TB reported cases were 75, with a case rate 94% above the city average. The pediatric ACS index was 75 per 1000, and the pediatric bronchitis/asthma was 58% above City average

In Mott Haven, the Health Status Index was 76 points, the ACS was 24 per 1000, 100% above the city average. Adult bronchitis/asthma was 142% above City average, adult pneumonias 133% above City average, TB case rate 75% above the City average with 108 reported cases. Pediatric ACS was 83% above the city average.

In Morris Heights/Tremont the Health Status Index was 69 points, with an ACS Index admission rate nearly 100% above the City average. The most severe problem is adult bronchitis/asthma at 161% above City average. Pediatric bronchitis/asthma is the most severe problem for children. The TB case rate is 67% above the City with 93 reported cases.

Dated, New York, N.Y.
January 12, 1998


Stephanie Pinto

John F. McHugh certifies that on January 14, 1998 I served a copy of this rebuttal statement to the intervention petition upon the following parties by mail to the following addresses:

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WILLIAM D ANKNER PHD
R I DEPT OF TRANSPORTATION
TWO CAPITOL HILL
PROVIDENCE RI 02903 US

10/08/1997

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☐ Represents: RHODE ISLAND DEPARTMENT OF TRANSPORTATION

PARTY OF RECORD
DONALD G AVERY
SLOVER & LOFTUS
1224 SEVENTEENTH STREET NW
WASHINGTON DC 20036-3003 US

Represents: AMVEST CORPORATION
AMVEST CORPORATION AND VAUGHAN RAILROAD COMPANY
EAST JERSEY RAILROAD COMPANY
NATIONAL RAILROAD PASSENGER CORPORATION
NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
THE EAST NEW JERSEY RAILROAD COMPANY
VAUGHAN RAILROAD COMPANY

PARTY OF RECORD
T SCOTT BANNISTER
T SCOTT BANNISTER AND ASSOCIATES
1300 DES MOINES BLDG 405 SIXTH AVENUE
DES MOINES IA 50309 US

Represents: IOWA INTERSTATE RAILROAD LTD

PARTY OF RECORD
J R BARBEE
GENERAL CHAIRPERSON UTU
P.O. BOX 9599
KNOXVILLE TN 37940 US

Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT
GC-898

NON-PARTY
JANICE G BARBER
BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY
3017 LOU MENK DRIVE
FORT WORTH TX 76131 US

Represents:

PARTY OF RECORD

HARRY C BARBIN, ESQ. P A I.D. NO. 08539
WILLIAM M O'CONNELL III ESQ P A I.D. NO 20023 BARBIN
LAUFFER & O'CONNELL
608 HUNTINGDON PIKE
ROCKLEDGE PA 19046 US

Represents: BARBIN LAUFFER & O'CONNELL
CHARLES D NESTER
DONALD E KRAFT
H C KOHOUT
JACQUELINE A MACE
LAWRENCE CIRILLO
PAUL J ENGELHART
PAUL J ENGELHART ET AL
ROBERT E GRAHAM

10/08/1997

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THOMAS F MEEHAN JR.
WILLIAM J MCILPATRICK

MEMBER OF CONGRESS

HONORABLE JAMES A. BARCIA
US HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-2205 US

Represents:

NON-PARTY

STEPHEN L. BASSFORD
L E PEABODY & ASSOCIATES INC
1501 DUKE STREET SUITE 200
ALEXANDRIA VA 22314-2401 US

Represents:

NON-PARTY

DINAH BEAR
COUNCIL ON ENVIRONMENTAL QUALITY
720 JACKSON PLACE NW
WASHINGTON DC 20513 US

Represents:

GOVERNOR

HONORABLE DAVID M BEASLEY
GOVERNOR
P. O. BOX 11369
COLUMBIA SC 29211 US

Represents:

PARTY OF RECORD
JAMES L BELCHER
EASTMAN CHEMICAL COMPANY
PO BOX 431
KINGSPORT TN 37662 US

Represents: EASTMAN CHEMICAL CO

PARTY OF RECORD
MARTIN W. BERCOVICI
KELLER & HECKMAN
1001 G ST NW SUITE 500 WEST
WASHINGTON DC 20001 US

Represents: ARCO CHEMICAL COMPANY
EIGHTY-FOUR MINING COMPANY
SOCIETY OF PLASTICS INDUSTRY
THE SOCIETY OF THE PLASTICS INDUSTRY INC

PARTY OF RECORD
DAVID BERGER
BERGER AND MONTAGUE, P. C.

10/08/1997
Page 3
1622 LOCUST ST
PHILADELPHIA PA 19103-6305 US

Represents: A HERB KEREKESCH AND GEORGE DONAHUE

MEMBER OF CONGRESS
HON JOSEPH R BIDEN, JR.
UNITED STATES SENATE
844 KING STREET
WILMINGTON DE 19801 US

Represents:

MEMBER OF CONGRESS
HON. JOSEPH BIDEN, JR.
UNITED STATES SENATE
WASHINGTON DC 20510 US

Represents:

MEMBER OF CONGRESS
HONORABLE ROD P BLAGOJEVICH
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-1305 US

Represents:

MEMBER OF CONGRESS
HON. TOM BLILEY
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
THOMAS R BOBAK
313 RIVER OAKS DRIVE
CALUMET CITY IL 60409 US

Represents: VILLAGE OF RIVERDALE

PARTY OF RECORD
CHARLES D BOLAM
UNITED TRANSPORTATION UNION
1400-20TH STREET
GRANITE CITY IL 62040 US

Represents: UNITED TRANSPORTATION UNION-GENERAL COMMITTEE OF
ADJUSTMENT

PARTY OF RECORD
WILLIAM A SON, GENERAL COUNSEL
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES

10/08/1997

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26555 EVERGREEN ROAD SUITE 200
SOUTHFIELD MI 48076 US

Represents:

PARTY OF RECORD
ANTHONY BOTTALICO
UTU
420 LEXINGTON AVENUE ROOM 455-460
NEW YORK NY 10017 US

Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT

GO-830

MEMBER OF CONGRESS
HON. JOHN BREAX
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD

WILLIAM T BRIGHT
P O BOX 149
200 GREENBRIER ROAD
SUMMERSVILLE WV 26651 US

Represents: THE WEST VIRGINIA ASSOC FOR ECONOMIC DEVELOPMENT
THROUGH THE JOINT USE OF CONRAIL TRACKS BY NORFOLK SOUTHERN
AND CSXT

PARTY OF RECORD

ANITA R BRINDZA
THE ONE FIFTEEN HUNDRED BUILDING
11500 FRANKLIN BLVD SUITE 104
CLEVELAND OH 44102 US

Represents: WESTERN-ELMWOOD-BEREA CORPORATION

MEMBER OF CONGRESS

HON. SHERROD BROWN
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD

STEPHEN H BROWN
VORYS SATER SEYMOUR AND PEASE
1829 L STREET N W
WASHINGTON DC 20036 US

Represents: FRATERNAL ORDER OF POLICE NATIONAL LABOR COUNCIL
CONRAIL NC

10/08/1997

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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

MEMBER OF CONGRESS

HON. ED BRYANT

U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
CHRISTOPHER J BURGER PRESIDENT
CENTRAL RAILROAD COMPANY OF INDIANAPOLIS
500 NORTH BUCKEYE
KOKOMO IN 46903-0554 US

Represents: CENTRAL RAILROAD COMPANY OF INDIANAPOLIS

MEMBER OF CONGRESS
HONORABLE RICHARD BURR
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3305 US

Represents:

NON-PARTY
BILL CAMPBELL
MAYOR CITY OF ATLANTA
55 TRINITY AVENUE, S.W.
ATLANTA GA 30335-0300 US

Represents:

PARTY OF RECORD
ROSS B CAPON
NATL ASSOC OF RAILROADS PASSENGER
900 SECOND ST NE STE 308
WASH DC 20002-3557 US

Represents: NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

NON-PARTY
EILEEN CAREY
CITY OF CHICAGO CITY HALL RM 704
121 NORTH LA SALLE STREET
CHICAGO IL 60602 US

Represents:

PARTY OF RECORD

10/08/1997

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HAMILTON L CARMUCHE, CORPORATION COUNSEL
CITY OF GARY
401 BROADWAY 4TH FLOOR

GARY IN 46402 US

Represents: CITY OF GARY INDIANA

PARTY OF RECORD
RICHARD C CARPENTER
1 SELLECK STREET SUITE 210
EAST NORWALK CT 06855 US

Represents: SOUTH WESTERN REGION METROPOLITAN PLANNING
ORGANIZATION
SOUTH WESTERN REGIONAL PLANNING AGENCY

PARTY OF RECORD
CHARLES M CHADWICK
MARYLAND MIDLAND RAILWAY INC
P O BOX 1000
UNION BRIDGE MD 21791 US

Represents:

MEMBER OF CONGRESS
HONORABLE JOHN H. CHAFEE
UNITED STATES SENATE
WASHINGTON DC 20510-3902 US

Represents:

MEMBER OF CONGRESS
HONORABLE SAXBY CHAMBLISS,
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
ANGELO J CHICK JR, LOCAL CHAIRMAN
P O BOX 908
48398 OLD GOOSE BAY ROAD
REDWOOD NY 13679 US

Represents: BROTHERHOOD OF LOCOMOTIVE ENGINEERS DIVISION 007

GOVERNOR
HONORABLE LAWTON CHILES
OFFICE OF THE GOVERNOR
THE CAPITOL
TALLAHASSEE FL 32399-0001 US

Represents:

10/08/1997

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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

PARTY OF RECORD

SYLVIA CHINN-LEVY
INTERGOVERNMENTAL CO-OP
969 COPLEY ROAD
AKRON OH 44320-2992 US

Represents: NORTHEAST OHIO FOUR COUNTY REGIONAL PLANNING &
DEVELOPMENT ORGANIZATION

PARTY OF RECORD

ELAINE L CLARK
MAINE DEPT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA ME 04333 US

Represents: MAINE DEPARTMENT OF TRANSPORTATION

NON-PARTY

NICOLE E. CLARK
WACHTELL, LIPTON, ROSEN & KATZ
51 WEST 52ND STREET
NEW YORK NY 10019-6150 US

Represents:

NON-PARTY

DENNIS COFFEY
TEN PARK PLACE
BOSTON MA 02116 US

Represents:

PARTY OF RECORD

PAUL D. COLEMAN
HOPPEL MAYER & COLEMAN
1000 CONNECTICUT AVE NW SUITE 400
WASHINGTON DC 20036-8802 US

Represents: DELAWARE RIVER PORT AUTHORITY
PHILADELPHIA REGIONAL PORT AUTHORITY
SOUTH JERSEY PORT CORPORATION
THE PORT OF PHILADELPHIA AND CAMDEN INC

PARTY OF RECORD

JOHN F COLLINS
COLLINS ,COLLINS, & KANTOR PC
267 NORTH STREET
BUFFALO NY 14201 US

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□

Represents: CONRAIL GENERAL COMMITTEE OF ADJUSTMENT
NEW YORK STATE LEGISLATIVE BOARD
R W GODWIN GENERAL CHAIRMAN

PARTY OF RECORD

MICHAEL CONNELLY
CITY OF EAST CHICAGO
4525 INDIANAPOLIS BLVD
EAST CHICAGO IN 46312 US

Represents: CITY OF EAST CHICAGO INDIANA

PARTY OF RECORD

ROBERT J COOPER
GENERAL CHAIRPERSON UTU
1238 CASS ROAD
MAUMEE OH 43537 US

Represents:

NON-PARTY

J DOYLE CORMAN
MAIN LINE MGMT SERVICES INC
500 FELLOWSHIP ROAD STE A-105
MOUNT LAUREL NJ 08054-3407 US

Represents:

PARTY OF RECORD

JOHN J COSCIA, EXECUTIVE DIRECTOR
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
111 SOUTH INDEPENDENCE MALL EAST
PHILADELPHIA PA 19106 US

Represents: DELAWARE VALLEY REGIONAL PLANNING COMMISSION

PARTY OF RECORD

STEVE M COULTER
EXXON COMPANY USA
PO BOX 3272

HOUSTON TX 77253-3272 US

Represents: EXXON CHEMICALS AMERICAS
EXXON COMPANY U S A

NON-PARTY

JEAN M CUNNINGHAM
SLOVER & LOFTUS
1224 SEVENTEENTH STREET NW
WASHINGTON DC 20036 US

Represents:

PARTY OF RECORD
PAUL A CUNNINGHAM
HARKINS CUNNINGHAM

10/08/1997

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1300 19TH STREET, N. W., STE 600
WASHINGTON DC 20036 US

Represents: CONRAIL INC
CONRAIL INC AND CONSOLIDATED RAIL CORPORATION
CONSOLIDATED RAIL CORPORATION

PARTY OF RECORD

M W CURRIE
GENERAL CHAIRPERSON UTU
3030 POWERS AVENUE STE C
JACKSONVILLE FL 32250 US

Represents: UNITED TRANSPORTATION UNION 30-181

MEMBER OF CONGRESS

HONORABLE ALFONSE D'AMATO
UNITED STATES SENATE
WASHINGTON DC 20510 US

Represents:

MEMBER OF CONGRESS

HONORABLE ALFONSE D'AMATO
UNITED STATES SENATE
111 W. HURON STREET, ROOM 620
BUFFALO NY 14202 US

Represents:

PARTY OF RECORD

IRWIN L. DAVIS
1900 STATE TOWER BLDG.

SYRACUSE NY 13202 US

Represents: METROPOLITAN DEVELOPMENT ASSOCIATION OF SYRACUSE &
CENTRAL NEW YORK INC

PARTY OF RECORD
SANDRA J. DEARDEN
MDCO CONSULTANTS, INC.
407 SOUTH DEARBORN, SUITE 1145
CHICAGO IL 60605 US

Represents: MDCO CONSULTANTS INC

NON-PARTY
WILLIAM DICKERSON
U S ENVIRONMENTAL PROTECTION AGENCY
401 M STREET SW (2252A)
WASHINGTON DC 20460 US

Represents:

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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

PARTY OF RECORD
NICHOLAS J. DIMICHAEL
DONELAN, CLEARY, ET AL.
1100 NEW YORK AVENUE N W STE 750
WASHINGTON DC 20005-3934 US

Represents: ANKER ENERGY CORPORATION
BUFFALO COAL CO., INC.
EVERGREEN MINING COMPANY
MARYLAND COAL ASSOCIATION
METTIKI COAL CORPORATION
PES COALS INC
TRI-STATE COAL ASSOCIATION
VENTURE COAL SALES
WEST VIRGINIA COALS, INC.

MEMBER OF CONGRESS
HONORABLE JOHN D. DINGELL
U. S. HOUSE OF REPRESENTATIVES

WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
DAVID W. DONLEY
3361 STAFFORD ST
PITTSBURGH PA 15204-1441 US

Represents: WEIRTON STEEL CORPORATION

PARTY OF RECORD
PAUL M. DONOVAN
LAROE, WINN, ETAL
3506 IDAHO AVE NW
WASHINGTON DC 20016 US

Represents: PORT AUTHORITY OF NEW YORK AND NEW JERSEY
PORT OF AUTHORITY OF NEW YORK AND NEW JERSEY
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

PARTY OF RECORD
KELVIN J. DOWD
SLOVER & LOFTUS
1224 17TH STREET N W
WASHINGTON DC 20036 US

Represents: CONSUMERS ENERGY COMPANY
GPU GENERATION INC

10/08/1997

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PARTY OF RECORD
DANIEL DUFF
AMERICAN PUBLIC TRANSIT ASSOC
1201 NEW YORK AV NW
WASH DC 20005 US

Represents: AMERICAN PUBLIC TRANSIT ASSOCIATION

PARTY OF RECORD
JOHN K DUNLEAVY
ASSISTANT ATTORNEY GENERAL
133 STATE STREET STATE ADM BLDG
MONTPELIER VT 05633-8001 US

Represents: STATE OF VERMONT

PARTY OF RECORD
DONALD W DUNLEAVY

230 STATE STREET
UTU STATE LEG DIR
PA AFL-CIO BLDG 2ND FL
HARRISBURG PA 17101-1138 US

Represents: UNITED TRANSPORTATION UNION PENNSYLVANIA STATE
LEGISLATIVE BOARD

PARTY OF RECORD
FAY D DUPUIS, CITY SOLICITOR
CITY HALL
801 PLUM STREET ROOM 214
CINCINNATI OH 45202 US

Represents: CITY OF CINCINNATI OHIO

PARTY OF RECORD
MARTIN T DURKIN ESQ
DURKIN & BOGGIA ESQS
PO BOX 378
71 MT VERNON STREET
RIDGEFIELD PARK NJ 07660 US

Represents: VILLAGE OF RIDGEFIELD PARK NEW JERSEY

PARTY OF RECORD
DAVID DYSARD
TMACOG
PO BOX 9508
300 CENTRAL UNION PLAZA
TOLEDO OH 43697-9508 US

Represents: TOLEDO METRO AREA COUNCIL OF GOVT

PARTY OF RECORD
GARY A EBERT
CITY OF BAY VILLAGE
350 DOVER CENTER ROAD
BAY VILLAGE OH 44140 US

10/08/1997

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Represents: CITY OF BAY VILLAGE OHIO

PARTY OF RECORD
RICHARD S. EDELMAN
HIGHSAW MAHONEY CLARKE
1050 SEVENTEENTH STREET N W, SUITE 210
WASHINGTON DC 20036 US

Represents: ALLIED RAIL UNIONS

PARTY OF RECORD
ROBERT EDWARDS

EASTERN TRANSPORT AND LOGISTICS
1109 LANETTE DRIVE
CINCINNATI OH 45230 US

Represents: EASTERN TRANSPORT AND LOGISTICS

PARTY OF RECORD
GARY EDWARDS SUPERINTENDENT OF RR OPERATIONS
SOMERSET RAILROAD
7725 LAKE ROAD
BARKER NY 14012 US

Represents: SOMERSET RAILROAD CORPORATION

PARTY OF RECORD
DANIEL R. ELLIOTT III ASST GENERAL COUNSEL
UNITED TRANSPORTATION UNION
14600 DETROIT AVENUE
CLEVELAND OH 44107 US

Represents: UNITED TRANSPORTATION UNION

PARTY OF RECORD
TERRELL ELLIS
CAEWV
P O BOX 176
CLAY WV 25043 US

Represents: CENTRAL APPALACHIA EMPOWERMENT COUNCIL OF WEST VIRGINIA

PARTY OF RECORD
ROBERT L. EVANS
OXYCHEM
P O BOX 909050
DALLAS TX 75390 US

Represents: OCCIDENTAL CHEMICAL CORPORATION

PARTY OF RECORD
SARA J FAGNILLI DIRECTOR OF LAW
CITY OF LAKEWOOD
12650 DETROIT AVENUE
LAKEWOOD OH 44107 US

10/09/1997

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Represents: CITY OF LAKEWOOD OHIO

PARTY OF RECORD
GERALD W. FAUTH, III
G. W. FAUTH & ASSOCIATES INC.
P O BOX 2401

ALEXANDRIA VA 22301 US

Represents: G. W. FAUTH & ASSOCIATES, INC.
GERALD W FAUTH III

PARTY OF RECORD

CARL FELLER
DEKALB AGRA INC
P. O. BOX 127
4743 COUNTY ROAD 28
WATERLOO IN 46793-0127 US

Represents: DEKALB AGRA INC

PARTY OF RECORD

MICHAEL P. FERRO
MILLENNIUM PETROCHEMICALS, INC.
11500 NORTHLAKE DRIVE
CINCINNATI OH 45249 US

Represents: MILLENNIUM PETROCHEMICALS INC F/K/A QUANTUM CHEMICAL
CORPORATION

PARTY OF RECORD

EDWARD J FISHMAN
OPPENHEIMER WOLFF & DONNELLY
1000 NINETEENTH ST NW STE 400
WASHINGTON DC 20036 US

Represents: NEW JERSEY DEPARTMENT OF TRANSPORTATION
NEW JERSEY TRANSIT CORPORATION
NORTHERN VIRGINIA TRANSPORTATION COMMISSION-POTOMAC

AND

RAPPAHANNOCK TRANSPORTATION COMMISSION
VERMONT RAILWAY INC

PARTY OF RECORD

J D FITZGERALD
UTC, GENERAL CHAIRPERSON
400 E EVERGREEN BLVD STE 217
VANCOUVER WA 98660-3264 US

Represents: UNITED TRANSPORTATION UNION-GENERAL COMMITTEE OF
ADJUSTMENT
GO 386

PARTY OF RECORD

STEPHEN M FONTAINE
MASSACHUSETTS CENTRAL RAILROAD CORPORATION
ONE WILBRAHAM STREET
PALMER MA 01069 US

Represents: MASSACHUSETTS CENTRAL RAILROAD CORPORATION

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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

GOVERNOR

HONORABLE KIRK FORDICE, GOVERNOR
STATE OF MISSISSIPPI
P O BOX 139
JACKSON MS 39205 US

Represents:

MEMBER OF CONGRESS

HONORABLE TILLIE K FOWLER
US HOUSE REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

NON-PARTY

ROBERT C. FREAS
SR. VICE PRESIDENT, MARKETING FRANKLIN INDUSTRIAL MINERALS
612 TENTH AVENUE, NORTH
NASHVILLE TN 37203 US

Represents:

PARTY OF RECORD

GARLAND B GARRETT JR
NC DEPT OF TRANSPORTATION
P O BOX 25201
RALEIGH NC 27611 US

Represents:

PARTY OF RECORD

MICHAEL J GARRIGAN
BP CHEMICALS INC
4440 WARRENSVILLE CTR RD
CLEVELAND OH 44128 US

Represents: BP AMERICA INC

PARTY OF RECORD

RICHARD A GAVRIL

16700 GENTRY LANE NO 104
TINLEY PARK IL 60477 US

Represents: RICHARD A GAVRIL

PARTY OF RECORD

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☐ PETER A GILBERTSON
LOUISVILLE & INDIANA RAILROAD COMPANY
53 W. JACKSON BOULEVARD, STE 350
CHICAGO IL 60604 US

Represents: LOUISVILLE & INDIANA RAILROAD COMPANY

PARTY OF RECORD

PETER A GILBERTSON
REGIONAL RRS OF AMERICA
122 C ST NW STE 950
WASHINGTON DC 20001 US

Represents: REGIONAL RAILROADS OF AMERICA

PARTY OF RECORD

LOUIS E GITOMER
BALL JANIK LLP
1455 F STREET NW SUITE 225
WASHINGTON DC 20005 US

Represents: AFL LIMITED
DELAWARE VALLEY RAILWAY COMPANY INC
HURON AND EASTERN RAILWAY COMPANY INC
RAILAMERICA INC
SAGINAW VALLEY RAILWAY COMPANY INC

MEMBER OF CONGRESS

HONORABLE JOHN GLENN
U. S. SENATE ATTN: ANISA BELL
200 N HIGH STREET S-600
COLUMBUS OH 43215-2408 US

Represents:

PARTY OF RECORD

DOUGLAS S GOLDEN
MAIN LINE MANAGEMENT SERVICES INC
520 FELLOWSHIP ROAD SUITE A-105
MOUNT LAUREL NJ 08054-3407 US

Represents: PENNSYLVANIA SENATE TRANSPORTATION COMMITTEE

PARTY OF RECORD
ANDREW P. GOLDSTEIN
MCCARTHY, SWEENEY ET AL.
1750 PENNSYLVANIA AVE NW
WASHINGTON DC 20006 US

Represents: NATIONAL GRAIN AND FEED ASSOCIATION

PARTY OF RECORD
JOHN GORDON
NATIONAL LIME & STONE COMPANY
P. O. BOX 120
FINDLAY OH 45840 US

10/08/1997

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□

Represents: NATIONAL LIME & STONE COMPANY

MEMBER OF CONGRESS
HONORABLE BOB GRAHAM
UNITED STATE SENATE
WASHINGTON DC 20510 US

Represents:

PARTY OF RECORD
EDWARD D. GREENBERG
GALLAND, KHARASCH, MORSE & GARFINKLE
1054 THIRTY-FIRST STREET NW
WASHINGTON DC 20007-4492 US

Represents: PROVIDENCE AND WORCESTER RAILROAD COMPANY
STEEL WAREHOUSE CO INC
THE INTERNATIONAL PAPER COMPANY

PARTY OF RECORD
PETER A. GREENE
THOMPSON HINE FLORY
1920 N STREET N W, SUITE 900
WASHINGTON DC 20036 US

Represents: BAY STATE MILLING COMPANY
BELVIDERE & DELAWARE RIVER RAILWAY
BLACK RIVER & WESTERN RAILROAD
EAST PENN RAILWAY INC
LANCASTER NORTHERN RAILWAY

PARTY OF RECORD
ROBERT E GREENLESE
TOLEDO-LUCAS COUNTY PORT AUTHORITY
1 MARITIME PLAZA SUITE 700
TOLEDO OH 43604 US

Represents: TOLEDO-LUCAS COUNTY PORT AUTHORITY
TOLEDO-LUCAS COUNTY PORT AUTHORITY

NON-PARTY
R A GRICE
GENERAL CHAIRPERSON UTU
11017-F GRAVOIS INDUSTRIAL PLAZA
ST LOUIS MO 63128 US

Represents:

PARTY OF RECORD
DONALD F GRIFFIN
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYES
400 N CAPITOL ST NW SUITE 852
WASHINGTON DC 20001 US

Represents:

10/08/1997

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PARTY OF RECORD
JOHN J GROCKI
GRA INC
115 WEST AV ONE JENKINTOWN STA
JENKINTOWN PA 19046 US

Represents: GRA INCORPORATED

PARTY OF RECORD
VAUGHN R GROVES
PITTSTON COAL COMPANY
PO BOX 5100
LEBANON VA 24266 US

Represents: PITTSTON COAL COMPANY

PARTY OF RECORD
JOSEPH GUERRIERI, JR.
GUERRIERI, EDMOND, ET. AL
1331 F STREET N W, 4TH FLOOR
WASHINGTON DC 20004 US

Represents:

PARTY OF RECORD
DAVID L HALL
COMMONWEALTH CONSULTING ASSOCIATES
720 NORTH POST OAK ROAD SUITE 330
HOUSTON TX 77024 US

Represents: SHELL CHEMICAL COMPANY
SHELL OIL COMPANY

MEMBER OF CONGRESS
HON. LEE N. HAMILTON
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
MICHAEL P HARMONIS
U S DEPT OF JUSTICE
325 7TH STREET SUITE 500
WASHINGTON DC 20530 US

Represents: U S DEPARTMENT OF JUSTICE
U. S. DEPARTMENT OF JUSTICE

PARTY OF RECORD
JAMES W HARRIS
THE METROPOLITAN PLANNING ORGANIZATION
1 WORLD TRADE CENTER STE 82 EAST
NEW YORK NY 10048-0043 US

10/08/1997

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Represents:

PARTY OF RECORD
NICOLE HARVEY
THE DOW CHEMICAL COMPANY
2020 DOW CENTER
MIDLAND MI 48674 US

Represents: THE DOW CHEMICAL COMPANY

PARTY OF RECORD
JOHN D. HEFFNER, ESQ.
REA, CROSS & AUCHINCLOSS
1900 N STREET NW SUITE 400
WASHINGTON DC 20036 US

Represents: EMPIRE STATE PASSENGER ASSOCIATION
FORT ORANGE PAPER COMPANY
NEW YORK CROSS HARBOR RAILROAD TERMINAL CORPORATION
WABASH & WESTERN RAILWAY CO D.B.A. MICHIGAN SOUTHERN
RAILROAD INC

PARTY OF RECORD
R J HENEFELD

PPG INDUSTRIES INC
ONE PPG PLACE
PITTSBURGH PA 15272 US

Represents: PPG INDUSTRIES INC.

NON-PARTY

G W HERKNER JR
NJ TRANSIT RAIL OPERATIONS
ONE PENN PLAZA EAST
NEWARK NJ 07105 US

Represents:

PARTY OF RECORD

WILLIAM P HERNAN JR GENERAL CHAIRMAN
P O BOX 180
HILLIARD OH 43026 US

Represents:

PARTY OF RECORD

CHARLES S HESSE, PRESIDENT
CHARLES HESSE ASSOCIATES
9270 STONEY BROOK DRIVE
CHAGRIN FALLS OH 44023 US

Represents: OHIO STEEL INDUSTRY ADVISORY COUNCIL

NON-PARTY

LYNN A. HISER

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A. E. STALEY MFG. CO
2200 E ELDORADO STREET
DECATUR IL 62526 US

Represents:

PARTY OF RECORD

ERIC M. HOOKY
GOLLATS, GRIFFIN, EWING
213 WEST MINER STREET
WEST CHESTER PA 19381-0796 US

Represents:

ALLEGHENY & EASTERN RAILROAD INC
BETHLEHEM STEEL CORPORATION ET AL
BUFFALO & PITTSBURGH RAILROAD INC
BUFFALO & PITTSBURGH RAILROAD, INC.
NEW YORK SUSQUEHANNA AND WESTERN RAILWAY CORPORATION
PITTSBURG & SHAWMUT RAILROAD INC

PITTSBURG & SHAWMUT RAILROAD INC
READING BLUE MOUNTAIN & NORTHERN RAILROAD COMPANY
READING BLUE MOUNTAIN AND NORTHERN RAILROAD COMPANY
ROCHESTER & SOUTHERN RAILROAD INC
ROCHESTER & SOUTHERN RAILROAD INC

PARTY OF RECORD
JAMES E. HOWARD
90 CANAL STREET
BOSTON MA 02114 US

Represents: COALITION OF NORTHEASTERN GOVERNORS

PARTY OF RECORD
JOHN HOY
P O BOX 117
GLEN BURNIE MD 21060 US

Represents: BALTIMORE AREA TRANSIT ASSOCIATION

PARTY OF RECORD
BRAD F HUSTON
CYPRUS AMAX COAL SALES CORP
400 TECHNECENTER DRIVE STE 320
MILFORD OH 45150 US

Represents:

PARTY OF RECORD
SHEILA MECK HYDE CITY ATTORNEY
CITY HALL
340 CENTRAL AVENUE
DUNKIRK NY 14048 US

Represents: CITY OF DUNKIRK NEW YORK

PARTY OF RECORD

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ERNEST J IERARDI
NIXON HARGRAVE DEWANS DOYLE LLP
PO BOX 1051
CLINTON SQUARE
ROCHESTER NY 14603-1051 US

Represents: ROCHESTER GAS AND ELECTRIC CORPORATION

PARTY OF RECORD
WILLIAM P. JACKSON, JR.
JACKSON & JESSUP, P. C.
P O BOX 1240
3426 NORTH WASHINGTON BLVD

ARLINGTON VA 22210 US

Represents: A T MASSEY COAL COMPANY INC ET AL

PARTY OF RECORD

JAMES R JACOBS
JACOBS INDUSTRIES
2 QUARRY LANE
STONY RIDGE OH 43463 US

Represents: JACOBS INDUSTRIES

GOVERNOR

HONORABLE FOB JAMES
GOVERNOR
STATE OF ALABAMA
MONTGOMERY AL 36130 US

Represents:

PARTY OF RECORD

DOREEN C JOHNSON CHIEF ANTITRUST SECTION
OHIO ATTY GENERAL OFFICE
30 E BROAD STREET 16TH FLOOR
COLUMBUS OH 43215 US

Represents: OHIO ATTORNEY GENERALS OFFICE

PARTY OF RECORD

ERIKA C JONES
MAYER BROWN & PLATT
2000 PA AV NW
WASH DC 20006-1882 US

Represents: BURLINGTON NORTHERN RAILROAD AND SANTA FE RAILWAY
COMPANY

BURLINGTON NORTHERN RAILROAD
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

PARTY OF RECORD

TERRENCE D JONES
KELLER & HECKMAN
1001 G ST NW STE 500 WEST
WASHINGTON DC 20001 US

Represents: NORTH AMERICAN LOGISTIC SERVICES A DIVISION OF MAPS

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INCORPORATED

PARTY OF RECORD

FRANK N JORGENSEN
THE ELK RIVER RAILROAD INC

P O BOX 460
SUMMERSVILLE WV 26651 US

Represents: THE ELK RIVER RAILROAD INC

PARTY OF RECORD
FRITZ R KAHN
1100 NEW YORK AVENUE NW SUITE 750 WEST
WASHINGTON DC 20005-3934 US

Represents: MARTIN MARIETTA MATERIALS INC
SHINTECH INC

PARTY OF RECORD
STEVEN J. KALISH
MCARTHY, SWEENEY & HARKAWAY
1750 PENNSYLVANIA AVE NW
WASHINGTON DC 20006-4502 US

Represents: THE TOWN OF HAYMARKET

MEMBER OF CONGRESS
HON MARCY KAPTUR
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
LARRY B. KARNES
TRANSPORTATION BUILDING
PO BOX 30050
425 WEST OTTAWA
LANSING MI 48909 US

Represents: MICHIGAN DEPARTMENT OF TRANS

PARTY OF RECORD
RICHARD E. KEPTH, TRANS. MGR.
CHAMPION INTERNAT'L CORP
101 KNIGHTSBRIDGE DRIVE
HAMILTON OH 45120-0001 US

Represents: CHAMPION INTERNATIONAL CORPORATION

PARTY OF RECORD
DAVID D KING
BEAUFORT AND MOREHEAD RR CO
PO BOX 25201
RALEIGH NC 27611-5201 US

□

Represents:

PARTY OF RECORD
L P KING JR
GENERAL CHAIRPERSON UTU
145 CAMPBELL AVE SW STE 207
ROANOKE VA 24011 US

Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT
N & W-C

PARTY OF RECORD
MITCHELL M KRAUS GENERAL COUNSEL
TRANSPORTATION COMMUNICATIONS INTERNATIONAL UNION
3 RESEARCH PLACE
ROCKVILLE MD 20850 US

Represents: TRANSPORTATION COMMUNICATIONS INTERNATIONAL UNION

PARTY OF RECORD
HON DENNIS J KUCINICH
UNITED STATES HOUSE REPRESENTATIVES
WASHINGTON DC 20515 US

Represents: CITIZENS 10TH CONGRESSIONAL DISTRICT OF OHIO

MEMBER OF CONGRESS
HONORABLE JOHN J. LAFALCE
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
PAUL H. LAMBOLEY
1020 NINETEENTH STREET, N.W., STE 400
WASHINGTON DC 20036-6116 US

Represents: RESOURCES WAREHOUSING & CONSOLIDATION SERVICES INC
SOUTHERN TIER WEST REGIONAL PLANNING AND DEVELOPMENT
BOARD
TRANSPORTATION INTERMEDIARIES ASSOCIATION

MEMBER OF CONGRESS
HON. STEVE LATOURETTE
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

NON-PARTY
LAURENCE R. LATOURETTE
PRESTON GATES ELLIS ETAL

10/08/1997

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☐ 1735 NY AVE NW SUITE 500
WASHINGTON DC 20006 US

Represents: STATE OF MARYLAND

MEMBER OF CONGRESS
STEVEN C. LATOURETTE
CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
J PATRICK LATE
HEAVY LIFT CARGO SYSTEM
PO BOX 51491
INDIANAPOLIS IN 46251-0491 US

Represents: HEAVY LIFT CARGO SYSTEMS

PARTY OF RECORD
JOHN K. LEARY, GENERAL MANAGER
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
1234 MARKET STREET 5TH FLOOR
PHILADELPHIA PA 19107-3780 US

Represents: SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

PARTY OF RECORD
SHERRI LEHMAN DIRECTOR OF CONGRESSIONAL AFFAIRS
CORN REFINERS ASSOC
1701 PA AV NW
WASH DC 20006-5605 US

Represents: CORN REFINERS ASSOCIATION INC

ADMINISTRATIVE LAW JUDGE
JUDGE JACOB LEVENTHAL, OFFICE OF HEARINGS
FEDERAL ENERGY REGULATORY COMMISSION
888 - 1ST ST, N.E. STE 11F
WASHINGTON DC 20406 US

Represents:

MEMBER OF CONGRESS
HON. WILLIAM O. LIPINSKI
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

PARTY OF RECORD
THOMAS J. LITWILER
OPPENHEIMER WOLFF & DONNELLY

10/08/1997

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180 N STETSON AVE 45TH FLOOR
CHICAGO IL 60601 US

Represents: CEDAR RIVER RAILROAD COMPANY
FOX VALLEY & WESTERN LTD
ILLINOIS CENTRAL RAILROAD COMPANY CHICAGO CENTRAL &

PACIFIC

RAILROAD COMPANY AND CEDAR RIVER RAILROAD COMPANY
R J CORMAN PARTIES
R J CORMAN RAILROAD COMPANIES
SAULT STE MARIE BRIDGE COMPANY
TRANSTAR INC AND LESSEMERE AND LAKE ERIE RAILROAD

COMPANY

TRANSTAR INC AND ELGIN JOLIET AND EASTERN RAILROAD

COMPANY

WISCONSIN CENTRAL LTD
WISCONSIN CENTRAL TRANSPORTATION CORPORATION

PARTY OF RECORD
EDWARD LLOYD
RUTGERS ENVIRONMENTAL LAW CLINIC
15 WASHINGTON STREET
NEWARK NJ 07102 US

Represents: TRI-STATE TRANSPORTATION CAMPAIGN

PARTY OF RECORD
C MICHAEL LOFTUS
SLOVER & LOFTUS
1024 SEVENTEENTH STREET NW
WASHINGTON DC 20036 US

Represents: CENTERIOR ENERGY CORPORATION
DETROIT EDISON COMPANY
EAST CHICAGO INDIANA-HAMMOND INDIANA-BARY INDIANA-

WHITING

INDIANA THE FOUR CITY CONSORTIUM
POTOMAC ELECTRIC POWER COMPANY
POTOMAC ELECTRIC POWER COMPANY

THE DETROIT EDISON COMPANY

PARTY OF RECORD

DENNIS G LYONS
ARNOLD & PORTER
555 TWELFTH STREET NW
WASHINGTON DC 20004 US

Represents: CSX CORPORATION INC
CSX TRANSPORTATION INC
CSX TRANSPORTATION INC

PARTY OF RECORD

GORDON P. MACDOUGALL
1025 CONNECTICUT AVE NW SUITE 410
WASHINGTON DC 20036 US

Represents: CHARLES D BOLAM
FRANK R PICKELL
JOHN D FITZGERALD
JOSEPH C SZABO

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Page 25
SERVICE UNIT FOR STB FD 33388 0
Records: 32.

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

MEMBER OF CONGRESS

HONORABLE CONNIE MACK
UNITED STATES SENATE
WASHINGTON DC 20510-0914 US

Represents:

NON-PARTY

LARRY D MACKLIN
INDIANA DIVISION OF HISTORIC PRESERVATION
402 W WASHINGTON STREET RM 274
INDIANAPOLIS IN 46204 US

Represents:

PARTY OF RECORD

RON MARQUARDT
LOCAL UNION 1812 UMWA

R D #2
RAYLAND OH 43943 US

Represents:

PARTY OF RECORD
ROBERT E MARTINEZ
VA SECRETARY OF TRANSP
P O BOX 1475
RICHMOND VA 23218 US

Represents: COMMONWEALTH OF VIRGINIA

PARTY OF RECORD
JOHN K. MASER, III
DONELAN, CLEARY, WOOD, MASER
1100 NEW YORK AVE NW SUITE 750
WASHINGTON DC 20005-3934 US

Represents: ACME STEEL COMPANY
AK STEEL CORPORATION
CARGILL INCORPORATED
ERIE-NIAGARA RAIL STEERING COMMITTEE
INSTITUTE OF SCRAP RECYCLING INDUSTRIES INC
JOSEPH SMITH & SONS INC
NIAGARA MOHAWK POWER CORPORATION

NON-PARTY
THEODORE H MATTHEWS
N J DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE CN-600

10/08/1997
Page 26
TRENTON NJ 08625 US

Represents:

PARTY OF RECORD
DAVID J MATTY
CITY OF ROCKY RIVER
21012 HILLIARD ROAD
ROCKY RIVER OH 44116-3398 US

Represents: CITY OF ROCKY RIVER OHIO

PARTY OF RECORD
GEORGE W MAYO JR
HOGAN & HARTSON L.L.P.
555 THIRTEENTH STREET NW
WASHINGTON DC 20004-1119 US

Represents: CANADIAN PACIFIC RAILWAY COMPANY

DELAWARE AND HUDSON RAILWAY COMPANY INC
DELAWARE AND HUDSON RAILWAY COMPANY INC
SOO LINE CORP
SOO LINE RAILROAD CO
SOO LINE RAILROAD COMPANY
SOO LINE RAILROAD COMPANY
ST LAWRENCE & HUDSON RAILWAY COMPANY LIMITED

PARTY OF RECORD

MICHAEL F. MCBRIDE
LEBOEUF LAMB GREENE & MACRAE, L. L. P.
1875 CONNECTICUT AVE N W, STE 1200
WASHINGTON DC 20009 US

Represents: AMERICAN COAL SALES COMPANY
AMERICAN ELECTRIC POWER SERVICE CORPORATION ET AL
AMERICAN ELECTRIC POWER
ATLANTIC CITY ELECTRIC COMPANY
CSX-NS
DELMARVA POWER & LIGHT COMPANY
FERTILIZER INSITUTE
INDIANAPOLIS POWER & LIGHT COMPANY
OHIO MINING AND RECLAMATION ASSOCIATION
THE FERTILIZER INSTITUTE
THE OHIO VALLEY COAL COMPANY

PARTY OF RECORD

R. LAWRENCE MCCAFFREY, JR.
NEW YORK & ATLANTIC RAILWAY
405 LEXINGTON AVENUE 50TH FLOOR
NEW YORK NY 10174 US

Represents: NEW YORK & ATLANTIC RAILWAY COMPANY

PARTY OF RECORD

EDWARD C MCCARTHY
INLAND STEEL INDUSTRIES INC
30 WEST MONROE STREET
CHICAGO IL 60603 US

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Page 2

Represents: INLAND STEEL INDUSTRIES INC

PARTY OF RECORD

CHRISTOPHER C MCCracken
ULMER & BERNIE LLP
1300 EAST NINTH STREET SUITE 900
CLEVELAND OH 44114 US

Represents: ASHTA CHEMICAL INC
ASHTA CHEMICALS INC

PARTY OF RECORD

THOMAS F. MCFARLAND, JR.
MCFARLAND & HERMAN
20 NORTH WACKER DRIVE, SUITE 1330
CHICAGO IL 60606-3101 US

Represents: KOKOMO GRAIN CO INC

PARTY OF RECORD

JAMES F. MCGRAIL
COMMONWEALTH OF MASS. EXEC. OFFICE OF TRANSP. & CONST.
10 PARK PLAZA ROOM 3170
BOSTON MA 02116-3969 US

Represents: COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF
TRANSPORTATION AND CONSTRUCTION

PARTY OF RECORD

FRANCIS G. MCKENNA
ANDERSON & PENDLETON
1700 K ST NW SUITE 1107
WASHINGTON DC 20006 US

Represents: WEST VIRGINIA STATE RAIL AUTHORITY

PARTY OF RECORD

COLETTA MCNAMEE SR
CUDELL IMPROVEMENT INC
11500 FRANKLIN BLVD STE 104
CLEVELAND OH 44102 US

Represents: CUDELL IMPROVEMENT INC

MEMBER OF CONGRESS

HONORABLE MICHAEL MCNULTY
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3121 US

Represents:

NON-PARTY

GEORGE MESIRES
STATE OF NY ASSISTANT ATTORNEY GENERAL

10/08/1997

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120 BROADWAY SUITE 2601
NEW YORK NY 10071 US

Represents:

PARTY OF RECORD

H DOUGLAS MIDNIGHT

THOMAS F. MCFARLAND, JR.
MCFARLAND & HERMAN
20 NORTH WACKER DRIVE, SUITE 1330
CHICAGO IL 60606-3101 US

Represents: KOKOMO GRAIN CO INC

PARTY OF RECORD

JAMES F. MCGRAIL
COMMONWEALTH OF MASS. EXEC. OFFICE OF TRANSP. & CONST.
10 PARK PLAZA ROOM 3170
BOSTON MA 02116-3969 US

Represents: COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF
TRANSPORTATION AND CONSTRUCTION

PARTY OF RECORD

FRANCIS G. MCKENNA
ANDERSON & PENDLETON
1700 K ST NW SUITE 1107
WASHINGTON DC 20006 US

Represents: WEST VIRGINIA STATE RAIL AUTHORITY

PARTY OF RECORD

COLETTA MCNAMEE SR
CUDELL IMPROVEMENT INC
11500 FRANKLIN BLVD STE 104
CLEVELAND OH 44102 US

Represents: CUDELL IMPROVEMENT INC

MEMBER OF CONGRESS

HONORABLE MICHAEL MCNULTY
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515-3221 US

Represents:

NON-PARTY

GEORGE MESIRES
STATE OF NY ASSISTANT ATTORNEY GENERAL

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120 BROADWAY SUITE 1601
NEW YORK NY 10071 US

Represents:

PARTY OF RECORD

H DOUGLAS MIDKIFF

65 WEST BROAD ST STE 101
ROCHESTER NY 14614-2110 US

Represents: GENESEE TRANSPORTATION COUNCIL

MEMBER OF CONGRESS
HON. BARBARA A. MIKULSKI
UNITED STATES SENATE
WASHINGTON DC 20510 US

Represents:

PARTY OF RECORD
CLINTON J MILLER, III, GENERAL COUNSEL
UNITED TRANSPORTATION UNION
14600 DETROIT AVENUE
CLEVELAND OH 44107-4250 US

Represents:

PARTY OF RECORD
G. PAUL MOATES
SIDLEY & AUSTIN
1722 EYE STREET NW
WASHINGTON DC 20006 US

Represents: MOATES SIDLEY & AUSTIN

PARTY OF RECORD
C V MCNIN
BROTHERHOOD OF LOCOMOTIVE ENGINEERS
1370 ONTARIO STREET
CLEVELAND OH 44113 US

Represents: BROTHERHOOD OF LOCOMOTIVE ENGINEERS

NON-PARTY
JEFFREY R. MORELAND
THE BURLINGTON NORTHERN SANTA FE CORPORATION
1700 EAST GOLF ROAD
SCHAUMBURG IL 60173 US

Represents:

PARTY OF RECORD
KARL MORELL
BALL JANIK LLP

10/08/1997

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1455 F STREET NW SUITE 200

WASHINGTON DC 20005 US

Represents: ANN ARBOR RAILROAD
CHICAGO RAIL LINK LLC
CONNECTICUT SOUTHERN RAILROAD INC
GEORGIA WOODLANDS RAILROAD L L C
INDIANA & OHIO RAILWAY COMPANY
INDIANA AND OHIO RAILROAD INC
INDIANA SOUTHERN RAILROAD INC
MANUFACTURERS JUNCTION RAILWAY L L C
NEW ENGLAND CENTRAL RAILROAD INC
NEWBURGH & SOUTH SHORE RAILROAD LTD
NORTHERN OHIO & WESTERN RAILWAY L L C
PITTSBURGH INDUSTRIAL RAILROAD INC

NON-PARTY

JEFFREY O. MORENO
DONELAN CLEARY WOOD MASER
1100 NEW YORK AVENUE N W, SUITE 750
WASHINGTON DC 20005-3934 US

Represents:

PARTY OF RECORD

IAN MUIR
BUNGE CORPORATION
P O BOX 28500
ST LOUIS MO 63146 US

Represents: BUNGE CORPORATION

PARTY OF RECORD

WILLIAM A. MULLINS
TROUTMAN SANDERS LLP
1300 I STREET NW SUITE 500 EAST
WASHINGTON DC 20005-3314 US

Represents: GATEWAY EASTERN Rwy COMPANY
GATEWAY WESTERN RAILWAY COMPANY
NEW YORK STATE ELECTRIC & GAS CORPORATION
THE GATEWAY EASTERN RAILWAY COMPANY
THE GATEWAY WESTERN RAILWAY COMPANY
THE KANSAS CITY SOUTHERN RAILWAY COMPANY

PARTY OF RECORD

JOHN R NADOLNY, VICE PRESIDENT & GENERAL COUNSEL
BOSTON & MAINE CORPORATION
IRON HORSE PARK
NO BILLERICA MA 01860 US

Represents: BIM
BOSTON AND MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY
SPRINGFIELD TERMINAL RAILWAY COMPANY

PARTY OF RECORD
SAMUEL J NASCA

10/08/1997
Page 30
☐ UTU STATE LEGISLATIVE DIRECTOR
35 FULLER ROAD SUITE 205
ALBANY NY 12205 US

Represents: UNITED TRANSPORTATION UNION NEW YORK STATE LEGISLATIVE
BOARD

MEMBER OF CONGRESS
ROBERT W. NEY HONORABLE
CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

NON-PARTY
GERALD P NORTON
HARKINS CUNNINGHAM
1300 19TH ST NW SUITE 600
WASHINGTON DC 20036 US

Represents:

- PARTY OF RECORD
SANDRA L NUNN
FROST & JACOBS LLP
201 EAST FIFTH STREET
CINCINNATI OH 45202 US

Represents: SOUTHWEST OHIO REGIONAL TRANSIT AUTHORITY

PARTY OF RECORD
PETER Q. NYCE, JR.
U. S. DEPARTMENT OF THE ARMY
901 NORTH STUART STREET
ARLINGTON VA 22203 US

Represents: DEPARTMENT OF DEFENSE VA
U. S. DEPARTMENT OF THE ARMY

PARTY OF RECORD
KEITH G O'BRIEN
REA, CROSS AND AUCHINCLOSS
1900 N STREET NW, STE 420
WASH DC 20036 US

Represents: OHIO RAIL DEVELOPMENT COMMISSION
PUBLIC UTILITIES COMMISSION OF OHIO

REDLAND OHIO INC

PARTY OF RECORD
D J O'CONNELL
GENERAL CHAIRPERSON UTU
410 LANCASTER AVE STE 3
HAVERFORD PA 19041 US

Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT

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GO-770

PARTY OF RECORD
CHRISTOPHER C O'HARA
BRICKFIELD BURCHETTE & RITTS PC
1025 THOMAS JEFFERSON ST NW EIGHTH FLOOR
WASHINGTON DC 20007 US

Represents: STEEL DYNAMICS INC

PARTY OF RECORD
THOMAS M O'LEARY
OHIO RAIL DEVELOPMENT COMMISSION
50 W BROAD STREET 15TH FLOOR
COLUMBUS OH 43215 US

Represents:

PARTY OF RECORD
JOHN L. OBERDORFER
PATTON BOGGS LLP
2550 M ST NW
WASHINGTON DC 20037-1311 US

Represents: COMMONWEALTH OF PENNSYLVANIA GOVERNOR THOMAS J RIDGE
AND
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
COMMONWEALTH OF PENNSYLVANIA GOVERNOR THOMAS J RIDGE
AND
THE DEPARTMENT OF TRANSPORTATION

PARTY OF RECORD
BYRON D. OLSEN
FELHABER LARSON FENLON & VOST PA
601 SECOND AVENUE SOUTH 1000 FIRST BANK PLACE
MINNEAPOLIS MN 55402-4812 US

Represents: EASTMAN KODAK COMPANY

PARTY OF RECORD
L JOHN OSBORN

SONNENSCHN NATH & ROSENTHAL
1301 K STREET NW STE 600
WASH DC 20005 US

Represents: CANADIAN NATIONAL RW CO
CANADIAN NATIONAL RAILWAY COMPANY
GRAND TRUNK WESTERN RAILROAD INCORPORATED

PARTY OF RECORD
WILLIAM L OSTEEN
ASSOCIATE GENERAL COUNSEL TVA
400 WEST SUMMIT HILL DRIVE
KNOXVILLE TN 37902 US

Represents: TENNESSEE VALLEY AUTHORITY

NON-PARTY
TENNYSON E.L. P.E.

10/08/1997
Page 32
2233 ABBOTSFORD DRIVE, RFD 55
VIENNA VA 22181-3220 US

Represents:

PARTY OF RECORD
MONTY L PARKER
CMC STEEL GROUP
P O BOX 911
SEGUIN TX 78156 US

Represents: CMC STEEL GROUP
COMMERCIAL METALS COMPANY

GOVERNOR
HONORABLE PAUL E. PATTON
GOVERNOR
700 CAPITOL AVENUE, STE. 100
FRANKFORT KY 40601 US

Represents:

PARTY OF RECORD
LAWRENCE PEPPER JR
GRUCCIO PEPPER
817 EAST LANDIS AV
VINELAND NJ 08360 US

Represents: SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

PARTY OF RECORD

F R PICKELL
GENERAL CHAIRPERSON UTU
6797 NORTH HIGH ST STE 108
WORTHINGTON OH 43085 US

Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT CONRAIL WEST & SOUTH/NORFOLK SOUTHERN RAILWAY CO GO-
777

PARTY OF RECORD
PATRICK R PLUMMER
GUERRIERI EDMOND & CLAYMAN PC
1331 F ST NW
WASH DC 20004 US

Represents: INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE
WORKERS
UNITED RAILWAY SUPERVISOR'S ASSOCIATION

NON-PARTY
ANDREW R. PLUMP
ZUCKERT, SCOUTT & RASENBERGER, LLP
888 17TH ST., NW, STE. 600
WASHINGTON DC 20006 US

10/08/1997

* Page 33

* ☐ Represents:

PARTY OF RECORD
JOSEPH R. POMFONIC
FEDERAL RAILROAD ADMIN.
400 7TH ST SW ROC-20
WASHINGTON DC 20590 US

Represents: FEDERAL RAILROAD ADMINIST.

MEMBER OF CONGRESS
HONORABLE ROB PORTMAN
U. S. HOUSE OF REPRESENTATIVES
8044 MONTGOMERY ROAD, ROOM 540
CINCINNATI OH 45236 US

Represents:

PARTY OF RECORD
LARRY R. PRUDEN
TRANS. COMM. INTL UNION
3 RESEARCH PLACE
ROCKVILLE MD 20850 US

Represents:

MEMBER OF CONGRESS
HONORABLE DEBORAH PRYCE
U. S. HOUSE OF REPRESENTATIVES
500 SOUTH FRONT STREET, ROOM 1130
COLUMBUS OH 43215 US

Represents:

PARTY OF RECORD
HAROLD P QUINN JR SENIOR VP & GENERAL COUNSEL
NATL MINING ASSOCIATION
1130 SEVENTEENTH ST NW
WASH DC 20036 US

Represents: NATIONAL MINING ASSOCIATION

MEMBER OF CONGRESS
HONORABLE JACK REED
U. S. SENATE
WASHINGTON DC 20510 US

Represents:

PARTY OF RECORD
J T REED
GENERAL CHAIRPERSON UTU
7785 BAYMEADOWS WAY STE 109
JACKSONVILLE FL 32256 US

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Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT

B4C

MEMBER OF CONGRESS
JACK REED
UNITED STATES SENATE
HOUSE OF REPRESENTATIVES
WASHINGTON DC 20510 US

Represents:

MEMBER OF CONGRESS
HON. RALPH REGULA
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

GOVERNOR

HONORABLE THOMAS J RIDGE
GOVERNOR, COMMONWEALTH OF PENNSYLVANIA
225 MAIN CAPITOL BUILDING
HARRISBURG PA 17120 US

Represents:

NON-PARTY

IRENE RINGWOOD
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1455 F STREET NW SUITE 225
WASHINGTON DC 20005 US

Represents:

PARTY OF RECORD

ARVID E. ROACH II
COVINGTON & BURLING
PO BOX 7566
1201 PENNSYLVANIA AVE N W
WASHINGTON DC 20044-7566 US

Represents: UNION PACIFIC CORP
 UNION PACIFIC CORPORATION
 UNION PACIFIC RAILROAD COMPANY

MEMBER OF CONGRESS

HON. CHARLES ROBB
UNITED STATES SENATE
WASHINGTON DC 20510 US

Represents:

PARTY OF RECORD

JAMES F ROBERTS
210 E LOMBARD STREET
BALTIMORE MD 21202 US

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Represents: COALARBEE INTERNATIONAL TRADING

PARTY OF RECORD

JOHN M ROBINSON
9616 OLD SPRING ROAD
KENSINGTON MD 20895-3124 US

Represents: EFFINGHAM RAILROAD COMPANY
 ILLINOIS WESTERN RAILROAD COMPANY

PARTY OF RECORD
J L RODGERS
GENERAL CHAIRMAN UTU
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JACKSONVILLE FL 32250 US

Represents: UNITED TRANSPORTATION UNION GO-513

PARTY OF RECORD
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PO BOX 298
67 MAIN ST
CENTERBROOK CT 06409 US

Represents: HOUSATONIC RAILROAD CO INC
 HOUSATONIC RAILROAD COMPANY INC

PARTY OF RECORD
DAVID ROLOFF
GOLDSTEIN & ROLOFF
526 SUPERIOR AVENUE EAST SUITE 1440
CLEVELAND OH 44114 US

Represents: LOCAL 1913 INTERNATIONAL LONGSHOREMEN'S UNION

PARTY OF RECORD
SCOTT A RONEY
ARCHER DANIELS MIDLAND COMPANY
P O BOX 1470
4666 FARIES PARKWAY
DECATUR IL 62525 US

Represents: ARCHER DANIELS MIDLAND COMPANY

PARTY OF RECORD
JOHN JAY ROSACKER
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317 SE 4TH ST 2ND FLOOR
TOPEKA KS 66603 US

Represents: KANSAS DEPARTMENT OF TRANSPORTATION

NON-PARTY
CHARLES M. ROSENBERGER

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CSX TRANSPORTATION
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Represents: STATE OF ILLINOIS

MEMBER OF CONGRESS

HON WILLIAM V. ROTH JR
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Represents:

NON-PARTY

WILLIMA V. ROTH, JR.
UNITED STATES SENATE
104 HART SENATE OFFICE BUILDING
WASHINGTON DC 20510 US

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HONORABLE BOBBY L. RUSH
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WASHINGTON DC 20515-9997 US

Represents:

PARTY OF RECORD

THOMAS R RYDMAN, PRESIDENT
INDIAN CREEK RAILROAD COMPANY
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ANDERSON IN 46011 US

Represents: INDIAN CREEK RAILROAD COMPANY

MEMBER OF CONGRESS

RICH SANTORUM
UNITED STATES SENATE
WASHINGTON DC 20510-3814 US

Represents:

PARTY OF RECORD

R K SARGENT

STB

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ID-185236

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□ GENERAL CHAIRPERSON UTU
1319 CHESTNUT STREET
KENOVA WV 25530 US

Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT
CSXT -C&O NORTH

NON-PARTY

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KILPATRICK STOCKTON LLP
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PARTY OF RECORD
ALICE C. SAYLOR
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Represents: AMERICAN SHORT LINE RAILROAD ASSOCIATION

PARTY OF RECORD
SCOTT M SAYLOR
NORTH CAROLINA RAILROAD COMPANY
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Represents:

PARTY OF RECORD
C CRAIG SCHELTER
PHILADELPHIA INDUSTRIAL DEVELOPMENT CORPORATION
1600 MARKET STREET
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Represents: PHILADELPHIA INDUSTRIAL DEVELOPMENT CORPORATION

PARTY OF RECORD
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PARTY OF RECORD

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Page 38

☐ FREDERICK H SCHRANCK
PO BOX 778
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Represents: DELAWARE DEPARTMENT OF TRANSPORTATION

PARTY OF RECORD

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MCMALE COOK & WELCH PC
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PARTY OF RECORD

DIANE SEITE
CENTRAL HUDSON GAS & ELECTRIC CORP
284 SOUTH AVENUE
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Represents: CENTRAL HUDSON GAS & ELECTRIC CORPORATION

NON-PARTY

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NON-PARTY

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R.J. CORMAN

NON-PARTY

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CENTRAL RAILROAD COMPANY OF INDIANA

PARTY OF RECORD
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UNION CAMP CORPORATION
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PARTY OF RECORD
KENNETH E. SIEGEL
AMERICAN TRUCKING ASSOC.
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ALEXANDRIA VA 22314-4677 US

Represents: AMERICAN TRUCKING ASSOCIATIONS INC

PARTY OF RECORD

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Represents: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NON-PARTY

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Represents:

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PARTY OF RECORD

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STATE OF NEW YORK OFFICE OF THE ATTORNEY GENERAL

NON-PARTY

CARL W SMITH
AMVEST CORPORATION
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CHARLOTTESVILLE VA 22915 US

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PARTY OF RECORD

GARRET G SMITH
MOBIL OIL CORPORATION
3225 GALLOWAY RD RM 8A113
FAIRFAX VA 22037-0001 US

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U S DEPARTMENT OF TRASPORTATION

NON-PARTY
JOHN W. SNOW
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RICHMOND VA 23219-4031 US

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Represents:

PARTY OF RECORD
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FINA OIL & CHEMICAL CO.
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Represents: FINA OIL AND CHEMICAL COMPANY

MEMBER OF CONGRESS
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UNITED STATES SENATE
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Represents: COMODOTER RAIL DIV OF THE REGIONAL TRANSPT AUTHORITY

AND THE
METRA

NORTHEAST ILLINOIS REGIONAL COMMUTER RR CORP D/B/A
FLORIDA POWER & LIGHT COMPANY
NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION
PHILADELPHIA BELT LINE RAILROAD COMPANY

NON-PARTY

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SCOTT N. STONE

10/08/1997

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PARTY OF RECORD

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ADJUSTMENT
GO-687

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V. NESS FELDMAN
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WASHINGTON DC 20007 US

Represents: CONSUMERS UNITED FOR RAIL EQUITY

PARTY OF RECORD
J E THOMAS
HERCULES INCORPORATED
1313 NORTH MARKET STREET
WILMINGTON DE 19894 US

Represents:

PARTY OF RECORD

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K. N. THOMPSON
UTU, GENERAL CHAIRPERSON
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ADJUSTMENT

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Represents: CITY OF PHILADELPHIA PA

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HUTCHESON & GRUNDY
1200 SMITH STREET #3300
HOUSTON TX 77002 US

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MEMBER OF CONGRESS
HON ROBERT G TORRICELLI
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

MEMBER OF CONGRESS
HONORABLE ROBERT G. TORRICELLI
U. S. HOUSE OF REPRESENTATIVES
1 RIVER FRONT PLAZA, 3RD FLOOR
NEWARK NJ 07102 US

Represents:

MEMBER OF CONGRESS
HON JAMES TRAFICANT JR
U. S. HOUSE OF REPRESENTATIVES
WASH DC 20515 US

Represents:

MEMBER OF CONGRESS
JAMES A. TRAFICANT
CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

10/08/1997

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2 SERVICE LIST FOR STE NO 33399

Records: 301

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

PARTY OF RECORD

MERRILL L. TRAVIS
ILLINOIS DEPT. OF TRANSP.
2300 SOUTH DIRKSEN PARKWAY ROOM 302
SPRINGFIELD IL 62703-4555 US

Represents: ILLINOIS DEPARTMENT OF TRANSPORTATION

PARTY OF RECORD

MAYOR VINCENT M URBIN
150 AVON BELDEN RD
AVON LAKE OH 44012 US

Represents: CITY OF AVON LAKE OHIO

PARTY OF RECORD

STEPHEN M UTHOFF
CONIGLIO & UTHOFF
110 WEST OCEAN BOULEVARD SUITE C
LONG BEACH CA 90800 US

Represents: RAIL-BRIDGE CORP.
THE RAIL BRIDGE TERMINALS NEW JERSEY CORPORATION
THE RAIL-BRIDGE TERMINALS CORPORATION
THE RAIL-BRIDGE TERMINALS CORPORATION NEW JERSEY

PARTY OF RECORD

J WILLIAM VAN DYKE
NJ TRANSPORTATION PLANNING AUTHORITY
ONE NEWARK CENTER 17TH FLOOR
NEWARK NJ 07102 US

Represents: NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY INC

PARTY OF RECORD

WILLIAM C VAN SLYKE
152 WASHINGTON AVENUE
ALBANY NY 12210 US

Represents: THE BUSINESS COUNCIL OF NEW YORK STATE INC

MEMBER OF CONGRESS

HONORABLE PETER J. VISCOLOSKY
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

SOUTHERN CORPORATION AND NORFOLK SOUTHERN RAILWAY
COMPANY--CONTROL AND OPERATING
LEASES/AGREEMENTS--CONRAIL INC. AND CONSOLIDATED RAIL
CORPORATION

PARTY OF RECORD

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ILLINOIS DEPT. OF TRANSP.
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Represents: ILLINOIS DEPARTMENT OF TRANSPORTATION

PARTY OF RECORD

MAYOR VINCENT M URBIN
150 AVON BELDEN RD
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Represents: CITY OF AVON LAKE OHIO

PARTY OF RECORD

STEPHEN M UTHOFF
CONIGLIO & UTHOFF
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Represents: RAIL-BRIDGE CORP.
THE RAIL BRIDGE TERMINALS NEW JERSEY CORPORATION
THE RAIL-BRIDGE TERMINALS CORPORATION
THE RAIL-BRIDGE TERMINALS CORPORATION NEW JERSEY

PARTY OF RECORD

J WILLIAM VAN DYKE
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NEWARK NJ 07102 US

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NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY INC

PARTY OF RECORD

WILLIAM C VAN SLYKE
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ALBANY NY 12210 US

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MEMBER OF CONGRESS

HONORABLE PETER J. VISCOLOSKY
U S HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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□

Represents:

PARTY OF RECORD

ROBERT P. VOM EIGEN
HOPKINS AND SUTTER
888 16TH STREET N W STE 700
WASHINGTON DC 20006 US

Represents: CITY OF CLEVELAND OHIO

PARTY OF RECORD

JOHN A. VUONO
VUONO & GRAY
2310 GRANT BUILDING
PITTSBURGH PA 15219 US

Represents: NATIONAL STEEL CORPORATION

PARTY OF RECORD

F RONALDS WALKER
CITIZENS GAS & COKE UTILITY
2020 N MERIDIAN STREET
INDIANAPOLIS IN 46202 US

Represents: CITIZENS GAS & COKE UTILITY

PARTY OF RECORD

JACK A WALTER
WCI STEEL INC
1040 PINE AVENUE S E
WARREN OH 44483 US

Represents: WCI STEEL INC

MEMBER OF CONGRESS

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WASHINGTON DC 20510-0001 US

Represents:

MEMBER OF CONGRESS

HONORABLE JOHN WARNER
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235 FEDERAL BUILDING
ABINGDON VA 24210-0887 US

Represents:

PARTY OF RECORD

LEO J WASESCHA TRANSPORTATION MANAGER
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NUMBER ONE GENERAL MILLS BLVD
MINNEAPOLIS MN 55426 US

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□

Represents: GENERAL MILLS INC
GENERAL MILLS OPERATIONS INC

PARTY OF RECORD

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WEINER BRODSKY SIDMAN & KIDER
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NON-PARTY

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Represents:

NON-PARTY

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U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

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HONORABLE BOB WEYGAND
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

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CHARLES H. WHITE, JR.
GALLAND, KHARASCH & GARFINKLE, P. C.
1054 THIRTY-FIRST STREET NW
WASHINGTON DC 20007-4492 US

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□

Represents: STARK DEVELOPMENT BOARD INC
WHEELING & LAKE ERIE RAILWAY COMPANY

PARTY OF RECORD
WILLIAM W WHITEHURST JR.
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U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515 US

Represents:

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GALLAND, KHARASCH & GARFINKLE, P. C.
1054 THIRTY-FIRST STREET NW
WASHINGTON DC 20007-4492 US

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Represents: STARK DEVELOPMENT BOARD INC
WHEELING & LAKE ERIE RAILWAY COMPANY

PARTY OF RECORD

WILLIAM W WHITEHURST JR.
W. W. WHITEHURST & ASSOCIATES, INC.
12421 HAPPY HOLLOW ROAD
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PARTY OF RECORD

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DURHAM TRANSPORT INC
JUNIATA VALLEY RAILROAD COMPANY
LYCOMING VALLEY RAILROAD COMPANY
NITTANY & BALD EAGLE RAILROAD COMPANY
NORTH SHORE RAILROAD COMPANY

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NORTHWEST PENNSYLVANIA RAIL AUTHORITY
OHI RAIL CORPORATION
RICHARD D ROBEY
SHAMOKIN VALLEY RAILROAD COMPANY
SOUTHWESTERN PENNSYLVANIA REGIONAL PLANNING COMMISSION
STURBRIDGE RAILROAD COMPANY
TRANSPORTATION COMMITTEE PENNSYLVANIA HOUSE OF
REPRESENTATIVES
WELLESBORO & CORNING RAILROAD COMPANY

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EASTERN SHORE RAILROAD INC

PARTY OF RECORD

C D WINEBRENNER
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27801 EUCLID AV RM 201
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Represents: UNITED TRANSPORTATION UNION GENERAL COMMITTEE OF
ADJUSTMENT
GO-681

PARTY OF RECORD

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WYANDOT DOLOMITE, INC
P O BOX 99 1794 DO RD #99
CAREY OH 43316 US

10/08/1997

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Represents: WYANDOT DOLOMITE INC

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THE NATIONAL INDUSTRIAL TRANSPORTATION LEAGUE

PARTY OF RECORD
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PARTY OF RECORD

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PARTY OF RECORD

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NON-PARTY

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Page 50

Represents: METRO-NORTH COMMUTER RAILROAD COMPANY
METRO-NORTH RAILROAD

EXHIBIT A

INTERSTATE COMMERCE COMMISSION

JAN 31 1984

DECISION

Finance Docket No. 30357

INTER-RAIL EXPRESS, CORP. - SECURITIES EXEMPTION

No. 39621

INTER-RAIL EXPRESS, CORP., PETITION FOR DECLARATORY ORDER

Decided: January 25, 1984.

In Finance Docket No. 30357, Inter-Rail Express, Corp. (Inter-Rail or petitioner) seeks an exemption under 49 U.S.C. 10505 from the provisions of 49 U.S.C. 11301 to raise \$4.05 million through an initial public offering of securities. In No. 39621, Inter-Rail requests that the Commission issue a declaratory order affirming that Inter-Rail is a rail carrier subject to the jurisdiction of the Commission, that it need not file for a Certificate of Public Convenience and Necessity, and that its forthcoming intermodal operations involving the use of RoadRailer equipment will be exempt.

BACKGROUND

The Proposed Operation. Inter-Rail was organized in July of 1982 to provide intermodal freight service between Florida and the New York, NY, metropolitan area. Temperature controlled 45-foot semi-trailers (Roadrailer units) designed for use both on highways and rail lines will be used in unit-train movements

between petitioner's Ft. Pierce, FL, rail terminal serving the south-central Florida produce area and its Hunt's Point terminal in New York.

Line-haul transportation is expected to be performed pursuant to contracts presently being negotiated with Florida East Coast Railway Company; Norfolk Southern Corporation; Richmond, Fredericksburg and Potomac Railroad Company; Consolidated Rail Corporation, and National Railroad Passenger Corporation (Amtrak).

The light weight, low clearance, and special suspension systems of Roadrailer equipment will permit Inter-Rail to use Amtrak's high-speed Northeast Corridor to and from New York, including tunnels under the Hudson and East Rivers. Thus, petitioner anticipates that door-to-door service can be provided 12 hours faster than competing highway service and 24 hours faster than all-rail service. Thus, New York produce merchants will be able to offer fresh fruits and vegetables to consumers 1 or 2 days faster than at present. Shippers will also reap the benefits of single carrier responsibility. While petitioner will initially provide once-a-week, round-trip service, it expects to increase the frequency and service area of its operations as they prove successful.

Securities Offering. To inform the Commission more fully of the details of its proposed securities offering, petitioner submitted a copy of its registration statement filed December 15,

Finance Docket No. 30357, et al.

1983, with the Securities and Exchange Commission. It proposes to offer 4.5 million shares of common stock at a price per share of \$1.00, including an underwriting discount of \$450,000, which would yield net proceeds to the company of \$4.05 million. The proceeds of the offering will be used to lease Roadrailer equipment, lease and maintain terminal facilities in Florida and New York, and otherwise conduct its intermodal operations.

DISCUSSION AND CONCLUSIONS

In Finance Docket No. 29898, Road-Rail Transportation Company, Inc.-Petition for Exemption (not printed), served August 27, 1982 (Road-Rail), the Commission determined that a person providing rail-oriented intermodal transportation involving the use of Roadrailer equipment is a rail carrier as defined under 49 U.S.C. 10102(18) and, therefore, is subject to the Commission's jurisdiction. The Commission found, however, that the exemption of railroad operations involving trailer-on-flatcar (TOFC) and container-on-flatcar (COFC) service in Ex Parte No. 230 (Sub-No. 5), Improvement of TOFC/COFC Regulation, 364 I.C.C. 731 (1981), aff'd sub nom. American Trucking Associations v. ICC 656 F. 2d 1115 (5th Cir. 1981), extends to intermodal operations using Roadrailer equipment. Because the intermodal service in Road-Rail was to be provided by a rail carrier, we found that it was covered by the exemption previously granted in Ex Parte No. 230 (Sub-No. 5).

A similar finding is warranted here. Petitioner's proposed operation is virtually identical to that involved in Road-Rail. Both include door-to-door operations featuring consolidation, pick-up, and delivery service between customers' facilities and rail terminals at origin and destination. Bimodal Roadrailer trailers will be employed in unit-train movements. Line-haul transportation will be provided by existing railroads.

With the exception of loss and damage liability and labor protection obligations, petitioner's entire enterprise is exempt from the provisions of Subtitle IV of Title 49 (49 U.S.C. 10101 et seq.).^{1/} Since this exemption also covers our approval process for the issuance of securities, Inter-Rail need not file with this Commission an application under 49 U.S.C. 11301.^{2/} Accordingly, its petition for exemption in Finance Docket No. 30357 will be dismissed.^{3/}

Moreover, petitioner will not have to acquire a certificate of public convenience and necessity or file otherwise applicable

^{1/} We have no authority to exempt carriers from applicable loss and damage regulations or labor protection rules. See 49 U.S.C. 10505(e) and (g).

^{2/} Section 11301 requires a rail carrier subject to the Commission's jurisdiction to seek approval from the Commission before it may issue securities. As we have found previously, an operation such as Inter-Rail's is rail carriage, but is exempt except as indicated above.

^{3/} Pursuant to section 308 of the Railroad Revitalization and Regulatory Reform Act of 1976, petitioner's offering is subject to review by the Securities and Exchange Commission. An appropriate disclosure filing has been made with that agency.

tariffs for any motor freight forwarder or motor carrier service because all of the proposed intermodal operations are exempt under Ex Parte No. 230 (Sub-No. 5), See 49 C.F.R. 1039.13. In addition, as we found in Road-Rail, persons such as petitioner are exempted from our accounting and reporting requirements, because the requirements are not necessary to carry out the transportation policy of 49 U.S.C. 10101a,^{4/} and because the exemption will not lead to an abuse of market power.^{5/} The same result is warranted under the facts presented here.

This action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. The petition for declaratory order is granted, and the petition for exemption from the provisions of 49 U.S.C. 11301 is dismissed.

2. Petitioner is exempt from our accounting and reporting requirements.

^{4/}In Ex Parte No. 230 (Sub-No. 5), we did not exempt existing rail carriers from our reporting and accounting requirements because we needed data of this kind to make informed decisions regarding such matters as revenue need and general increases. Since the Commission would not be regulating the new entrant's rates or monitoring its revenue adequacy in Road-Rail, we found no need to continue the reporting and accounting requirements there.

^{5/} Shippers have abundant transportation alternatives for motor carrier and rail service.

3. Petitioner's securities issuance and proposed operations, with the exception of any applicable loss and damage or labor protection obligations, are already exempt from Commission regulation pursuant to Ex Parte No. 230 (Sub-No. 5) and 49 C.F.R. 1039.13.

4. This decision is effective on its date of service.

By the Commission, Chairman Taylor, Vice Chairman Andre, Commissioners Sterrett and Gradison.

(SEAL)

James H. Bayne
Acting Secretary

EXHIBIT B

News



A RoadRailer test train enters Penn Station after a successful trial run of the vehicles through the Hudson River Tunnel.

Osborn Sherman

RoadRailer comes to the Big Apple

RoadRailer trains will soon be coming through passenger tunnels to bring fresh Florida produce to New York City a day earlier.

The RoadRailer passed another milestone Aug. 3, when, with the help of Amtrak, Inter-Rail Express Corp. (IREX) successfully ran a test train through the Hudson River Tunnel into Penn Station. The tunnel had previously been restricted to passenger trains due to clearance restrictions. Now, with the blessing of New York Mayor Edward Koch, IREX plans to begin regular RoadRailer service carrying produce from Florida to New York City through that tunnel, saving, it is claimed, a day in transit time. The new service is scheduled to begin in March 1983. It will be New York City's first direct rail freight connection with railroad lines on the New Jersey side of the Hudson River.

"RoadRailer, welcome to New York City," said Mayor Koch at a press conference on the steps of City Hall. A RoadRailer was on display nearby.

"In the past," said Koch, "rail freight bound for New York City has been loaded onto barges and floated across the harbor, transferred to trucks, or routed by way of upstate New York. With the closing of the Poughkeepsie Rail Bridge several years ago, rail freight for New York City has had to go almost to Albany to cross the Hudson."

Because the RoadRailer is smaller than conventional railcars and intermodal equipment, it can run through the Hudson River passenger tunnel with no clearance problems. IREX, a newly-formed transportation com-

pany based in New York, plans to carry fresh Florida produce in RoadRailer trains over the Seaboard Coast Line to Richmond, over the Richmond, Fredericksburg & Potomac to Washington, and over Amtrak lines to New York. The RoadRailer trains will enter Manhattan through the Hudson River Tunnel to Penn Station, continue underground through the East River Tunnel to Queens, and stop in the Bronx Railway, where the vehicles will lower their highway wheels for the trip to the Hunts Point Produce Market. The entire trip is expected to take 30 hours, with estimated cost savings over conventional piggyback of 15-25% and time savings of one day.

William B. Galligan, president of IREX, estimates that the service will initially move 10% of all Florida produce coming into New York, increasing to 30% by the end of the first year. IREX has 100 refrigerated, insulated RoadRailer trailers on order from the Bi-Modal Corp. During the first year, says Galligan, each train will consist of 30 trailers, and during the second year, IREX plans to run trains of 60 trailers each. They will backhaul merchandise freight.

"We are part of a new wave," said Galligan. "The changes in the regulatory environment allow a company like this to be created. Deregulation has given railroads the freedom to work directly with retailers."

John F. McHugh, chairman of IREX, noted that in addition to benefiting the pro-

duce merchants of New York City, the service will also make the manufacturers, importers, retailers, and wholesalers of the region more competitive in the Southern market. "Manufacturers located near Inter-Rail's terminal in the South Bronx will find themselves in a more favorable position to sell in the metropolitan areas of South Florida in terms of transit time and transportation costs than their competitors located as far south as North Carolina," said McHugh.

McHugh said that when he first heard of the RoadRailer a few years ago, he called Bi-Modal's president Robert Reebie and told him that when there was a refrigerated RoadRailer, he wanted to hear about it. A year ago Reebie called McHugh, and by January 1983, the final tests on the refrigerated trailers should be completed and the vehicles will be delivered to IREX.

Meanwhile, an operating subsidiary of Bi-Modal, the Road-Rail Transportation Company, this fall plans to begin a new overnight service connecting New York City and Buffalo, using RoadRailer vehicles exclusively. Trains will be operated by Conrail, using the old New York Central terminal at Highbridge in the Bronx.

"History tells us that economic activity develops rapidly where low-cost transportation is available," said Reebie. "I believe that the areas east of the Hudson suffer economic disadvantages because of inadequate rail access. One good way to regenerate economic activity and productive jobs is to create a large, efficient intermodal terminal in an area like the Bronx."

EXHIBIT C



**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Roanoke, Virginia 24042
703 981-4412

William F. Zackmann
Manager
Intermodal Pricing

December 5, 1983

R-3 - X-3166

Mr. William B. Galligan
President
Inter-Rail Corporation
Suite 1420
19 Rector Street
New York, NY 10006

Dear Bill:

The purpose of this letter is to confirm information recently given to you by Jim Chandler as to NS charges for handling Road Railers between Jacksonville, FL and Alexandria, VA

We are willing to handle a train consisting of up to thirty (30) trailers either loaded or empty one way, for \$19,413.00. This one-way charge is applicable only on a round-trip basis and must be prepaid on both the northbound and southbound movements. On each trailer exceeding thirty (30) trailers up to sixty (60) trailers, there will be an additional charge of \$180.00 per trailer each way either loaded or empty.

The above thirty (30) trailer charge on a round-trip basis equates to \$38,826.00 and while this is somewhat higher than what we had previously quoted, our operating people have advised that two (2) locomotives will be required rather than one (1) locomotive. On the other hand, our round-trip charge of \$360.00 per trailer on any units over thirty (30) trailers up to sixty (60) trailers does provide an incentive when additional volume can be secured. At this time we are not quoting a per trailer charge above sixty (60) trailers, however, should you be able to attain this volume, we will be glad to consider offering such a charge.

We are also agreeable to protecting the above charges thru March 31, 1984 and are willing to negotiate a one (1) year contract with you to provide this service. You had indicated at our meeting in Roanoke a desire for a five (5) year contract, however, we are not in a position at this time to make such a commitment but will be glad to reevaluate our position at a later date.

Mr. W. B. Galligan

- 2 -

December 5, 1983
R-3 - X-3166

There are still many details that need to be finalized including the terms and provisions of the contract, however, it is hoped that these prices will enable you to proceed with your plans and if you need to discuss this matter, please feel free to give me a call at (703) 985-6088.

Best regards,

Bill Eckman

31-740-2

EXHIBIT D

CONRAIL

February 14, 1985

Mr. William B. Galligan
Inter-Rail Express Corp.
Suite 1420
19 Rector St.
New York, NY 10006

Dear Bill:

I have attached for your review a copy of the proposed transportation agreement covering the movement of Inter-Rail RoadRailer equipment between Potomac Yard and Hunts Point. I would appreciate hearing your early reaction to this proposal.

Thanks for your patience.

Very truly yours,

Mae

Malcolm S. Sanders
Assistant Vice President
Boxcar and Intermodal Business Group

Room 432

Enclosure

EXHIBIT E

#4

Amtrak



February 2, 1982

RJR
File:
Amtrak

Mr. Robert S. Reebe
President
Bi Modal Corporation
200 Railroad Avenue
P.O. Box 767
Greenwich, CT 06830

Dear Mr. ~~Reebee~~: *Reebee*

On behalf of Amtrak I want to thank you for briefing Messrs. Mickey and Larson on the current status of Road Railer operations within the industry.

Assuming there are no technical impediments to the operation of Road Railer in the Northeast Corridor, Amtrak concurs with the concept of making its trackages available for fast, light weight freight service such as the dedicated Road Railer trains. Obviously, such service would have to be coordinated with intercity and commuter operations.

I understand Messrs. Mickey and Larson explained that Conrail has a permanent easement over our lines for freight service. This easement gives Conrail the right to operate all freight service in the Corridor, although in certain instances Conrail has been agreeable to permitting other freight carriers to negotiate for freight trackage rights over specific segments of the Corridor.

Assuming no major technical or other institutional problems intervene, Amtrak will fully cooperate with your corporation, Conrail and/or other Shipper Operators in negotiating operating and financial terms for Road Railer operations. Amtrak's Chief Operating Officer, Mr. T. P. Hackney, Jr., has the authority and responsibility for such negotiations as well as technical considerations.

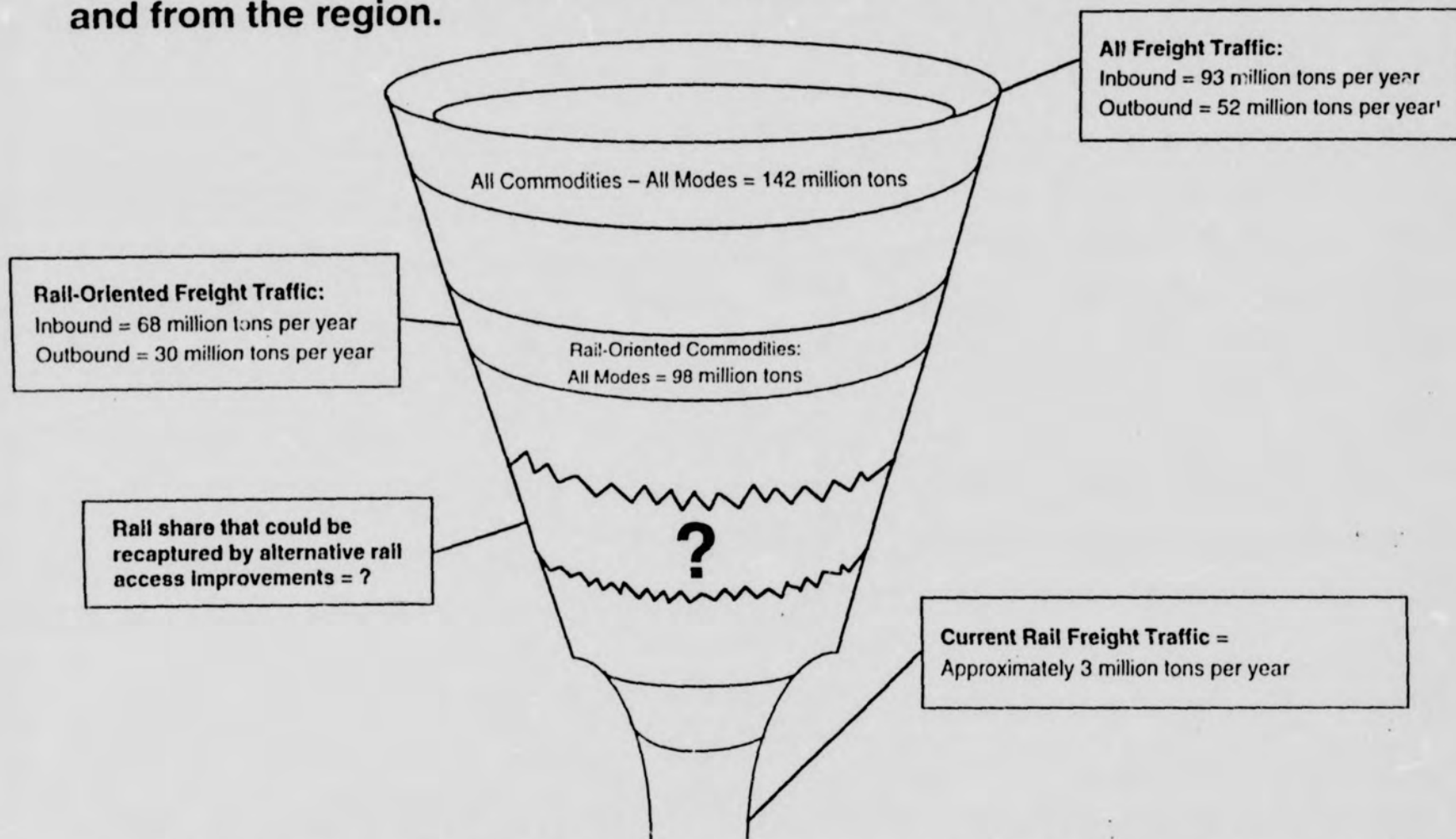
Sincerely,

Alan S. Boyd
Alan S. Boyd
President and Chairman

FEB 5 1982

EXHIBIT F

Rail-oriented commodities (i.e., commodities that commonly move on the nation's rail network) constitute a large fraction of the total freight traffic to and from the region.



- The balance of this project (Tasks 2 through 5) focuses on evaluating rail infrastructure investments designed to improve the proportion of total freight that flows by rail.

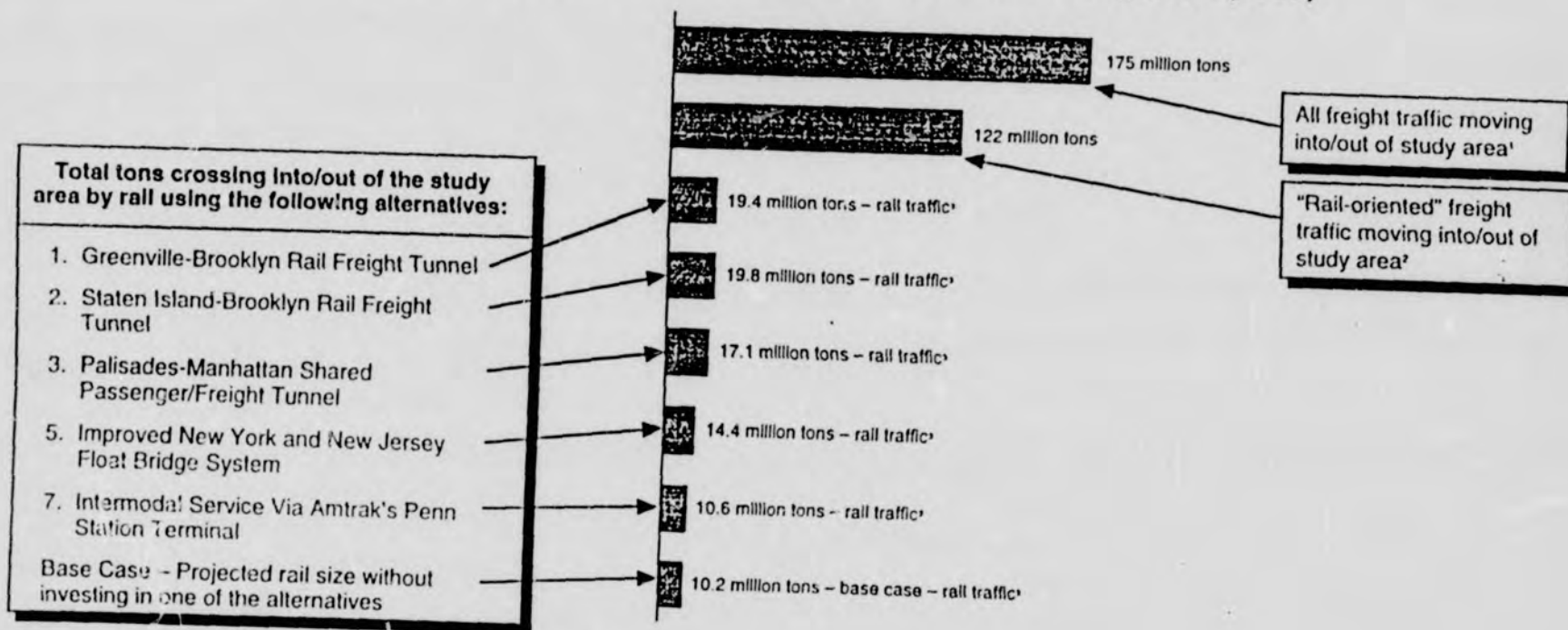
*Approximate freight totals by DRI/McGraw Hill based on New Jersey DOT Intermodal Management System Database.

EXHIBIT G

The Task 3 diversion analysis evaluated the potential shift in freight traffic mode share and rail traffic totals that would result from five alternative rail crossing investment strategies.

- In the 2020 base case, approximately 10.2 million tons of the forecast 175 million annual tons of goods produced, processed, or consumed in the region would move by rail.
- With cross-harbor rail access improvements, the maximum rail traffic could increase to more than 20 million tons.

Exhibit IV-3
Total Traffic Market Size Moving Into/Out of the Study Area (2020)



* Approximate 2020 freight totals based on Increasing DRI/McGraw Hill's New Jersey DOT Internal Management System traffic flow data by DRI's Traffic Growth Rate, 0.8402%, from 1995-2020.
 * See Intermodal Freight Study - Task 1 report for detailed description of rail-oriented freight commodities, Chapter III, page 2. Includes all products that commonly move by rail.
 * Rail traffic includes all commodities moving into/out of the study area via rail including direct rail, R/T Inside, and TOFC Inside.

EXHIBIT II

AS 2/68
Howard S. Palmer, James Lee Loomis, Henry B. Sawyer, *Trustees*

The New York, New Haven and Hartford Railroad Co.

TIME TABLE NO. 159

Superseding Time Table No. 158 of June 17, 1945

FOR EMPLOYEES ONLY

Effective 2.00 A. M.

Sunday, April 28, 1946

Eastern Standard Time

R. L. PEARSON
Vice President.

S. F. MACKAY
Manager of Transportation.

J. F. DOOLAN
Operating Assistant.

W. A. HURLEY
Assistant General Superintendent.

P. R. GOULETT
Superintendent
New Haven Division
New York Connecting R. R.

W. H. BROOKS
Superintendent
Hartford Division.

B. F. BARDO
Superintendent
Providence Division.

W. E. MULLINS
Superintendent
Boston Division.

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV. 1
AND N. Y. CONN. R. R.

WESTWARD

| Distance from S. S. 81 | STATIONS. | Distance between Stations | 101 | 199 | 99 | 181 | 173 | | 187 | 259 | 161 | 63 | 163 | 3 |
|---------------------------|-------------------|---------------------------------|------------------|--------------------|------------------|---------------------|--------------|------|--------------|-------|--------------------|----------------------|--------------------|--------------|
| | | | Mon. only | Daily | Ex. Mon | Ex. Mon. | Daily | | Daily | Daily | Ex. Mon. | Ex. Sun. and Mon. | Ex. Mon. | Ex. Sun. |
| | | | Spring- field | Advance Federal | Spring- field | Mail and Express | Federal | | Quaker | | Railway Express | Railway Express | Railway Express | Owl |
| 0.00 | S. S. 81 | N | 0.00 | 1.03 | | 1.43 | 2.03 | | 2.28 | | | | 2.48 | 3.03 |
| 0.76 | S. S. 80 | N | 12.33 | | 1.00 | | | | | | | 2.40 | | |
| 2.96 | New Haven | N | 12.33 12.50 | 1.10 1.15 | 1.10 1.35 | 1.50 2.10 | 2.10 2.20 | | 2.35 2.60 | | 2.55 | 2.45 3.15 | 2.55 3.25 | 3.10 3.20 |
| 5.01 | West Haven | | 2.05 | | | | | | | | | | | |
| 8.92 | Woodmont | N | 3.01 | 1.23 | 1.43 | 2.19 | 2.28 | | 2.58 | | 3.03 | 3.26 | 3.35 | 3.31 |
| 11.93 | Milford | | 3.01 | | | | | | | | | | | |
| 14.53 | Devon | N | 2.60 | 1.02 | 1.49 | 2.24 | 2.33 | | 3.04 | | 3.09 | 3.33 | 3.41 | 3.38 |
| 16.19 | Stratford | | 1.66 | | | | | | | | | | | |
| 19.60 | Bridgeport | N | 3.41 | 1.10 1.20 | 1.34 | 1.65 1.13 | 2.30 2.45 | 2.39 | 3.12 | | 3.16 3.34 | 3.40 | 3.47 4.07 | 3.45 |
| 24.68 | Fairfield | | 5.08 | | | | | | | | | | | |
| 26.32 | Southport | | 1.64 | | | | | | | | | | | |
| 28.07 | Green's Farms | N | 1.7 | 1.31 | 1.43 | 2.23 | 2.57 | 2.47 | 3.23 | | 3.45 | 3.52 | 4.17 | 3.57 |
| 31.05 | Westport | | 2.98 | | | | | | | | | | | |
| 33.11 | East Norwalk | | 2.06 | | | | | | | | | | | |
| 33.91 | S. S. 44 | N | 0.80 | 1.50 | | | 2.54 | | 3.33 | | | 4.01 | | 4.06 |
| 34.21 | South Norwalk | D | 0.30 | 1.42 | 1.31 1.44 | x | | | | | 3.65 4.07 | | 4.25 4.35 | |
| 36.06 | Rowayton | | 1.85 | | | | | | | | | | | |
| 37.50 | Darlen | | 1.44 | 1.54 | | | | | | | | 4.07 | | |
| 38.74 | Noroton Heights | | 1.24 | | | | | | | | | | | |
| 40.08 | Glenbrook | | 1.34 | | | | | | | | | | | |
| 42.19 | Stamford | N | 2.11 | 1.62 1.04 | 1.59 | 2.64 3.04 | 3.20 | 3.03 | 3.45 | 4.05 | 4.15 4.30 | 4.12 | 4.48 | 4.17 |
| 43.90 | Old Greenwich | | 1.71 | | | | | | | | 4.08 | | | |
| 44.94 | Riverside | | 1.04 | | | | | | | | 4.11 | | | |
| 45.61 | Cos Cob | | 0.67 | 2.04 | | | | | | | 4.13 | | | |
| 47.11 | Greenwich | | 1.50 | | | | | | | | 4.18 | | | |
| 49.59 | Port Chester | N | 2.48 | 2.15 | 2.08 | 3.19 | 3.32 | 3.13 | 3.56 | 4.23 | 4.40 | 4.23 | 4.58 | 4.28 |
| 51.16 | Rye | N | 1.57 | | | | | | | 4.26 | | | | |
| 53.07 | Harrison | | 1.91 | | | | | | | 4.29 | | | | |
| 54.77 | Mamaroneck | | 1.70 | | | | | | | 4.33 | | | | |
| 56.57 | Larchmont | | 1.80 | | | | | | | 4.37 | | | | |
| 58.66 | New Rochelle | N | 2.09 | | | | | | | 4.42 | | | | |
| 58.99 | New Rochelle Jct. | N | 0.33 | 2.25 | 2.18 | 3.30 | 3.44 | 3.23 | 4.07 | | 4.50 | 4.35 | 5.08 | 4.40 |
| 59.41 | Woodside | | 0.42 | | | | | | | | | | | |
| 62.47 | S. S. 14 | N | 3.06 | 2.24 | | 3.50 | 3.28 | | 4.13 | | 4.55 | 4.43 | 5.14 | |
| 67.90 | S. S. 4 | N | 5.43 | 2.30 | | 3.56 | 3.35 | | 4.20 | | 5.02 | 4.55 | 5.21 | |
| 68.68 | S. S. 3 | N | 0.78 | | | | | | | | | 4.59 | | |
| 70.21 | Harlem River | | 1.53 | | | | | | | | | 5.05 | | |
| 74.23 | Harold | N | 6.33 | 2.41 | | 4.08 | 3.46 | | 4.32 | | 5.13 | | 5.33 | |
| 78.13 | Penn. Station | N | 3.90 | 2.48 | | 4.15 | 3.53 | | 4.40 | | 5.20 | | 5.40 | |
| 60.09 | Pelham | | 1.10 | | | | | | | 4.45 | | | | |
| 60.74 | Columbus Avenue | | 0.65 | | | | | | | 4.47 | | | | |
| 61.49 | Mount Vernon | | 0.75 | | | | | | | 4.50 | | | | |
| 62.45 | S. S. 20 | N | 0.96 | 2.30 | | 3.35 | | | | | | | | 4.45 |
| 63.48 | Woodlawn | N | 1.03 | 2.32 | | 3.37 | | | | 4.53 | | | | 4.47 |
| 75.24 | Grand Cen. Ter. | D | 11.75 | 2.55 | | 4.00 | | | | 5.15 | | | | 5.10 |
| | | | | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| | | | | by | b | by | bx | | | y | b | b | | b |

* Mileage from New Rochelle Jct.

⊕ Mileage from S. S. 4

x Train 181 must not exceed 35 miles per hour at South Norwalk to throw off U. S. Mail.

WESTWARD

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

STATIONS

| | 207 | 351 | 209 | 271 | 223 | 273 | 285 | 353 | 225 | 439 | 169 | 369 | 275 | 401 |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus |
| Danbury | | | | | | | | | | | | | | |
| S. S. 81 | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| N. S. 80 | | | | | | | | | | | | | | |
| New Haven | | | | | | | | | | | | | | |
| West Haven | | | | | | | | | | | | | | |
| Woodmont | | | | | | | | | | | | | | |
| Millford | | | | | | | | | | | | | | |
| Devon | | | | | | | | | | | | | | |
| Stratford | | | | | | | | | | | | | | |
| Bridgeport | | | | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | | | |
| Westport | | | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | | | |
| S. S. 41 | | | | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | | | |
| Darlen | | | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | | | |
| Stamford | | | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | | | |
| Riverside | | | | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | | | | |
| Greenwich | | | | | | | | | | | | | | |
| Port Chester | | | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | | | |
| Harrison | | | | | | | | | | | | | | |
| Mamaroneck | | | | | | | | | | | | | | |
| Larchmont | | | | | | | | | | | | | | |
| New Rochelle | | | | | | | | | | | | | | |
| New Rochelle Jct. | | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | | |
| S. S. 11 | | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | | |
| Elham | | | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | | | |
| St. Vernon | | | | | | | | | | | | | | |
| S. S. 20 | | | | | | | | | | | | | | |
| Woodlawn | | | | | | | | | | | | | | |
| Grand Cen. Ter. | | | | | | | | | | | | | | |

1. Train 227 will not handle coach passengers from Stamford, Greenwich and Port Chester.

2. Train 273 will run No. 1 track New Rochelle Jct. to S. S. 20 Sat. days.

(S) 4-25-46

WESTWARD

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV. 5
AND N. Y. CONN. R. R.

STATIONS

| | 67 | 375 | 227 | 371 | 153 | 373 | 379 | 151 | 403 | 69 | 65 | 381 | 229 |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus |
| S. S. 81 | | | | | | | | | | | | | |
| N. S. 80 | | | | | | | | | | | | | |
| New Haven | | | | | | | | | | | | | |
| West Haven | | | | | | | | | | | | | |
| Woodmont | | | | | | | | | | | | | |
| Millford | | | | | | | | | | | | | |
| Devon | | | | | | | | | | | | | |
| Stratford | | | | | | | | | | | | | |
| Bridgeport | | | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | | |
| Westport | | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | | |
| S. S. 41 | | | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | | |
| Darlen | | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | | |
| Stamford | | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | | |
| Riverside | | | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | | | |
| Greenwich | | | | | | | | | | | | | |
| Port Chester | | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | | |
| Harrison | | | | | | | | | | | | | |
| Mamaroneck | | | | | | | | | | | | | |
| Larchmont | | | | | | | | | | | | | |
| New Rochelle | | | | | | | | | | | | | |
| New Rochelle Jct. | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | |
| S. S. 11 | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | |
| Elham | | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | | |
| St. Vernon | | | | | | | | | | | | | |
| S. S. 20 | | | | | | | | | | | | | |
| Woodlawn | | | | | | | | | | | | | |
| Grand Cen. Ter. | | | | | | | | | | | | | |

1. Train 373 on "x" holidays only stops at Millford, Fairfield, Darlen and Stamford and will run No. 3 track from S. S. 44.

2. Train 67 on "x" holidays will stop at Bridgeport.

(S) 4-25-46

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

WESTWARD

| STATIONS. | 139 | 301 | 141 | 441 | 71 | 405 | 7 | 91 | 283 | 303 | 231 | 73 | 287 |
|-------------------|-----------|-------|-----------|-----------|-----------|-----------|-------|-----------|-----------|-----------|-----------|-------|-----------|
| | Sea. only | Daily | Sea. only | Sea. only | Sea. only | Sea. only | Daily | Sea. only | Sea. only | Sea. only | Sea. only | Daily | Sea. only |
| | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| N. S. 81 | | | | | | | 8.55 | | | | | | |
| N. S. 80 | | | | | 8.50 | 8.55 | | 9.01 | | | | 9.57 | |
| New Haven | | | | | 8.45 | 8.50 | 8.55 | 9.01 | 9.06 | 9.11 | | 9.57 | 9.57 |
| West Haven | | | | | 8.15 | 8.20 | 8.25 | 8.31 | 8.36 | 8.41 | | 9.57 | 9.57 |
| Woodmont | | | | | | | | | | | | 10.08 | |
| Millford | | | | | 9.21 | 9.26 | 9.31 | 9.36 | 9.41 | 9.46 | | 10.08 | |
| Devon | | | | | 9.23 | 9.28 | 9.33 | 9.38 | 9.43 | 9.48 | | 10.14 | |
| Stratford | | | | | | | | | | | | | |
| Bridgeport | | | | | 9.45 | 9.50 | 9.55 | 10.00 | 10.05 | 10.10 | | 10.21 | |
| Fairfield | | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | 10.30 | |
| Green's Farms | | | | | 9.43 | 9.48 | 9.53 | 9.58 | 10.03 | 10.08 | | 10.36 | |
| Westport | | | | | 9.44 | 9.49 | 9.54 | 9.59 | 10.04 | 10.09 | | 10.36 | |
| East Norwalk | | | | | | | | | | | | | |
| N. S. 44 | 9.01 | | 9.32 | | | 9.40 | | | | | | | |
| South Norwalk | 9.06 | | 9.35 | | 9.55 | 9.56 | | | | | | 10.42 | |
| Rowayton | | | | | | | | | | | | | |
| Darien | | | 9.40 | | | 9.44 | | | | | | 10.0 | |
| Noroton Heights | | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | | |
| Stamford | 9.17 | 9.30 | 9.43 | | 10.05 | 9.49 | 10.07 | 10.10 | 10.30 | | | 10.56 | 11.00 |
| Old Greenwich | 9.33 | | | | | | | 10.12 | 10.32 | | | 10.56 | 11.00 |
| Riverside | 9.36 | | | | | | | 10.15 | 10.35 | | | 10.56 | 11.00 |
| Cus Cob | 9.38 | | 9.56 | | 10.11 | | | 10.18 | 10.38 | | | 11.02 | 11.08 |
| Greenwich | 9.42 | | | | | | | 10.22 | 10.42 | | | 11.02 | 11.08 |
| Port Chester | 9.47 | 10.00 | | 10.15 | | 9.58 | 10.17 | 10.29 | 10.47 | 10.47 | 11.07 | 11.17 | |
| Rye | 9.50 | | | | | | | 10.32 | 10.50 | 10.50 | | 11.20 | |
| Harrison | 9.53 | | | | | | | 10.35 | 10.53 | 10.53 | | 11.23 | |
| Mamaroneck | 9.57 | 10.06 | | | | 10.04 | | 10.39 | 10.57 | 10.57 | | 11.27 | |
| Larchmont | 10.01 | | | | | | | 10.43 | 11.01 | 11.01 | | 11.31 | |
| New Rochelle | 10.05 | | | | | | | 10.48 | 11.05 | 11.05 | | 11.35 | |
| New Rochelle Jct. | 9.37 | 10.10 | | 10.25 | | 10.08 | 10.27 | | | | | 11.17 | |
| Woodside | | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | |
| Pelham | 10.08 | | | | | | | 10.51 | 11.08 | 11.08 | | 11.38 | |
| Columbus Avenue | 10.10 | | | | | | | 10.52 | 11.10 | 11.10 | | 11.40 | |
| Mt. Vernon | 10.14 | | | | | | | 10.55 | 11.13 | 11.13 | | 11.44 | |
| S. S. 20 | 9.41 | 10.14 | | 10.29 | | 10.12 | 10.31 | | | | | 11.21 | |
| Woodlawn | 9.43 | 10.20 | 10.16 | 10.31 | | 10.14 | 10.32 | 11.02 | 11.18 | 11.18 | 11.23 | 11.48 | |
| Grand Cen. Ter. | 10.05 | 10.42 | 10.38 | 10.53 | | 10.35 | 10.55 | 11.25 | 11.40 | 11.40 | 11.45 | 12.10 | |
| | AM | AM | AM | AM | | PM | PM | PM | PM | PM | PM | PM | |
| | by | by | y | y | | b | y | y | yz | y | byz | y | byz |

(S) 4-28-46

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV. 7
AND N. Y. CONN. R. R.

WESTWARD

| STATIONS. | 413 | 9 | 305 | 235 | 447 | 75 | 175 | 289 | 461 | 14 | 237 | 77 | 445 | 291 |
|-------------------|-----------|-------|-------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Sea. only | Daily | Daily | Sea. only | Sea. only | Sea. only | Sea. only | Sea. only | Sea. only | Sea. only | Sea. only | Sea. only | Sea. only | Sea. only |
| | AM | AM | AM | PM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM |
| N. S. 81 | | 10.13 | | | | | | | | | | | | |
| N. S. 80 | | | | | | 11.00 | | | | | | | | |
| New Haven | | 10.24 | | | | 11.08 | 11.10 | | | 12.03 | | | | |
| West Haven | | | | | | 11.24 | | | | 12.22 | | | | |
| Woodmont | | 10.30 | | | | 11.34 | | | | 12.28 | | | | |
| Millford | | | | | | 11.35 | 11.36 | | | 12.27 | | | 12.28 | |
| Devon | 10.26 | 10.28 | | | 11.37 | 11.38 | 11.39 | | | 12.29 | | | 12.30 | |
| Stratford | | | | | | | | | | | | | | |
| Bridgeport | 10.33 | 10.36 | | | 11.39 | 11.40 | 11.41 | | | 12.30 | | | 12.31 | |
| Fairfield | | | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | | | |
| Green's Farms | | 10.55 | | | | 11.51 | | | | 12.50 | | | 12.51 | |
| Westport | | | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | | | |
| N. S. 44 | | 11.07 | | | | | 12.11 | | | 12.50 | | | 12.51 | |
| South Norwalk | | | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | | | |
| Darien | | 11.06 | | | | 12.03 | | | | 12.54 | | | 12.55 | |
| Noroton Heights | | | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | | | |
| Stamford | | 11.12 | 11.30 | | | 12.11 | 12.12 | 12.13 | | 12.59 | | | 12.60 | 1.30 |
| Old Greenwich | | | 11.33 | | | | | 12.14 | | | | | 12.61 | 1.31 |
| Riverside | | | 11.36 | | | | | 12.17 | | | | | 12.62 | 1.32 |
| Cus Cob | | 11.19 | 11.38 | | | 12.17 | 12.18 | 12.19 | | 1.25 | | | 1.26 | 1.42 |
| Greenwich | | | 11.42 | | | | | 12.21 | | | | | 1.27 | 1.43 |
| Port Chester | | 11.23 | 11.47 | 12.17 | | 12.22 | 12.23 | 12.24 | | 1.08 | 1.17 | 1.29 | 1.30 | 1.47 |
| Rye | | | 11.50 | 12.20 | | | | 12.27 | | 1.20 | 1.29 | 1.41 | 1.42 | 1.50 |
| Harrison | | | 11.53 | 12.23 | | | | 12.30 | | 1.23 | 1.32 | 1.44 | 1.45 | 1.53 |
| Mamaroneck | | | 11.57 | 12.27 | | | | 12.33 | | 1.26 | 1.35 | 1.47 | 1.48 | 1.57 |
| Larchmont | | | 12.01 | 12.31 | | | | 12.36 | | 1.29 | 1.38 | 1.50 | 1.51 | 2.01 |
| New Rochelle | | | 12.05 | 12.35 | | | | 12.40 | | 1.32 | 1.41 | 1.53 | 1.54 | 2.05 |
| New Rochelle Jct. | | 11.33 | | | | 12.32 | 12.33 | 12.34 | | 1.18 | 1.27 | 1.39 | 1.40 | 2.06 |
| Woodside | | | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | | |
| Pelham | | | 12.08 | 12.38 | | | | 12.41 | | 1.21 | 1.30 | 1.42 | 1.43 | 2.08 |
| Columbus Avenue | | | 12.10 | 12.40 | | | | 12.43 | | 1.23 | 1.32 | 1.44 | 1.45 | 2.10 |
| Mt. Vernon | | | 12.14 | 12.44 | | | | 12.47 | | 1.27 | 1.36 | 1.48 | 1.49 | 2.14 |
| S. S. 20 | | 11.37 | | | | 12.36 | | | | 1.22 | 1.31 | 1.43 | 1.44 | 2.18 |
| Woodlawn | | 11.39 | 12.18 | 12.48 | | 12.38 | | 1.26 | | 1.24 | 1.48 | 1.49 | 1.50 | 2.18 |
| Grand Cen. Ter. | | 12.00 | 12.40 | 1.10 | | 1.00 | | 1.48 | | 1.45 | 2.10 | 2.07 | 2.08 | 2.40 |
| | AM | NOON | PM | PM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| | | y | by | byz | y | y | y | y | y | y | hyz | by | by | hy |

(S) 4-28-46

WESTWARD

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

| STATIONS | 293 | | 13 | | 51 | | 293 | | 377 | | 87 | | 177 | | 295 | | 23 | | 277 | | 53 | | 143 | | 297 | | | |
|-------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | St. Sea | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| N. S. 81 | | 1.13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. S. 80 | | | 1.20 | | | | | | | 2.10 | | | | | | | | | | | | | | | | | | |
| New Haven | | 1.25 | 1.30 | | | | | | 2.00 | 2.15 | | | 2.25 | | | | | 2.55 | | | | | | | | | | |
| West Haven | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Woodmont | | 1.32 | 1.38 | | | | | | | 2.17 | | | 2.27 | | 2.36 | | | 3.14 | | | | | | | | | | |
| Milford | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deron | | 1.37 | 1.43 | | | | | | | 2.16 | | | 2.32 | | 2.42 | | | 3.19 | | | | | | | | | | |
| Stratford | | | | | | | | | | 2.19 | | | | | | | | | | | | | | | | | | |
| Bridgeport | | 1.42 | 1.50 | | | | | | | 2.26 | | | 2.40 | | 2.50 | | | 3.24 | | | | | | | | | | |
| Fairfield | | | 1.58 | | | | | | | 2.31 | | | | | | | | | | | | | | | | | | |
| Southport | | | | | | | | | | 2.37 | | | | | | | | | | | | | | | | | | |
| Green's Farms | | 1.50 | 2.00 | | | | | | | 2.40 | | | 2.42 | | 3.00 | | | 3.32 | | | | | | | | | | |
| Westport | | | | | | | | | | 2.45 | | | | | | | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. S. 44 | | 1.56 | | | | | | | | | | | | | 3.09 | | | 3.38 | | | | | | | | | | |
| South Norwalk | | | 2.12 | | | | | | | 2.50 | | | 2.57 | | | | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Darien | | 2.00 | | | | | | | | 2.55 | | | | | | | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stamford | | 2.04 | 2.22 | | | | | | | 2.30 | | | 3.07 | | 3.20 | | | 3.68 | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | 2.33 | | | | | 3.32 | | | | | | | | | | | | | |
| Riverside | | | | | | | | | | 2.36 | | | | | 3.36 | | | | | | | | | | | | | |
| Cos Cob | | 2.09 | 2.28 | | | | | | | 2.38 | | | 3.13 | | | | | | | | | | | | | | | |
| Greenwich | | | | | | | | | | 2.42 | | | 3.10 | | | | | | | | | | | | | | | |
| Port Chester | | 2.17 | 2.13 | 2.33 | | | | | | 2.47 | | | 3.17 | | 3.31 | | | 3.58 | | | | | | | | | | |
| Rye | | 2.20 | | | | | | | | 2.50 | | | 3.20 | | | | | 3.50 | | | | | | | | | | |
| Harrison | | 2.23 | | | | | | | | 2.53 | | | 3.23 | | | | | 3.53 | | | | | | | | | | |
| Mamaroneck | | 2.27 | | | | | | | | 2.57 | | | 3.27 | | | | | 3.57 | | | | | | | | | | |
| Larchmont | | 2.31 | | | | | | | | 3.01 | | | 3.31 | | | | | 3.61 | | | | | | | | | | |
| New Rochelle | | 2.35 | | | | | | | | 3.05 | | | 3.35 | | | | | 3.65 | | | | | | | | | | |
| New Rochelle Jct. | | 2.23 | 2.43 | | | | | | | 3.07 | | | 3.27 | | 3.41 | | | 3.68 | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. S. 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. S. 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. S. 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pelham | | 2.38 | | | | | | | | 2.08 | | | 3.38 | | | | | 4.08 | | | | | | | | | | |
| Columbus Avenue | | 2.40 | | | | | | | | 2.10 | | | 3.40 | | | | | 4.10 | | | | | | | | | | |
| Mt. Vernon | | 2.44 | | | | | | | | 2.14 | | | 3.44 | | | | | 4.14 | | | | | | | | | | |
| N. S. 20 | | 2.27 | 2.47 | | | | | | | | | | | 31 | | | | 4.12 | | | | | | | | | | |
| Woodlawn | | 2.51 | 2.29 | 2.49 | | | | | | 3.18 | | | 3.33 | | | | | 4.19 | | | | | | | | | | |
| Grand Cen. Ter. | | 3.12 | 2.20 | 3.10 | | | | | | 3.40 | | | 4.10 | | | | | 4.42 | | | | | | | | | | |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by | by |

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

| STATIONS. | 159 | 357 | 93 | 247 | 383 | 469 | 81 | 195 | 183 | 359 | 27 | 57 | 147 |
|-------------------|----------|-------|------------------|----------|----------|----------------|----------|------------------|-----------------|-----------------|------------------|------------------|-----------------|
| | See only | Daily | See only | See only | See only | See only | See only | See only | See only | Daily | See only | See only | See only |
| | Winsted | | Spring- field | | | Water- bury | | Spring- field | Pitts- burgh | Pitts- burgh | Spring- field | Spring- field | Pitts- burgh |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| S. S. 81 | | | | | | | | | | | | | |
| S. S. 80 | | | | | | | | | | | | | |
| New Haven | | | | | | | | | | | | | |
| West Haven | | | | | | | | | | | | | |
| Woodmont | | | | | | | | | | | | | |
| Milford | | | | | | | | | | | | | |
| Duron | | | | | | | | | | | | | |
| Stratford | | | | | | | | | | | | | |
| Bridgeport | | | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | | |
| Westport | | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | | |
| S. S. 41 | | | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | | |
| Darien | | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | | |
| Stamford | | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | | |
| Riverside | | | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | | | |
| Greenwich | | | | | | | | | | | | | |
| Port Chester | | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | | |
| Harrison | | | | | | | | | | | | | |
| Manhasset Neck | | | | | | | | | | | | | |
| Larchmont | | | | | | | | | | | | | |
| New Rochelle | | | | | | | | | | | | | |
| New Rochelle Jct. | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | |
| Pelham | | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | | |
| Mount Vernon | | | | | | | | | | | | | |
| S. S. 70 | | | | | | | | | | | | | |
| Woodlawn | | | | | | | | | | | | | |
| Grand Cen. Ter. | | | | | | | | | | | | | |

u. Trains 357 and 359 will not run between South Norwalk and Stamford Saturdays, Sundays and "H" Holidays.

(S) 4-28-46

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

WESTWARD

| STATIONS. | 29 | 249 | 59 | 385 | 299 | 307 | 31 | 251 | 89 | 189 | 165 | 313 |
|-------------------|---------------|----------|------------------|----------|----------|----------|----------|----------|------------------|-------------|-------------|-------|
| | Daily | See only | Daily | See only | See only | See only | See only | See only | Daily | See only | See only | Daily |
| | Guil- ford | | Spring- field | | | | | | Spring- field | Wm. Fenn | Wm. Fenn | |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| S. S. 81 | | | | | | | | | | | | |
| S. S. 80 | | | | | | | | | | | | |
| New Haven | | | | | | | | | | | | |
| West Haven | | | | | | | | | | | | |
| Woodmont | | | | | | | | | | | | |
| Milford | | | | | | | | | | | | |
| Duron | | | | | | | | | | | | |
| Stratford | | | | | | | | | | | | |
| Bridgeport | | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | |
| Westport | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | |
| S. S. 41 | | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | |
| Darien | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | |
| Stamford | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | |
| Riverside | | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | | |
| Greenwich | | | | | | | | | | | | |
| Port Chester | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | |
| Harrison | | | | | | | | | | | | |
| Manhasset Neck | | | | | | | | | | | | |
| Larchmont | | | | | | | | | | | | |
| New Rochelle | | | | | | | | | | | | |
| New Rochelle Jct. | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | |
| Pelham | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | |
| Mount Vernon | | | | | | | | | | | | |
| S. S. 70 | | | | | | | | | | | | |
| Woodlawn | | | | | | | | | | | | |
| Grand Cen. Ter. | | | | | | | | | | | | |

t. Train 313 will not carry baggage Sundays.

(S) 4-28-46

WESTWARD

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

| STATIONS. | 155 | 467 | 191 | 119 | 389 | 387 | 33 | 319 | 43 | 95 | 465 | 45 |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only | Ex. only |
| Harford | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| West Haven | | | | | | | | | | | | |
| Woodmont | | | | | | | | | | | | |
| Millford | | | | | | | | | | | | |
| Deron | | | | | | | | | | | | |
| Stratford | | | | | | | | | | | | |
| Bridgeport | | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | |
| Westport | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | |
| S. S. 44 | | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | |
| Darlen | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | |
| Stamford | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | |
| Riverside | | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | | |
| Greenwich | | | | | | | | | | | | |
| Port Chester | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | |
| Harrison | | | | | | | | | | | | |
| Mamaroneck | | | | | | | | | | | | |
| Larchmont | | | | | | | | | | | | |
| New Roch. Jct. | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | |
| Peikham | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | |
| Mount Vernon | | | | | | | | | | | | |
| S. S. 20 | | | | | | | | | | | | |
| Woodlawn | | | | | | | | | | | | |
| Grand Cen. Ter. | | | | | | | | | | | | |

r. Train 119 commences running May 5. Will not run September 1.

t. Train 191 will run Saturdays between S.S. 81 and New Haven; will not carry passengers between New Haven and Penn. Station.

S. S. 81 TO HAROLD AND WOODLAWN

NEW HAVEN DIV. 13
AND N. Y. CONN. R. R.

WESTWARD

| STATIONS. | 317 | 97 | 197 | 179 |
|-------------------|----------|----------|----------|----------|
| | Ex. only | Ex. only | Ex. only | Ex. only |
| S. S. 81 | | | | |
| S. S. 80 | | | | |
| New Haven | | | | |
| West Haven | | | | |
| Woodmont | | | | |
| Millford | | | | |
| Deron | | | | |
| Stratford | | | | |
| Bridgeport | | | | |
| Fairfield | | | | |
| Southport | | | | |
| Green's Farms | | | | |
| Westport | | | | |
| East Norwalk | | | | |
| S. S. 44 | | | | |
| South Norwalk | | | | |
| Rowayton | | | | |
| Darlen | | | | |
| Noroton Heights | | | | |
| Glenbrook | | | | |
| Stamford | | | | |
| Old Greenwich | | | | |
| Riverside | | | | |
| Cos Cob | | | | |
| Greenwich | | | | |
| Port Chester | | | | |
| Rye | | | | |
| Harrison | | | | |
| Mamaroneck | | | | |
| Larchmont | | | | |
| New Rochelle | | | | |
| New Rochelle Jct. | | | | |
| Woodside | | | | |
| S. S. 14 | | | | |
| S. S. 4 | | | | |
| S. S. 3 | | | | |
| Harlem River | | | | |
| Harold | | | | |
| Penn. Station | | | | |
| Peikham | | | | |
| Columbus Ave. | | | | |
| Mount Vernon | | | | |
| S. S. 20 | | | | |
| Woodlawn | | | | |
| Grand Cen. Ter. | | | | |

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

| Stations | 198 | 32 | 440 | 320 | 408 | 178 | 410 | 186 | 442 | 172 | 324 |
|-------------------|---------|-----------|-----------|-------|---------|-------|---------|-------|---------|-------|---------|
| Stations | Ex. Bus | Bus. only | Bus. only | Daily | Ex. Bus | Daily | Ex. Bus | Daily | Ex. Bus | Daily | Ex. Bus |
| Grand Cen. Ter. | 0.00 | 12.10 | 12.26 | 12.30 | 12.37 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Woodlawn | 11.76 | 12.32 | 12.47 | 12.51 | 12.56 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| S. S. 80 | 1.03 | 12.35 | 12.50 | 12.54 | 12.59 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Mount Vernon | 0.96 | 12.36 | 12.51 | 12.55 | 12.60 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Columbus Ave. | 0.75 | 12.37 | 12.52 | 12.56 | 12.61 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Felham | 0.65 | 12.38 | 12.53 | 12.57 | 12.62 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Penn. Station | 0.00 | 12.39 | 12.54 | 12.58 | 12.63 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Harold | 3.90 | 12.40 | 12.55 | 12.59 | 12.64 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Harlem River | 7.03 | 12.41 | 12.56 | 12.60 | 12.65 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| S. S. 3 | 1.53 | 12.42 | 12.57 | 12.61 | 12.66 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| S. S. 4 | 0.78 | 12.43 | 12.58 | 12.62 | 12.67 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| S. S. 14 | 5.43 | 12.44 | 12.59 | 12.63 | 12.68 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Woodside | 3.06 | 12.45 | 12.60 | 12.64 | 12.69 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| New Rochelle Jct. | 1.10 | 12.46 | 12.61 | 12.65 | 12.70 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| New Rochelle | 0.33 | 12.47 | 12.62 | 12.66 | 12.71 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Larchmont | 2.09 | 12.48 | 12.63 | 12.67 | 12.72 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Mamaroneck | 1.80 | 12.49 | 12.64 | 12.68 | 12.73 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Harrison | 1.70 | 12.50 | 12.65 | 12.69 | 12.74 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Rye | 1.61 | 12.51 | 12.66 | 12.70 | 12.75 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Port Chester | 1.52 | 12.52 | 12.67 | 12.71 | 12.76 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Greenwich | 2.40 | 12.53 | 12.68 | 12.72 | 12.77 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Cos Cob | 1.50 | 12.54 | 12.69 | 12.73 | 12.78 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Riverside | 0.67 | 12.55 | 12.70 | 12.74 | 12.79 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Old Greenwich | 1.04 | 12.56 | 12.71 | 12.75 | 12.80 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Stamford | 1.71 | 12.57 | 12.72 | 12.76 | 12.81 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Glenbrook | 2.11 | 12.58 | 12.73 | 12.77 | 12.82 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Noroton Heights | 1.34 | 12.59 | 12.74 | 12.78 | 12.83 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Darien | 1.24 | 12.60 | 12.75 | 12.79 | 12.84 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Rowayton | 1.44 | 12.61 | 12.76 | 12.80 | 12.85 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| South Norwalk | 1.83 | 12.62 | 12.77 | 12.81 | 12.86 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| S. S. 44 | 0.30 | 12.63 | 12.78 | 12.82 | 12.87 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| East Norwalk | 0.92 | 12.64 | 12.79 | 12.83 | 12.88 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Westport | 2.06 | 12.65 | 12.80 | 12.84 | 12.89 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Green's Farms | 2.98 | 12.66 | 12.81 | 12.85 | 12.90 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Southport | 1.75 | 12.67 | 12.82 | 12.86 | 12.91 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Fairfield | 1.64 | 12.68 | 12.83 | 12.87 | 12.92 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Bridgeport | 5.01 | 12.69 | 12.84 | 12.88 | 12.93 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Stratford | 3.41 | 12.70 | 12.85 | 12.89 | 12.94 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Deron | 1.66 | 12.71 | 12.86 | 12.90 | 12.95 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Millford | 2.60 | 12.72 | 12.87 | 12.91 | 12.96 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| Woodmont | 3.01 | 12.73 | 12.88 | 12.92 | 12.97 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| West Haven | 3.91 | 12.74 | 12.89 | 12.93 | 12.98 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| New Haven | 2.05 | 12.75 | 12.90 | 12.94 | 12.99 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| S. S. 80 | 2.20 | 12.76 | 12.91 | 12.95 | 13.00 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |
| S. S. 81 | 0.76 | 12.77 | 12.92 | 12.96 | 13.01 | 1.30 | 2.10 | 2.26 | 2.30 | 2.37 | 2.40 |

* Mileage between Felham and New Rochelle Jct. 1.10.

* Mileage between Woodside and New Rochelle Jct. 0.42.

(S) 4-28-46

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

| STATIONS. | 362 | 380 | 412 | 190 | 364 | 62 | 262 | 366 | 3 | 328 | 61 | 264 | 212 | 8 |
|-------------------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|
| | Ex. Bus | Daily | Ex. Bus | Daily | Ex. Bus | Daily | Ex. Bus | Daily | Ex. Bus | Daily | Ex. Bus | Daily | Ex. Bus | Daily |
| Grand Cen. Ter. | 2.36 | 3.46 | 4.07 | 4.46 | 5.26 | 5.31 | 5.56 | 6.01 | 6.03 | 6.29 | 6.36 | 6.51 | 7.01 | 7.01 |
| Woodlawn | 2.56 | 4.07 | 4.68 | 5.07 | 5.47 | 5.52 | 6.17 | 6.22 | 6.24 | 6.50 | 6.57 | 7.12 | 7.22 | 7.24 |
| N. 70 | 2.59 | 4.10 | 4.71 | 5.10 | 5.50 | 5.55 | 6.20 | 6.25 | 6.27 | 6.53 | 6.60 | 7.15 | 7.25 | 7.27 |
| Mount Vernon | 2.62 | 4.13 | 4.74 | 5.13 | 5.53 | 5.58 | 6.23 | 6.28 | 6.30 | 6.56 | 6.63 | 7.18 | 7.28 | 7.30 |
| Columbus Avenue | 2.65 | 4.16 | 4.77 | 5.16 | 5.56 | 5.61 | 6.26 | 6.31 | 6.33 | 6.59 | 6.66 | 7.21 | 7.31 | 7.33 |
| Felham | 2.68 | 4.19 | 4.80 | 5.19 | 5.59 | 5.64 | 6.29 | 6.34 | 6.36 | 6.62 | 6.69 | 7.24 | 7.34 | 7.36 |
| Penn. Station | 2.71 | 4.22 | 4.83 | 5.22 | 5.62 | 5.67 | 6.32 | 6.37 | 6.39 | 6.65 | 6.72 | 7.27 | 7.37 | 7.39 |
| Harold | 2.74 | 4.25 | 4.86 | 5.25 | 5.65 | 5.70 | 6.35 | 6.40 | 6.42 | 6.68 | 6.75 | 7.30 | 7.40 | 7.42 |
| Harlem River | 2.77 | 4.28 | 4.89 | 5.28 | 5.68 | 5.73 | 6.38 | 6.43 | 6.45 | 6.71 | 6.78 | 7.33 | 7.43 | 7.45 |
| S. S. 3 | 2.80 | 4.31 | 4.92 | 5.31 | 5.71 | 5.76 | 6.41 | 6.46 | 6.48 | 6.74 | 6.81 | 7.36 | 7.46 | 7.48 |
| S. S. 4 | 2.83 | 4.34 | 4.95 | 5.34 | 5.74 | 5.79 | 6.44 | 6.49 | 6.51 | 6.76 | 6.83 | 7.39 | 7.49 | 7.51 |
| S. S. 14 | 2.86 | 4.37 | 4.98 | 5.37 | 5.77 | 5.82 | 6.47 | 6.52 | 6.54 | 6.78 | 6.85 | 7.42 | 7.52 | 7.54 |
| Woodside | 2.89 | 4.40 | 5.01 | 5.40 | 5.80 | 5.85 | 6.50 | 6.55 | 6.57 | 6.81 | 6.88 | 7.45 | 7.55 | 7.57 |
| New Rochelle Jct. | 2.92 | 4.43 | 5.04 | 5.43 | 5.83 | 5.88 | 6.53 | 6.58 | 6.60 | 6.84 | 6.91 | 7.48 | 7.58 | 7.60 |
| New Rochelle | 2.95 | 4.46 | 5.07 | 5.46 | 5.86 | 5.91 | 6.56 | 6.61 | 6.63 | 6.87 | 6.94 | 7.51 | 7.61 | 7.63 |
| Larchmont | 2.98 | 4.49 | 5.10 | 5.49 | 5.89 | 5.94 | 6.59 | 6.64 | 6.66 | 6.89 | 6.96 | 7.54 | 7.64 | 7.66 |
| Mamaroneck | 3.01 | 4.52 | 5.13 | 5.52 | 5.92 | 5.97 | 6.62 | 6.67 | 6.69 | 6.91 | 6.98 | 7.57 | 7.67 | 7.69 |
| Harrison | 3.04 | 4.55 | 5.16 | 5.55 | 5.95 | 6.00 | 6.65 | 6.70 | 6.72 | 6.94 | 7.01 | 7.59 | 7.69 | 7.71 |
| Rye | 3.07 | 4.58 | 5.19 | 5.58 | 5.98 | 6.03 | 6.68 | 6.73 | 6.75 | 6.96 | 7.03 | 7.62 | 7.72 | 7.74 |
| Port Chester | 3.10 | 4.61 | 5.22 | 5.61 | 6.01 | 6.06 | 6.71 | 6.76 | 6.78 | 6.99 | 7.06 | 7.65 | 7.75 | 7.77 |
| Greenwich | 3.13 | 4.64 | 5.25 | 5.64 | 6.04 | 6.09 | 6.74 | 6.79 | 6.81 | 7.01 | 7.08 | 7.68 | 7.78 | 7.80 |
| Cos Cob | 3.16 | 4.67 | 5.28 | 5.67 | 6.07 | 6.12 | 6.77 | 6.82 | 6.84 | 7.03 | 7.10 | 7.69 | 7.79 | 7.81 |
| Riverside | 3.19 | 4.70 | 5.31 | 5.70 | 6.10 | 6.15 | 6.80 | 6.85 | 6.87 | 7.05 | 7.12 | 7.72 | 7.82 | 7.84 |
| Old Greenwich | 3.22 | 4.73 | 5.34 | 5.73 | 6.13 | 6.18 | 6.83 | 6.88 | 6.90 | 7.07 | 7.14 | 7.74 | 7.84 | 7.86 |
| Stamford | 3.25 | 4.76 | 5.37 | 5.76 | 6.16 | 6.21 | 6.86 | 6.91 | 6.93 | 7.11 | 7.18 | 7.78 | 7.88 | 7.90 |
| Glenbrook | 3.28 | 4.79 | 5.40 | 5.79 | 6.19 | 6.24 | 6.89 | 6.94 | 6.96 | 7.13 | 7.20 | 7.80 | 7.90 | 7.92 |
| Noroton Heights | 3.31 | 4.82 | 5.43 | 5.82 | 6.22 | 6.27 | 6.92 | 6.97 | 6.99 | 7.15 | 7.22 | 7.82 | 7.92 | 7.94 |
| Darien | 3.34 | 4.85 | 5.46 | 5.85 | 6.25 | 6.30 | 6.95 | 7.00 | 7.02 | 7.17 | 7.24 | 7.84 | 7.94 | 7.96 |
| Rowayton | 3.37 | 4.88 | 5.49 | 5.88 | 6.28 | 6.33 | 6.98 | 7.03 | 7.05 | 7.19 | 7.26 | 7.86 | 7.96 | 7.98 |
| South Norwalk | 3.40 | 4.91 | 5.52 | 5.91 | 6.31 | 6.36 | 7.01 | 7.06 | 7.08 | 7.21 | 7.28 | 7.88 | 7.98 | 8.00 |
| S. S. 44 | 3.43 | 4.94 | 5.55 | 5.94 | 6.34 | 6.39 | 7.04 | 7.09 | 7.11 | 7.23 | 7.30 | 7.89 | 7.99 | 8.01 |
| East Norwalk | 3.46 | 4.97 | 5.58 | 5.97 | 6.37 | 6.42 | 7.07 | 7.12 | 7.14 | 7.25 | 7.32 | 7.91 | 8.01 | 8.03 |
| Westport | 3.49 | 5.00 | 5.61 | 6.00 | 6.40 | 6.45 | 7.10 | 7.15 | 7.17 | 7.27 | 7.34 | 7.93 | 8.03 | 8.05 |
| Green's Farms | 3.52 | 5.03 | 5.64 | 6.03 | 6.43 | 6.48 | 7.13 | 7.18 | 7.20 | 7.29 | 7.36 | 7.95 | 8.05 | 8.07 |
| Southport | 3.55 | 5.06 | 5.67 | 6.06 | 6.46 | 6.51 | 7.16 | 7.21 | 7.23 | 7.31 | 7.38 | 7.97 | 8.07 | 8.09 |
| Fairfield | 3.58 | 5.09 | 5.70 | 6.09 | 6.49 | 6.54 | 7.19 | 7.24 | 7.26 | 7.33 | 7.40 | 7.99 | 8.09 | 8.11 |
| FairDel. | 3.61 | 5.12 | 5.73 | 6.12 | 6.52 | 6.57 | 7.22 | 7.27 | 7.29 | 7.35 | 7.42 | 8.01 | 8.11 | 8.13 |
| Bridgeport | 3.64 | 5.15 | 5.76 | 6.15 | 6.55 | 6.60 | 7.25 | 7.30 | 7.32 | 7.37 | 7.44 | 8.03 | 8.13 | 8.15 |
| Stratford | 3.67 | 5.18 | 5.79 | 6.18 | 6.58 | 6.63 | 7.28 | 7.33 | 7.35 | 7.41 | 7.48 | 8.05 | 8.15 | 8.17 |
| Deron | 3.70 | 5.21 | 5.82 | 6.21 | 6.61 | 6.66 | 7.31 | 7.36 | 7.38 | 7.43 | 7.50 | 8.07 | 8.17 | 8.19 |
| Millford | 3.73 | 5.24 | 5.85 | 6.24 | 6.64 | 6.69 | 7.34 | 7.39 | 7.41 | 7.45 | 7.52 | 8.09 | 8.19 | 8.21 |
| Woodmont | 3.76 | 5.27 | 5.88 | 6.27 | 6.67 | 6.72 | 7.37 | 7.42 | 7.44 | 7.49 | 7.56 | 8.11 | 8.21 | 8.23 |
| West Haven | 3.79 | 5.30 | 5.91 | 6.30 | 6.70 | 6.75 | 7.40 | 7.45 | 7.47 | 7.51 | 7.58 | 8.13 | 8.23 | 8.25 |
| New Haven | 3.82 | 5.33 | 5.94 | 6.33 | 6.73 | 6.78 | 7.43 | 7.48 | 7.50 | 7.53 | 7.60 | 8.15 | 8.25 | 8.27 |
| S. S. 80 | 3.85 | 5.36 | 5.97 | 6.36 | 6.76 | 6.81 | 7.46 | 7.51 | 7.53 | 7.57 | 7.64 | 8.19 | 8.29 | 8.31 |
| S. S. 81 | 3.88 | 5.39 | 6.00 | 6.39 | 6.79 | 6.84 | 7.49 | 7.54 | 7.56 | 7.59 | 7.66 | 8.21 | 8.31 | 8.33 |
| | q | h q | h q | h q | h q | h q | h q | h q | h q | h q | h q | h q | h q | h q |

EASTWARD

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

| STATIONS. | 110 | 450 | 152 | 138 | 50 | 214 | 206 | 10 | 216 | 66 | 280 | 150 |
|-------------------|----------|----------|-----------|-----------|-------|----------|-------|-------|----------|-------|-------|----------|
| | Ex. Bus. | Ex. Bus. | Bus. only | Bus. only | Daily | Ex. Bus. | Daily | Daily | Ex. Bus. | Daily | Daily | Ex. Bus. |
| Grand Cen. Ter. | 7:09 | 7:11 | 7:16 | 7:22 | 7:24 | 7:26 | 8:01 | 8:06 | 8:11 | 8:26 | 8:26 | 8:26 |
| Woodlawn | 7:31 | 7:33 | 7:39 | 7:41 | 7:46 | 7:48 | 8:24 | 8:27 | 8:32 | 8:47 | 8:51 | 8:51 |
| S. S. 20 | | | | | | | | | | | | |
| Mount Vernon | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | |
| Pelham | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | |
| New Rochelle Jet. | | | | | | | | | | | | |
| New Rochelle | 7:39 | | | | | | | | | | | |
| Larchmont | | | | | | | | | | | | |
| Mamaroneck | | | | | | | | | | | | |
| Harrison | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | |
| Port Chester | 7:50 | | | | | | | | | | | |
| Greenwich | | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | | |
| Riverside | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | |
| Stamford | 8:01 | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | |
| Darlen | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | | |
| S. S. 44 | 8:20 | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | |
| Westport | | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | |
| Fairfield | 8:30 | | | | | | | | | | | |
| Bridgeport | | | | | | | | | | | | |
| Stratford | | | | | | | | | | | | |
| Deron | | | | | | | | | | | | |
| Millford | | | | | | | | | | | | |
| Woodmont | | | | | | | | | | | | |
| West Haven | | | | | | | | | | | | |
| New Haven | | | | | | | | | | | | |
| S. S. 80 | | | | | | | | | | | | |
| S. S. 81 | | | | | | | | | | | | |
| | y | AM | by | y | y | a | y | by | y | by | y | AM |

(S) 4-28-46

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

| STATIONS. | 218 | 12 | 192 | 208 | 68 | 456 | 188 | 260 | 70 | 270 | 220 | 14 |
|-------------------|----------|-------|-------|-------|-------|----------|-------|----------|-------|-------|----------|-------|
| | Ex. Bus. | Daily | Daily | Daily | Daily | Ex. Bus. | Daily | Ex. Bus. | Daily | Daily | Ex. Bus. | Daily |
| Grand Cen. Ter. | 8:56 | 9:00 | 9:00 | 9:05 | 9:11 | 9:56 | 10:21 | 10:21 | 10:21 | 10:26 | 10:56 | 11:00 |
| Woodlawn | 9:18 | 9:21 | 9:23 | 9:27 | 9:52 | 10:21 | 10:42 | 10:42 | 10:42 | 10:47 | 11:17 | 11:21 |
| S. S. 20 | | | | | | | | | | | | |
| Mount Vernon | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | |
| Pelham | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | |
| New Rochelle Jet. | | | | | | | | | | | | |
| New Rochelle | 9:30 | 9:27 | 9:30 | 9:30 | 9:58 | 10:30 | 10:58 | 10:58 | 10:58 | 11:01 | 11:30 | 11:37 |
| Larchmont | 9:35 | | | | | | | | | | | |
| Mamaroneck | 9:39 | | | | | | | | | | | |
| Harrison | 9:42 | | | | | | | | | | | |
| Rye | 9:45 | | | | | | | | | | | |
| Port Chester | 9:48 | 9:37 | 9:40 | 10:19 | 10:00 | 10:40 | 10:58 | 10:58 | 10:58 | 11:21 | 11:48 | 11:57 |
| Greenwich | | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | | |
| Riverside | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | |
| Stamford | 9:46 | 9:51 | 10:35 | 10:18 | | 10:50 | 11:05 | 11:10 | 11:10 | 11:38 | | 11:46 |
| Glenbrook | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | |
| Darlen | 9:50 | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | | |
| S. S. 44 | 9:54 | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | |
| Westport | 10:01 | 10:08 | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | | |
| Bridgeport | 10:11 | 10:19 | | | | 11:02 | 11:15 | 11:15 | 11:15 | 11:50 | | 12:08 |
| Stratford | | | | | | | | | | | | |
| Deron | 10:16 | 10:25 | | | | 11:10 | 11:21 | 11:21 | 11:21 | 12:02 | | 12:19 |
| Millford | | | | | | | | | | | | |
| Woodmont | 10:22 | 10:32 | | | | 11:16 | 11:27 | 11:27 | 11:27 | | | 12:18 |
| West Haven | | | | | | | | | | | | |
| New Haven | | | | | | | | | | | | |
| S. S. 80 | 10:42 | 10:53 | | | | 11:26 | 11:47 | 11:47 | 11:47 | | | 12:37 |
| S. S. 81 | | | | | | | | | | | | |
| | by | y | by | y | y | AM | AM | AM | AM | y | hy | y |

(S) 4-28-46

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

| STATIONS. | 274 | 276 | 200 | 400 | 54 | 290 | 142 | 368 | 222 | 224 | 22 | 278 | 226 |
|-------------------|-----------|----------|-----------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-------|-----------|-----------|
| | Set. only | Ex. Set. | Set. only | Set. only | Set. only | Set. only | Set. only | Ex. Set. | Set. only | Set. only | Daily | Set. only | Set. only |
| Grand Cen. Ter. | 11.20 | 11.26 | 11.29 | | 11.30 | 11.41 | | 11.46 | 11.51 | 11.56 | 11.58 | 12.00 | 12.12 |
| Woodlawn | 11.44 | 11.47 | 11.49 | | 11.51 | 12.02 | | 12.08 | 12.13 | 12.17 | 12.18 | 12.20 | 12.26 |
| S. S. 20 | 11.43 | | | | 11.53 | 12.04 | | 12.10 | 12.15 | | | 12.22 | 12.28 |
| Mount Vernon | | 11.51 | 11.53 | | | | | 12.21 | 12.21 | | | | 12.33 |
| Columbus Avenue | | 11.53 | 11.55 | | | | | 12.23 | 12.23 | | | | 12.35 |
| Pelham | | 11.56 | 11.58 | | | | | 12.26 | 12.26 | | | | 12.38 |
| Jenn. Station | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | |
| New Rochelle Jct. | 11.47 | | | | 11.57 | | 12.14 | 12.19 | | | 12.26 | 12.32 | |
| New Rochelle | | 12.00 | 12.02 | | 12.10 | | | 12.30 | 12.30 | | | 12.41 | |
| Larchmont | 11.52 | 12.05 | | | 12.15 | | | 12.35 | 12.35 | | | 12.46 | |
| Mamaroneck | 11.56 | 12.09 | | | 12.19 | | | 12.39 | 12.39 | | | 12.50 | |
| Harrison | 12.00 | 12.12 | | | 12.22 | | | 12.42 | 12.42 | | | 12.54 | |
| Rye | 12.04 | 12.15 | | | 12.25 | | | 12.45 | 12.45 | | | 12.57 | |
| Port Chester | 12.08 | 12.19 | | | 12.29 | | 12.24 | 12.29 | 12.44 | 12.44 | 12.36 | 12.44 | 1.00 |
| Greenwich | 12.11 | 12.24 | | | 12.31 | | 12.28 | 12.31 | | | | 12.49 | |
| Cos Cob | 12.17 | 12.27 | | | 12.31 | | | 12.39 | | | | 12.51 | |
| Riverside | 12.19 | 12.29 | | | 12.33 | | | 12.42 | | | | 12.52 | |
| Old Greenwich | 12.21 | 12.32 | | | 12.35 | | 12.34 | 12.39 | | | 12.45 | 1.00 | |
| Stamford | 12.27 | 12.35 | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | | |
| Darien | | | | | | | | 12.55 | | | | | |
| Rowayton | | | | | | | | | | | | | |
| South Norwalk | | | | | | | 12.45 | 12.51 | | | | | |
| S. S. 44 | | | | | 12.54 | | 12.56 | | | | 12.53 | | |
| East Norwalk | | | | | | | | 12.56 | | | | | |
| Westport | | | | | 12.51 | | | 1.00 | | | 12.50 | | |
| Green's Farms | | | | | | | | 1.05 | | | | | |
| Southport | | | | | | | | 1.09 | | | | | |
| Fairfield | | | | | 12.41 | | | 1.18 | | | 1.07 | | |
| Bridgeport | | | | | | | | | | | | | |
| Stratford | | | | | 12.47 | | | 1.24 | | | 1.12 | | |
| Deer | | | | | | | | 1.28 | | | | | |
| Millford | | | | | 12.52 | | | | | | 1.17 | | |
| Woodmont | | | | | | | | | | | | | |
| West Haven | | | | | | | | | | | | | |
| New Haven | | | | | 12.45 | 1.00 | | 1.40 | | | 1.28 | | |
| S. S. 80 | | | | | | 1.11 | | | | | 1.37 | | |
| S. S. 81 | | | | | 12.52 | | | | | | | | |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| | by | y | by | y | by | y | by | by | by | y | by | y | by |

o Train 112 stops at Stamford and South Norwalk to take passengers only.

(S) 4-28-46

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

HAROLD AND WOODLAWN TO S. S. 81

EASTWARD

| STATIONS. | 202 | 346 | 370 | 228 | 282 | 72 | 230 | 284 | 232 | 286 | 458 | 174 | 360 |
|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only | Set. only |
| Grand Cen. Ter. | 12.18 | 12.19 | 12.23 | 12.26 | 12.26 | 12.31 | 12.41 | 12.46 | 12.56 | 12.56 | | | 1.06 |
| Woodlawn | 12.40 | 12.40 | 12.44 | 12.47 | 12.47 | 12.52 | 1.02 | 1.07 | 1.17 | 1.17 | | | 1.28 |
| S. S. 20 | 12.45 | | | 12.51 | 12.51 | 12.54 | | 1.09 | | | | | 1.30 |
| Mount Vernon | 12.47 | | | 12.53 | 12.53 | | 1.06 | | 1.11 | 1.11 | | | |
| Columbus Avenue | 12.50 | | | 12.56 | 12.56 | | 1.11 | | 1.16 | 1.16 | | | |
| Pelham | | | | | | | | | | | | | 1.00 |
| Jenn. Station | | | | | | | | | | | | | 1.07 |
| Harold | | | | | | | | | | | | | 1.17 |
| Harlem River | | | | | | | | | | | | | 1.23 |
| S. S. 3 | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | 1.29 |
| New Rochelle Jct. | 12.46 | 12.50 | | | | 1.00 | 1.15 | 1.20 | 1.30 | 1.30 | | | 1.34 |
| New Rochelle | 12.54 | | | 1.00 | 1.00 | | 1.20 | 1.25 | 1.35 | 1.35 | | | |
| Larchmont | | | | 1.05 | 1.09 | | 1.25 | 1.30 | 1.40 | 1.40 | | | |
| Mamaroneck | | | | 1.09 | 1.12 | | 1.29 | 1.34 | 1.44 | 1.44 | | | 1.42 |
| Harrison | | | | 1.12 | 1.15 | | 1.32 | 1.37 | 1.47 | 1.47 | | | 1.45 |
| Rye | | | | 1.15 | 1.19 | | 1.35 | 1.40 | 1.50 | 1.50 | | | 1.49 |
| Port Chester | 12.56 | 1.00 | 1.18 | | 1.24 | 1.08 | 1.33 | 1.38 | 1.48 | 1.48 | | | 1.42 |
| Greenwich | | 1.00 | 1.04 | | 1.27 | 1.12 | 1.36 | 1.41 | 1.51 | 1.51 | | | 1.57 |
| Cos Cob | | | | 1.27 | 1.29 | | 1.36 | 1.41 | 1.51 | 1.51 | | | 1.57 |
| Riverside | | | | 1.29 | 1.32 | | 1.38 | 1.43 | 1.53 | 1.53 | | | 1.59 |
| Old Greenwich | | | | 1.32 | 1.35 | | 1.41 | 1.46 | 1.56 | 1.56 | | | 1.62 |
| Stamford | | | | 1.35 | 1.38 | | 1.44 | 1.49 | 1.59 | 1.59 | | | 1.65 |
| Glenbrook | | | | 1.38 | 1.41 | | 1.47 | 1.52 | 1.62 | 1.62 | | | 1.68 |
| Noroton Heights | | | | 1.41 | 1.44 | | 1.50 | 1.55 | 1.65 | 1.65 | | | 1.71 |
| Darien | | | | 1.44 | 1.47 | | 1.53 | 1.58 | 1.68 | 1.68 | | | 1.74 |
| Rowayton | | | | 1.47 | 1.50 | | 1.56 | 1.61 | 1.71 | 1.71 | | | 1.77 |
| South Norwalk | | | | 1.50 | 1.53 | | 1.59 | 1.64 | 1.74 | 1.74 | | | 1.80 |
| S. S. 44 | | | | 1.53 | 1.56 | | 1.62 | 1.67 | 1.77 | 1.77 | | | 1.83 |
| East Norwalk | | | | 1.56 | 1.59 | | 1.65 | 1.70 | 1.80 | 1.80 | | | 1.86 |
| Westport | | | | 1.59 | 1.62 | | 1.68 | 1.73 | 1.83 | 1.83 | | | 1.89 |
| Green's Farms | | | | 1.62 | 1.65 | | 1.71 | 1.76 | 1.86 | 1.86 | | | 1.92 |
| Southport | | | | 1.65 | 1.68 | | 1.74 | 1.79 | 1.89 | 1.89 | | | 1.95 |
| Fairfield | | | | 1.68 | 1.71 | | 1.77 | 1.82 | 1.92 | 1.92 | | | 1.98 |
| Bridgeport | | | | 1.71 | 1.74 | | 1.80 | 1.85 | 1.95 | 1.95 | | | 2.01 |
| Stratford | | | | 1.74 | 1.77 | | 1.83 | 1.88 | 1.98 | 1.98 | | | 2.04 |
| Deer | | | | 1.77 | 1.80 | | 1.86 | 1.91 | 2.01 | 2.01 | | | 2.07 |
| Millford | | | | 1.80 | 1.83 | | 1.89 | 1.94 | 2.04 | 2.04 | | | 2.10 |
| Woodmont | | | | 1.83 | 1.86 | | 1.92 | 1.97 | 2.07 | 2.07 | | | 2.13 |
| West Haven | | | | 1.86 | 1.89 | | 1.95 | 2.00 | 2.10 | 2.10 | | | 2.16 |
| New Haven | | | | 1.89 | 1.92 | | 1.98 | 2.03 | 2.13 | 2.13 | | | 2.19 |
| S. S. 80 | | | | 1.92 | 1.95 | | 2.01 | 2.06 | 2.16 | 2.16 | | | 2.22 |
| S. S. 81 | | | | 1.95 | 1.98 | | 2.04 | 2.09 | 2.19 | 2.19 | | | 2.25 |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| | by | by | by | by | by | by | by | by | by | by | by | by | by |

(S) 4-28-46

HAROLD AND WOODLAWN TO S. S. 81

EASTWARD

| STATIONS. | 76 | 288 | 74 | 330 | 20 | 296 | 78 | 398 | 144 | 306 | 24 | 42 |
|-------------------|---------|-------|----------|---------|-------|-------|-------|---------|---------|---------|---------|---------|
| | Ex. Bus | Daily | Bus only | Ex. Bus | Daily | Daily | Daily | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus |
| Grand Cen. Ter. | 1.21 | 1.26 | 1.31 | 1.56 | 2.00 | 2.26 | 2.31 | 2.33 | 2.46 | 2.56 | 3.00 | 3.00 |
| Woodlawn | 1.43 | 1.47 | 1.52 | 2.17 | 2.21 | 2.47 | 2.52 | 2.54 | 3.07 | 3.17 | 3.21 | 3.21 |
| S. S. 80 | 1.45 | 1.49 | 1.54 | 2.19 | 2.23 | 2.53 | 2.56 | 2.58 | 3.09 | 3.19 | 3.23 | 3.23 |
| Mount Vernon | 1.51 | 1.55 | 1.59 | 2.25 | 2.29 | 2.59 | 2.62 | 2.64 | 3.15 | 3.25 | 3.29 | 3.29 |
| Columbus Avenue | 1.53 | 1.57 | 1.61 | 2.27 | 2.31 | 2.61 | 2.64 | 2.66 | 3.17 | 3.27 | 3.31 | 3.31 |
| Pelham | 1.56 | 1.60 | 1.64 | 2.30 | 2.34 | 2.64 | 2.67 | 2.69 | 3.20 | 3.30 | 3.34 | 3.34 |
| Penn. Station | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | |
| S. S. 81 | | | | | | | | | | | | |
| S. S. 82 | | | | | | | | | | | | |
| S. S. 83 | | | | | | | | | | | | |
| S. S. 84 | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | |
| New Rochelle Jct. | 1.29 | 1.33 | 1.38 | 2.03 | 2.07 | 2.37 | 2.40 | 2.42 | 3.13 | 3.23 | 3.27 | 3.27 |
| New Rochelle | 1.31 | 1.35 | 1.40 | 2.05 | 2.09 | 2.39 | 2.42 | 2.44 | 3.15 | 3.25 | 3.29 | 3.29 |
| Greenwich | 1.33 | 1.37 | 1.42 | 2.07 | 2.11 | 2.41 | 2.44 | 2.46 | 3.17 | 3.27 | 3.31 | 3.31 |
| Cos Cob | 1.35 | 1.39 | 1.44 | 2.09 | 2.13 | 2.43 | 2.46 | 2.48 | 3.19 | 3.29 | 3.33 | 3.33 |
| Riverside | 1.37 | 1.41 | 1.46 | 2.11 | 2.15 | 2.45 | 2.48 | 2.50 | 3.21 | 3.31 | 3.35 | 3.35 |
| Old Greenwich | 1.39 | 1.43 | 1.48 | 2.13 | 2.17 | 2.47 | 2.50 | 2.52 | 3.23 | 3.33 | 3.37 | 3.37 |
| Stamford | 1.41 | 1.45 | 1.50 | 2.15 | 2.19 | 2.49 | 2.52 | 2.54 | 3.25 | 3.35 | 3.39 | 3.39 |
| Glenbrook | 1.43 | 1.47 | 1.52 | 2.17 | 2.21 | 2.51 | 2.54 | 2.56 | 3.27 | 3.37 | 3.41 | 3.41 |
| Noroton Heights | 1.45 | 1.49 | 1.54 | 2.19 | 2.23 | 2.53 | 2.56 | 2.58 | 3.29 | 3.39 | 3.43 | 3.43 |
| Darien | 1.47 | 1.51 | 1.56 | 2.21 | 2.25 | 2.55 | 2.58 | 2.60 | 3.31 | 3.41 | 3.45 | 3.45 |
| Rowayton | 1.49 | 1.53 | 1.58 | 2.23 | 2.27 | 2.57 | 2.60 | 2.62 | 3.33 | 3.43 | 3.47 | 3.47 |
| South Norwalk | 1.51 | 1.55 | 1.60 | 2.25 | 2.29 | 2.59 | 2.62 | 2.64 | 3.35 | 3.45 | 3.49 | 3.49 |
| S. S. 44 | 1.53 | 1.57 | 1.62 | 2.27 | 2.31 | 2.61 | 2.64 | 2.66 | 3.37 | 3.47 | 3.51 | 3.51 |
| East Norwalk | 1.55 | 1.59 | 1.64 | 2.29 | 2.33 | 2.63 | 2.66 | 2.68 | 3.39 | 3.49 | 3.53 | 3.53 |
| Westport | 1.57 | 1.61 | 1.66 | 2.31 | 2.35 | 2.65 | 2.68 | 2.70 | 3.41 | 3.51 | 3.55 | 3.55 |
| Green's Farms | 1.59 | 1.63 | 1.68 | 2.33 | 2.37 | 2.67 | 2.70 | 2.72 | 3.43 | 3.53 | 3.57 | 3.57 |
| Southport | 1.61 | 1.65 | 1.70 | 2.35 | 2.39 | 2.69 | 2.72 | 2.74 | 3.45 | 3.55 | 3.59 | 3.59 |
| Fairfield | 1.63 | 1.67 | 1.72 | 2.37 | 2.41 | 2.71 | 2.74 | 2.76 | 3.47 | 3.57 | 3.61 | 3.61 |
| Bridgeport | 1.65 | 1.69 | 1.74 | 2.39 | 2.43 | 2.73 | 2.76 | 2.78 | 3.49 | 3.59 | 3.63 | 3.63 |
| Stratford | 1.67 | 1.71 | 1.76 | 2.41 | 2.45 | 2.75 | 2.78 | 2.80 | 3.51 | 3.61 | 3.65 | 3.65 |
| Deron | 1.69 | 1.73 | 1.78 | 2.43 | 2.47 | 2.77 | 2.80 | 2.82 | 3.53 | 3.63 | 3.67 | 3.67 |
| Billford | 1.71 | 1.75 | 1.80 | 2.45 | 2.49 | 2.79 | 2.82 | 2.84 | 3.55 | 3.65 | 3.69 | 3.69 |
| Woodmont | 1.73 | 1.77 | 1.82 | 2.47 | 2.51 | 2.81 | 2.84 | 2.86 | 3.57 | 3.67 | 3.71 | 3.71 |
| West Haven | 1.75 | 1.79 | 1.84 | 2.49 | 2.53 | 2.83 | 2.86 | 2.88 | 3.59 | 3.69 | 3.73 | 3.73 |
| New Haven | 1.77 | 1.81 | 1.86 | 2.51 | 2.55 | 2.85 | 2.88 | 2.90 | 3.61 | 3.71 | 3.75 | 3.75 |
| S. S. 80 | 1.79 | 1.83 | 1.88 | 2.53 | 2.57 | 2.87 | 2.90 | 2.92 | 3.63 | 3.73 | 3.77 | 3.77 |
| S. S. 81 | 1.81 | 1.85 | 1.90 | 2.55 | 2.59 | 2.89 | 2.92 | 2.94 | 3.65 | 3.75 | 3.79 | 3.79 |

a. Train 12 stops at Stamford to take passengers only.

b. Train 111 stops at South Norwalk to take passengers only.

c. Train 74 weekdays stop at Stamford to take passengers; Sundays and "x" holidays make "x" stop.

d. Train 284 will not carry baggage Saturdays and Sundays.

e. Train 306 will not run between Port Chester and Stamford Saturdays; will not carry baggage Saturdays.

(S) 4-28-16

HAROLD AND WOODLAWN TO S. S. 81

EASTWARD

| STATIONS. | 58 | 318 | 418 | 402 | 292 | 372 | 356 | 238 | 26 | 170 | 374 | 36 | 332 |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus | Ex. Bus |
| Grand Cen. Ter. | 3.11 | 3.16 | 3.21 | 3.26 | 3.31 | 3.36 | 3.41 | 3.46 | 3.51 | 3.56 | 4.01 | 4.06 | 4.11 |
| Woodlawn | 3.32 | 3.37 | 3.42 | 3.47 | 3.52 | 3.57 | 4.02 | 4.07 | 4.12 | 4.17 | 4.22 | 4.27 | 4.32 |
| S. S. 80 | 3.34 | 3.39 | 3.44 | 3.49 | 3.54 | 3.59 | 4.04 | 4.09 | 4.14 | 4.19 | 4.24 | 4.29 | 4.34 |
| Mount Vernon | | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | | |
| Pelham | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | |
| S. S. 81 | | | | | | | | | | | | | |
| S. S. 82 | | | | | | | | | | | | | |
| S. S. 83 | | | | | | | | | | | | | |
| S. S. 84 | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | |
| New Rochelle Jct. | 3.29 | 3.34 | 3.39 | 3.44 | 3.49 | 3.54 | 3.59 | 4.04 | 4.09 | 4.14 | 4.19 | 4.24 | 4.29 |
| New Rochelle | 3.31 | 3.36 | 3.41 | 3.46 | 3.51 | 3.56 | 4.01 | 4.06 | 4.11 | 4.16 | 4.21 | 4.26 | 4.31 |
| Larchmont | | | | | | | | | | | | | |
| Mamaroneck | | | | | | | | | | | | | |
| Harrison | | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | | |
| Port Chester | 3.40 | 3.45 | 3.50 | 3.55 | 4.00 | 4.05 | 4.10 | 4.15 | 4.20 | 4.25 | 4.30 | 4.35 | 4.40 |
| Greenwich | | | | | | | | | | | | | |
| Cos Cob | 3.52 | 3.57 | 4.02 | 4.07 | 4.12 | 4.17 | 4.22 | 4.27 | 4.32 | 4.37 | 4.42 | 4.47 | 4.52 |
| Riverside | | | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | | | |
| Stamford | 3.58 | 4.03 | 4.08 | 4.13 | 4.18 | 4.23 | 4.28 | 4.33 | 4.38 | 4.43 | 4.48 | 4.53 | 4.58 |
| Glenbrook | | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | | |
| Darien | | | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | | | |
| South Norwalk | 4.08 | 4.13 | 4.18 | 4.23 | 4.28 | 4.33 | 4.38 | 4.43 | 4.48 | 4.53 | 4.58 | 4.63 | 4.68 |
| S. S. 44 | | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | | |
| Westport | | | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | | | |
| Southport | | | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | | | |
| Bridgeport | 4.28 | 4.33 | 4.38 | 4.43 | 4.48 | 4.53 | 4.58 | 4.63 | 4.68 | 4.73 | 4.78 | 4.83 | 4.88 |
| Stratford | | | | | | | | | | | | | |
| Deron | 4.31 | 4.36 | 4.41 | 4.46 | 4.51 | 4.56 | 4.61 | 4.66 | 4.71 | 4.76 | 4.81 | 4.86 | 4.91 |
| Billford | | | | | | | | | | | | | |
| Woodmont | 4.37 | 4.42 | 4.47 | 4.52 | 4.57 | 4.62 | 4.67 | 4.72 | 4.77 | 4.82 | 4.87 | 4.92 | 4.97 |
| West Haven | | | | | | | | | | | | | |
| New Haven | 4.45 | 4.50 | 4.55 | 4.60 | 4.65 | 4.70 | 4.75 | 4.80 | 4.85 | 4.90 | 4.95 | 5.00 | 5.05 |
| S. S. 80 | 4.47 | 4.52 | 4.57 | 4.62 | 4.67 | 4.72 | 4.77 | 4.82 | 4.87 | 4.92 | 4.97 | 5.02 | 5.07 |
| S. S. 81 | | | | | | | | | | | | | |

e. Train 372 will run No. 2 track S.B. 38 Stamford to R.R. 44 to pass train 344.

f. Train 314 will not run between South Norwalk and S. S. 4 Saturdays.

(S) 4-28-16

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

STATIONS.

| | 158 | 82 | 411 | 344 | 240 | 326 | 298 | 204 | 80 | 116 | 300 | 304 | 302 | 376 |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only |
| Grand Cen. Ter. | 4:11 | 4:11 | 4:11 | 4:11 | 4:13 | 4:13 | 4:15 | 4:17 | 4:24 | 4:28 | 4:26 | 4:26 | 4:30 | 4:32 |
| Woodlawn | 4:32 | 4:32 | 4:32 | 4:32 | 4:34 | 4:34 | 4:36 | 4:38 | 4:45 | 4:49 | 4:47 | 4:47 | 4:51 | 4:53 |
| S. S. 20 | 4:34 | 4:34 | 4:34 | 4:34 | 4:36 | 4:36 | 4:38 | 4:40 | 4:47 | 4:51 | 4:49 | 4:49 | 4:53 | 4:55 |
| Mount Vernon | | | | | 4:39 | 4:39 | 4:41 | 4:43 | 4:50 | 4:54 | 4:52 | 4:52 | 4:56 | 4:58 |
| Columbus Avenue | | | | | 4:41 | 4:41 | 4:43 | 4:45 | 4:52 | 4:56 | 4:54 | 4:54 | 4:58 | 5:00 |
| Pelham | | | | | 4:43 | 4:43 | 4:45 | 4:47 | 4:54 | 4:58 | 4:56 | 4:56 | 5:00 | 5:02 |
| Penn. Station | | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | | |
| S. S. 11 | | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | | |
| New Rochelle Jct. | 4:39 | 4:38 | 4:39 | 4:38 | 4:41 | 4:40 | 4:42 | 4:44 | 4:51 | 4:55 | 4:53 | 4:53 | 4:57 | 4:59 |
| New Rochelle | | | 4:41 | 4:40 | 4:43 | 4:42 | 4:44 | 4:46 | 4:53 | 4:57 | 4:55 | 4:55 | 4:59 | 5:01 |
| Larchmont | | | 4:43 | 4:42 | 4:45 | 4:44 | 4:46 | 4:48 | 4:55 | 4:59 | 4:57 | 4:57 | 5:01 | 5:03 |
| Mamaroneck | | | 4:45 | 4:44 | 4:47 | 4:46 | 4:48 | 4:50 | 4:57 | 5:01 | 4:59 | 4:59 | 5:03 | 5:05 |
| Harrison | | | 4:47 | 4:46 | 4:49 | 4:48 | 4:50 | 4:52 | 4:59 | 5:03 | 5:01 | 5:01 | 5:05 | 5:07 |
| Rye | | | 4:49 | 4:48 | 4:51 | 4:50 | 4:52 | 4:54 | 5:01 | 5:05 | 5:03 | 5:03 | 5:07 | 5:09 |
| Port Chester | 4:49 | 4:48 | 4:51 | 4:50 | 4:53 | 4:52 | 4:54 | 4:56 | 5:03 | 5:07 | 5:05 | 5:05 | 5:09 | 5:11 |
| Greenwich | | | 4:51 | 4:50 | 4:53 | 4:52 | 4:54 | 4:56 | 5:03 | 5:07 | 5:05 | 5:05 | 5:09 | 5:11 |
| Cox Ck. | | | 4:53 | 4:52 | 4:55 | 4:54 | 4:56 | 4:58 | 5:05 | 5:09 | 5:07 | 5:07 | 5:11 | 5:13 |
| Riverside | | | 4:55 | 4:54 | 4:57 | 4:56 | 4:58 | 5:00 | 5:07 | 5:11 | 5:09 | 5:09 | 5:13 | 5:15 |
| Old Greenwich | | | 4:57 | 4:56 | 4:59 | 4:58 | 5:00 | 5:02 | 5:09 | 5:13 | 5:11 | 5:11 | 5:15 | 5:17 |
| Stamford | 4:57 | 4:56 | 4:59 | 4:58 | 5:01 | 5:00 | 5:02 | 5:04 | 5:11 | 5:15 | 5:13 | 5:13 | 5:17 | 5:19 |
| Glenbrook | | | 4:59 | 4:58 | 5:01 | 5:00 | 5:02 | 5:04 | 5:11 | 5:15 | 5:13 | 5:13 | 5:17 | 5:19 |
| Noroton Heights | | | 5:01 | 5:00 | 5:03 | 5:02 | 5:04 | 5:06 | 5:13 | 5:17 | 5:15 | 5:15 | 5:19 | 5:21 |
| Darlen | | | 5:03 | 5:02 | 5:05 | 5:04 | 5:06 | 5:08 | 5:15 | 5:19 | 5:17 | 5:17 | 5:21 | 5:23 |
| Rowayton | | | 5:05 | 5:04 | 5:07 | 5:06 | 5:08 | 5:10 | 5:17 | 5:21 | 5:19 | 5:19 | 5:23 | 5:25 |
| South Norwalk | | | 5:07 | 5:06 | 5:09 | 5:08 | 5:10 | 5:12 | 5:19 | 5:23 | 5:21 | 5:21 | 5:25 | 5:27 |
| S. S. 44 | | | 5:09 | 5:08 | 5:11 | 5:10 | 5:12 | 5:14 | 5:21 | 5:25 | 5:23 | 5:23 | 5:27 | 5:29 |
| East Norwalk | | | 5:11 | 5:10 | 5:13 | 5:12 | 5:14 | 5:16 | 5:23 | 5:27 | 5:25 | 5:25 | 5:29 | 5:31 |
| Westport | | | 5:13 | 5:12 | 5:15 | 5:14 | 5:16 | 5:18 | 5:25 | 5:29 | 5:27 | 5:27 | 5:31 | 5:33 |
| Green's Farms | | | 5:15 | 5:14 | 5:17 | 5:16 | 5:18 | 5:20 | 5:27 | 5:31 | 5:29 | 5:29 | 5:33 | 5:35 |
| Southport | | | 5:17 | 5:16 | 5:19 | 5:18 | 5:20 | 5:22 | 5:29 | 5:33 | 5:31 | 5:31 | 5:35 | 5:37 |
| Fairfield | | | 5:19 | 5:18 | 5:21 | 5:20 | 5:22 | 5:24 | 5:31 | 5:35 | 5:33 | 5:33 | 5:37 | 5:39 |
| Bridgeport | | | 5:21 | 5:20 | 5:23 | 5:22 | 5:24 | 5:26 | 5:33 | 5:37 | 5:35 | 5:35 | 5:39 | 5:41 |
| Stratford | | | 5:23 | 5:22 | 5:25 | 5:24 | 5:26 | 5:28 | 5:35 | 5:39 | 5:37 | 5:37 | 5:41 | 5:43 |
| Deron | | | 5:25 | 5:24 | 5:27 | 5:26 | 5:28 | 5:30 | 5:37 | 5:41 | 5:39 | 5:39 | 5:43 | 5:45 |
| Millford | | | 5:27 | 5:26 | 5:29 | 5:28 | 5:30 | 5:32 | 5:39 | 5:43 | 5:41 | 5:41 | 5:45 | 5:47 |
| Woodmont | | | 5:29 | 5:28 | 5:31 | 5:30 | 5:32 | 5:34 | 5:41 | 5:45 | 5:43 | 5:43 | 5:47 | 5:49 |
| West Haven | | | 5:31 | 5:30 | 5:33 | 5:32 | 5:34 | 5:36 | 5:43 | 5:47 | 5:45 | 5:45 | 5:49 | 5:51 |
| New Haven | | | 5:33 | 5:32 | 5:35 | 5:34 | 5:36 | 5:38 | 5:45 | 5:49 | 5:47 | 5:47 | 5:51 | 5:53 |
| S. S. 80 | | | 5:35 | 5:34 | 5:37 | 5:36 | 5:38 | 5:40 | 5:47 | 5:51 | 5:49 | 5:49 | 5:53 | 5:55 |
| S. S. 81 | | | 5:37 | 5:36 | 5:39 | 5:38 | 5:40 | 5:42 | 5:49 | 5:53 | 5:51 | 5:51 | 5:55 | 5:57 |

e Train 300 will handle coach passengers New York to Larchmont and Rye and Larchmont to Rye, also Port Chester to Stamford.

f Train 110 stops at South Norwalk to take passengers only.

g Train 376 on "x" holidays only stops at Port Chester, Greenwich, Stamford, Noroton Heights and Rowayton and will run No. 4 track from S. S. 26 Rye.

(S) 4-28-46

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

STATIONS.

| | 212 | 358 | 206 | 258 | 208 | 204 | 210 | 30 | 272 | 28 | 386 | 244 | 350 | 86 |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only | Ex. Bus. Sun. only |
| Grand Cen. Ter. | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 | 4:11 |
| Woodlawn | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 | 4:32 |
| S. S. 20 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 | 4:34 |
| Mount Vernon | | | | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | | | | |
| Pelham | | | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | | | |
| S. S. 11 | | | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | | | |
| New Rochelle Jct. | 4:39 | 4:38 | 4:39 | 4:38 | 4:39 | 4:38 | 4:39 | 4:38 | 4:39 | 4:38 | 4:39 | 4:38 | 4:39 | 4:38 |
| New Rochelle | | | 4:41 | 4:40 | 4:41 | 4:40 | 4:41 | 4:40 | 4:41 | 4:40 | 4:41 | 4:40 | 4:41 | 4:40 |
| Larchmont | | | 4:43 | 4:42 | 4:43 | 4:42 | 4:43 | 4:42 | 4:43 | 4:42 | 4:43 | 4:42 | 4:43 | 4:42 |
| Mamaroneck | | | 4:45 | 4:44 | 4:45 | 4:44 | 4:45 | 4:44 | 4:45 | 4:44 | 4:45 | 4:44 | 4:45 | 4:44 |
| Harrison | | | 4:47 | 4:46 | 4:47 | 4:46 | 4:47 | 4:46 | 4:47 | 4:46 | 4:47 | 4:46 | 4:47 | 4:46 |
| Rye | | | 4:49 | 4:48 | 4:49 | 4:48 | 4:49 | 4:48 | 4:49 | 4:48 | 4:49 | 4:48 | 4:49 | 4:48 |
| Port Chester | 4:49 | 4:48 | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 |
| Greenwich | | | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 | 4:51 | 4:50 |
| Cox Ck. | | | 4:53 | 4:52 | 4:53 | 4:52 | 4:53 | 4:52 | 4:53 | 4:52 | 4:53 | 4:52 | 4:53 | 4:52 |
| Riverside | | | 4:55 | 4:54 | 4:55 | 4:54 | 4:55 | 4:54 | 4:55 | 4:54 | 4:55 | 4:54 | 4:55 | 4:54 |
| Old Greenwich | | | 4:57 | 4:56 | 4:57 | 4:56 | 4:57 | 4:56 | 4:57 | 4:56 | 4:57 | 4:56 | 4:57 | 4:56 |
| Stamford | 4:57 | 4:56 | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 |
| Glenbrook | | | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 | 4:59 | 4:58 |
| Noroton Heights | | | 5:01 | 5:00 | 5:01 | 5:00 | 5:01 | 5:00 | 5:01 | 5:00 | 5:01 | 5:00 | 5:01 | 5:00 |
| Darlen | | | 5:03 | 5:02 | 5:03 | 5:02 | 5:03 | 5:02 | 5:03 | 5:02 | 5:03 | 5:02 | 5:03 | 5:02 |
| Rowayton | | | 5:05 | 5:04 | 5:05 | 5:04 | 5:05 | 5:04 | 5:05 | 5:04 | 5:05 | 5:04 | 5:05 | 5:04 |
| South Norwalk | | | 5:07 | 5:06 | 5:07 | 5:06 | 5:07 | 5:06 | 5:07 | 5:06 | 5:07 | 5:06 | 5:07 | 5:06 |
| S. S. 44 | | | 5:09 | 5:08 | 5:09 | 5:08 | 5:09 | 5:08 | 5:09 | 5:08 | 5:09 | 5:08 | 5:09 | 5:08 |
| East Norwalk | | | 5:11 | 5:10 | 5:11 | 5:10 | 5:11 | 5:10 | 5:11 | 5:10 | 5:11 | 5:10 | 5:11 | 5:10 |
| Westport | | | 5:13 | 5:12 | 5:13 | 5:12 | 5:13 | 5:12 | 5:13 | 5:12 | 5:13 | 5:12 | 5:13 | 5:12 |
| Green's Farms | | | 5:15 | 5:14 | 5:15 | 5:14 | 5:15 | 5:14 | 5:15 | 5:14 | 5:15 | 5:14 | 5:15 | 5:14 |
| Southport | | | 5:17 | 5:16 | 5:17 | 5:16 | 5:17 | 5:16 | 5:17 | 5:16 | 5:17 | 5:16 | 5:17 | 5:16 |
| Fairfield | | | 5:19 | 5:18 | 5:19 | 5:18 | 5:19 | 5:18 | 5:19 | 5:18 | 5:19 | 5:18 | 5:19 | 5:18 |
| Bridgeport | | | 5:21 | 5:20 | 5:21 | 5:20 | 5:21 | 5:20 | 5:21 | 5:20 | 5:21 | 5:20 | 5:21 | 5:20 |
| Stratford | | | 5:23 | 5:22 | 5:23 | 5:22 | 5:23 | 5:22 | 5:23 | 5:22 | 5:23 | 5:22 | 5:23 | 5:22 |
| Deron | | | 5:25 | 5:24 | 5:25 | 5:24 | 5:25 | 5:24 | 5:25 | 5:24 | 5:25 | 5:24 | 5:25 | 5:24 |
| Millford | | | 5:27 | 5:26 | 5:27 | 5:26 | 5:27 | 5:26 | 5:27 | 5:26 | 5:27 | 5:26 | 5:27 | 5:26 |
| Woodmont | | | 5:29 | 5:28 | 5:29 | 5:28 | 5:29 | 5:28 | 5:29 | 5:28 | 5:29 | 5:28 | 5:29 | 5:28 |
| West Haven | | | 5:31 | 5:30 | 5:31 | 5:30 | 5:31 | 5:30 | 5:31 | 5:30 | 5:31 | 5:30 | 5:31 | 5:30 |
| New Haven | | | 5:33 | 5:32 | 5:33 | 5:32 | 5:33 | 5:32 | 5:33 | 5:32 | 5:33 | 5:32 | 5:33 | 5:32 |
| S. S. 80 | | | 5:35 | 5:34 | 5:35 | 5:34 | 5:35 | 5:34 | 5:35 | 5:34 | 5:35 | 5:34 | 5:35 | 5:34 |
| S. S. 81 | | | 5:37 | 5:36 | 5:37 | 5:36 | 5:37 | 5:36 | 5:37 | 5:36 | 5:37 | 5:36 | 5:37 | 5:36 |

e Train 346 on "x" holidays only stops at Port Chester and Greenwich and will run No. 4 track from S. S. 26 Rye.

o Train 30 will not run July 5 and September 1.

p Train 358 run No. 4 track S. S. 26 Rye to Stamford Saturdays.

r Train 24 week-days stop at Stamford to take passengers; Sundays make "x" stop.
q Train 350 will not run between Stamford and South Norwalk Saturdays.

(S) 4-28-46

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

| STATIONS. | 84 | 472 | 426 | 246 | 322 | 354 | 170 | 88 | 308 | 90 | 154 | 248 |
|-------------------|-------------|----------|-------------|----------|----------|----------|-------|-------------|-------------|-------------|-----------|----------|
| | Sec. only | Ex. Sec. | Ex. Sec. | Ex. Sec. | Ex. Sec. | Ex. Sec. | Daily | Daily | Daily | Sec. only | Sec. only | Ex. Sec. |
| | Spring-Sold | Harford | Spring-Sold | PM | PM | PM | PM | Spring-Sold | Spring-Sold | Spring-Sold | Harford | PM |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| Grand Cen. Ter. | 5.11 | | | 5.13 | 5.29 | 5.56 | | | | | | |
| Woodlawn | 5.32 | | | 5.34 | 5.47 | 6.17 | | 6.22 | 6.47 | 6.52 | 6.57 | 7.17 |
| S. S. 20 | 5.34 | | | | | | | 6.24 | 6.49 | 6.54 | 6.59 | |
| Mount Vernon | | | | 5.38 | 5.51 | 6.21 | | | 6.51 | | | 7.21 |
| Columbus Avenue | | | | 5.41 | 5.57 | 6.24 | | | 6.53 | | | 7.22 |
| Pelham | | | | 5.45 | 5.56 | 6.28 | | | 6.56 | | | 7.26 |
| Penn. Station | | | | | | 6.00 | | | | | | |
| Harold | | | | | | 6.07 | | | | | | |
| Harlem River | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | |
| S. S. 4 | | | | | | 6.19 | | | | | | |
| S. S. 11 | | | | | | 6.25 | | | | | | |
| Woodside | | | | | | | | | | | | |
| New Rochelle Jct. | 5.38 | | | 5.40 | 6.00 | 6.30 | 6.38 | 7.00 | 6.50 | 7.03 | | |
| New Rochelle | | | | | | 6.32 | | | | | | |
| Larchmont | | | | 5.54 | 6.05 | 6.37 | | 7.05 | | | | 7.35 |
| Mamaroneck | | | | 5.58 | 6.09 | 6.41 | | 7.09 | | | | 7.39 |
| Harrison | | | | 6.01 | 6.12 | 6.43 | | 7.12 | | | | 7.42 |
| Rye | | | | 6.04 | 6.15 | 6.47 | | 7.15 | | | | 7.45 |
| Port Chester | 5.48 | | | 6.07 | 6.19 | 6.51 | 6.40 | 7.19 | 7.08 | 7.13 | 7.48 | |
| Greenwich | | | | | | 6.55 | | 7.23 | | | | |
| Cos Cob | | | | | | 6.58 | | 7.27 | 7.12 | 7.17 | | |
| Riverside | | | | | | 7.00 | | 7.29 | | | | |
| Old Greenwich | | | | | | 7.03 | | 7.32 | | | | |
| Stamford | 5.57 | | | | | 7.06 | 6.49 | 7.35 | 7.17 | 7.23 | | |
| Glenbrook | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | |
| Darien | | | | | | | 7.00 | | | | | |
| Rowayton | | | | | | | 7.06 | | | | | |
| South Norwalk | 6.07 | | | | | | 6.57 | | 7.25 | 7.32 | | |
| S. S. 44 | | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | | |
| Westport | | | | | | | | 7.11 | | | | |
| Green's Farms | 6.10 | | | | | | 7.04 | | 7.31 | 7.40 | | |
| Southport | | | | | | | | | | | | |
| Fairfield | | | | | | | 7.08 | 7.20 | | | | |
| Bridgeport | 6.22 | 6.35 | | | | | 7.15 | 7.28 | 7.41 | 7.48 | | |
| Stratford | | 6.39 | | | | | 7.21 | 7.34 | | 8.02 | | |
| Deron | 6.27 | 6.41 | | | | | 7.24 | | | | | |
| Milford | | | | | | | 7.27 | | | | | |
| Woodmont | 6.32 | | | | | | | | 7.52 | | | |
| West Haven | | | | | | | | | | | | |
| New Haven | 6.40 | | 6.48 | | | 7.35 | 7.40 | 7.50 | 8.00 | 8.10 | | |
| S. S. 80 | 6.51 | | 6.54 | | | 8.01 | | | 8.11 | | | |
| S. S. 81 | | | | | | | 7.47 | | | | | |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| | by | | | by | y | by | oy | y | y | by | by | |

o. Train 88 will not run east of New Haven Sundays and Holidays.

r. Train 110 stops at South Norwalk to take passengers only.

s. Train 354 will not run between Port Chester and Stamford Saturdays.

(S) 4-28-45

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

EASTWARD

| STATIONS. | 16 | 400 | 428 | 92 | 91 | 310 | 148 | 392 | 250 | 388 | 124 | 312 |
|-------------------|------------|------------|-------------|-------------|-------------|-------|-----------|-----------|----------|-----------|----------|-------|
| | Daily | Ex. Sec. | Ex. Sec. | Ex. Sec. | Ex. Sec. | Daily | Sec. only | Sec. only | Ex. Sec. | Sec. only | Ex. Sec. | Daily |
| | Com-mander | Water-bury | Spring-Sold | Spring-Sold | Spring-Sold | PM | PM | PM | PM | PM | PM | PM |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| Grand Cen. Ter. | 7.01 | | | 7.06 | 7.06 | 7.31 | 7.26 | 7.31 | 7.56 | 8.22 | 8.24 | 8.42 |
| Woodlawn | 7.21 | | | 7.27 | 7.27 | 7.47 | 7.47 | 7.53 | 8.17 | 8.24 | 8.26 | 8.46 |
| S. S. 20 | 7.24 | | | 7.29 | 7.29 | | 7.50 | | 8.21 | | | 8.49 |
| Mount Vernon | | | | | | | | | 8.23 | | | 8.51 |
| Columbus Avenue | | | | | | | | | 8.26 | | | |
| Pelham | | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | | |
| Harold | | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | | |
| S. S. 11 | | | | | | | | | | | | |
| Woodside | | | | | | | | | | | | |
| New Rochelle Jct. | 7.28 | | | 7.33 | 7.33 | 7.55 | 7.53 | 7.59 | 8.30 | 8.28 | 8.30 | 8.55 |
| New Rochelle | | | | | | 8.00 | | | 8.35 | | | 9.00 |
| Larchmont | | | | | | 8.02 | | | 8.39 | | | 9.01 |
| Mamaroneck | | | | | | 8.07 | | | 8.42 | | | 9.07 |
| Harrison | | | | | | 8.10 | | | 8.45 | | | 9.10 |
| Rye | | | | | | 8.15 | 8.03 | 8.10 | 8.48 | 8.38 | 8.40 | 9.15 |
| Port Chester | 7.38 | | | 7.43 | 7.43 | 8.18 | | | 8.55 | | | 9.19 |
| Greenwich | | | | | | 8.21 | | | | 8.42 | 8.44 | 9.22 |
| Cos Cob | 7.42 | | | 7.47 | 7.47 | 8.23 | | | | | | 9.24 |
| Riverside | | | | | | 8.26 | | | | | | 9.27 |
| Old Greenwich | | | | | | 8.30 | 8.13 | 8.21 | | 8.49 | 8.51 | 9.30 |
| Stamford | 7.48 | | | 7.53 | 7.53 | | | | | | | |
| Glenbrook | | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | | |
| Darien | | | | | | 8.55 | 8.17 | 8.28 | | 8.55 | | |
| Rowayton | | | | | | | | | | | | |
| South Norwalk | | | | 8.01 | 8.04 | 8.23 | 8.23 | 8.35 | | 9.01 | 9.05 | |
| S. S. 44 | 7.58 | | | | | | | | | | | |
| East Norwalk | | | | | | 8.13 | | | | | | |
| Westport | | | | | | | | | | | | |
| Green's Farms | 8.06 | | | 8.11 | | | | | | | | |
| Southport | | | | 8.20 | | | | | | | | |
| Fairfield | | | | 8.25 | 8.40 | | | | | | | |
| Bridgeport | 8.16 | 8.23 | | 8.21 | 8.40 | | | | | | | |
| Stratford | | | | | | | | | | | | |
| Deron | 8.22 | 8.31 | | 8.27 | 8.46 | | | | | | | |
| Milford | | | | | | | | | | | | |
| Woodmont | 8.27 | | | 8.31 | | | | | | | | |
| West Haven | | | | | | | | | | | | |
| New Haven | 8.35 | | 8.45 | 8.40 | 8.53 | | | | | | | |
| S. S. 80 | 8.40 | | 8.51 | 8.51 | 9.16 | | | | | | | |
| S. S. 81 | 8.47 | | | | | | | | | | | |
| | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| | by | | by | y | y | y | by | by | by | by | y | by |

o. Train 16 stops at Stamford to take passengers only.

(S) 4-28-45

STB

FD-33388

1-14-98

D

ID-185236

3/3

EASTWARD

HAROLD AND WOODLAWN TO S. S. 81

NEW HAVEN DIV.
AND N. Y. CONN. R. R.

| STATIONS. | 168 Daily | 354 Ex. Bus. | 382 Ex. Bus. | 126 Sat. only | 311 Daily | 254 Ex. Bus. | 391 Ex. Bus. | 96 Daily | 98 Ex. Bus. and Res. | 180 Ex. Bus. and Res. | 316 Daily |
|-------------------|--------------|-----------------|-----------------|------------------|--------------|-----------------|-----------------|-------------|----------------------------|-----------------------------|--------------|
| Grand Cen. Ter. | PM 10:36 | PM 10:56 | PM 9:01 | PM 9:01 | PM 9:26 | PM 9:46 | PM 10:01 | PM 10:05 | PM 10:26 | PM 10:46 | PM 10:56 |
| Woodlawn | | | | | | | | | | | |
| S. S. 20 | | | | | | | | | | | |
| Mount Vernon | | | | | | | | | | | |
| Columbus Avenue | | | | | | | | | | | |
| Pelham | | | | | | | | | | | |
| Penn. Station | | | | | | | | | | | |
| Harold | | | | | | | | | | | |
| Harlem River | | | | | | | | | | | |
| S. S. 3 | | | | | | | | | | | |
| S. S. 4 | | | | | | | | | | | |
| S. S. 14 | | | | | | | | | | | |
| Woodside | | | | | | | | | | | |
| New Rochelle Jct. | | | | | | | | | | | |
| New Rochelle | | | | | | | | | | | |
| Larchmont | | | | | | | | | | | |
| Mamaroneck | | | | | | | | | | | |
| Harrison | | | | | | | | | | | |
| Rye | | | | | | | | | | | |
| Port Chester | | | | | | | | | | | |
| Greenwich | | | | | | | | | | | |
| Cos Cob | | | | | | | | | | | |
| Riverside | | | | | | | | | | | |
| Old Greenwich | | | | | | | | | | | |
| Stamford | | | | | | | | | | | |
| Glenbrook | | | | | | | | | | | |
| Noroton Heights | | | | | | | | | | | |
| Darien | | | | | | | | | | | |
| Rowayton | | | | | | | | | | | |
| South Norwalk | | | | | | | | | | | |
| S. S. 44 | | | | | | | | | | | |
| East Norwalk | | | | | | | | | | | |
| Westport | | | | | | | | | | | |
| Green's Farms | | | | | | | | | | | |
| Southport | | | | | | | | | | | |
| Fairfield | | | | | | | | | | | |
| Bridgeport | | | | | | | | | | | |
| Strafford | | | | | | | | | | | |
| Devon | | | | | | | | | | | |
| Millford | | | | | | | | | | | |
| Woodmont | | | | | | | | | | | |
| West Haven | | | | | | | | | | | |
| New Haven | | | | | | | | | | | |
| S. S. 80 | | | | | | | | | | | |
| S. S. 81 | | | | | | | | | | | |

e. Train 314 will not carry baggage Sunday.

1. Train 96 will go into Bridgeport yard to clear for train 180 and 90.

(S) 4-28-16

EASTWARD

HAROLD AND WOODLAWN TO S. S. 81

| STATIONS. | 390 Ex. Bus. | 256 Ex. Bus. | 100 Sat. only | 5C Daily | 318 Daily | 2 Daily | 194 Sat. only | 4 Sat. only |
|-------------------|-----------------|-----------------|------------------|-------------|--------------|-------------|------------------|----------------|
| Grand Cen. Ter. | PM 10:36 | PM 10:56 | PM 11:11 | PM 11:26 | PM 11:41 | PM 11:56 | PM 12:11 | PM 12:26 |
| Woodlawn | | | | | | | | |
| S. S. 20 | | | | | | | | |
| Mount Vernon | | | | | | | | |
| Columbus Ave. | | | | | | | | |
| Pelham | | | | | | | | |
| Penn. Station | | | | | | | | |
| Harold | | | | | | | | |
| Harlem River | | | | | | | | |
| S. S. 3 | | | | | | | | |
| S. S. 4 | | | | | | | | |
| S. S. 14 | | | | | | | | |
| Woodside | | | | | | | | |
| New Rochelle Jct. | | | | | | | | |
| New Rochelle | | | | | | | | |
| Larchmont | | | | | | | | |
| Mamaroneck | | | | | | | | |
| Harrison | | | | | | | | |
| Rye | | | | | | | | |
| Port Chester | | | | | | | | |
| Greenwich | | | | | | | | |
| Cos Cob | | | | | | | | |
| Riverside | | | | | | | | |
| Old Greenwich | | | | | | | | |
| Stamford | | | | | | | | |
| Glenbrook | | | | | | | | |
| Noroton Heights | | | | | | | | |
| Darien | | | | | | | | |
| Rowayton | | | | | | | | |
| South Norwalk | | | | | | | | |
| S. S. 44 | | | | | | | | |
| East Norwalk | | | | | | | | |
| Westport | | | | | | | | |
| Green's Farms | | | | | | | | |
| Southport | | | | | | | | |
| Fairfield | | | | | | | | |
| Bridgeport | | | | | | | | |
| Strafford | | | | | | | | |
| Devon | | | | | | | | |
| Millford | | | | | | | | |
| Woodmont | | | | | | | | |
| West Haven | | | | | | | | |
| New Haven | | | | | | | | |
| S. S. 80 | | | | | | | | |
| S. S. 81 | | | | | | | | |

o. Train 56 stops at Greenwich Sundays; use No. 4 track from New Rochelle Jct. Sundays.

1. Train 96 will go into Bridgeport yard to clear for train 390.

(S) 4-28-16

EXHIBIT I

**FREIGHT
TRAIN AND
PACKAGE CAR
SCHEDULES**



**FOR SPEED,
DEPENDABLE
AND EFFICIENT
SERVICE**
Skip via

**THE
NEW HAVEN** R.R.

| Station | Close | For Trains Indicated |
|--|------------|---|
| PROVIDENCE | | |
| Cranston | 1.00 p.m. | Switcher to Providence for all evening service. |
| Pawtucket | 3.00 p.m. | Switcher to Providence for all evening service. |
| Northup Ave. | 3.00 p.m. | For all evening service. |
| Smith St. | 3.00 p.m. | For all evening service. |
| Brayton Ave. | 3.00 p.m. | For all evening service. |
| SPRINGFIELD | | |
| Yards No. 1 and No. 3 | 2.40 p.m. | SN-1. |
| | 8.15 p.m. | SN-3. |
| TAUNTON | | |
| All Yard Tracks | 1.00 p.m. | FN-1, L-2, LU-1, NF-2. |
| WATERBURY | | |
| All Yard Tracks | 4.00 p.m. | DN-1. |
| | 5.00 p.m. | OA-6. |
| Note: For cars which require re-icing at Waterbury, diversion order should be in hands of Agent by 2.00 p.m. | | |
| WATUPPA | | |
| All Locations | 9.30 a.m. | Extra |
| WORCESTER | | |
| All Locations | 12.30 p.m. | WP-3. |
| | 3.20 p.m. | WN-1. |
| | 8.00 p.m. | M-7. |
| | 11.15 p.m. | WP-5. |

Fruit and Vegetable Shippers and Receivers USING THE NEW HAVEN

have excellent reconsignment and diversion privileges

Ship via
NEW HAVEN

to reach the important markets in Southern New
England, New York City and Boston

Also

take advantage of the **NEW HAVEN'S**

STOP OFF IN TRANSIT
TO PARTIALLY UNLOAD OR LOAD
CARLOAD FREIGHT

(EXCEPT A FEW RESTRICTED ARTICLES)

Route via **NEW HAVEN**

to reach **NEW YORK** **HARTFORD** **PROVIDENCE**
HOLYOKE **BOSTON** **NEW HAVEN**
SPRINGFIELD **WORCESTER** **and other**
New England points

Consult your New Haven Traffic Agent

(See back cover)

WESTWARD SERVICE

The Speed Witch

Freight accepted
up to

ANE-1 — EX. SAT AND SUN.

| | | |
|-----------|-----------------------|----------------|
| 3.00 p.m. | Springfield (SN-1)... | 4.40 p.m. |
| 3.30 p.m. | Hartford | 6.35 p.m. |
| 4.45 p.m. | New Britain | 7.05 p.m. |
| 4.00 p.m. | Holyoke (YN-1)... | 6.30 p.m. |
| 5.00 p.m. | Waterbury | 8.30 p.m. |
| | Bridgeport | Arr. 9.35 p.m. |

1ST NE-1 — EX. SUN.

| | | |
|------------|-----------------------|------------|
| 3.30 p.m. | Boston | 4.15 p.m. |
| 12.30 p.m. | Worcester (WP-3)... | 2.00 p.m. |
| 2.30 p.m. | Woonsocket (WP-3) | 3.30 p.m. |
| 3.00 p.m. | Pawtucket (Switcher) | 4.00 p.m. |
| 4.30 p.m. | Providence | 6.10 p.m. |
| 7.00 p.m. | New Haven | 9.35 p.m. |
| | Bay Ridge, N.Y. Arr. | 12.15 a.m. |
| | Greenville, N.J. Arr. | 2.00 a.m. |

2/NE-1 — Ex. SAT. AND SUN.

| | | |
|-----------|------------------------------|-----------------|
| | Cedar Hill | 8.45 p.m. |
| 4.30 p.m. | Bridgeport | 10.15 p.m. |
| 4.00 p.m. | Stamford | 11.15 p.m. |
| 3.00 p.m. | Port Chester (Extra) | 4.45 p.m. |
| | Bay Ridge | Arr. 12.45 a.m. |
| | Greenville, N.J. Arr. | 2.00 a.m. |
| | Greenville, N.J. Lv. | 3.30 a.m. |
| | Philadelphia, Pa. (PRR-NE-1) | |
| | Phila. Tr. | 6.30 a.m. |
| | Kensington Sta. | 7.00 a.m. |
| | Camden, N. J. | 8.00 a.m. |

Handle freight from Boston, Providence and other points to
Philadelphia via P.R.R.

| | |
|--------------------|---|
| Connections Boston | From: Extras. |
| Providence | From: ZP-1, CP-1, EWP-1, WP-3 and Extras. |
| New Haven | From: N-1 and Extras. |
| Hartford | From: Extras. |
| Waterbury | From: Extras. |
| Bridgeport | From: Extras. |
| Stamford | From: HQ-4 and Extras. |

THE SPEED WITCH

via

The Hell Gate Bridge Route
overnight from

SOUTHERN NEW ENGLAND
to PHILADELPHIA

WESTWARD

The Cannonball

1ST BH-1 — DAILY

Boston 4.45 p.m.
 Providence 7.05 p.m.
 Oak Point Arr. 12.25 a.m.
 Harlem River 12.50 a.m.

2ND BH-1 — EX. SAT. & SUN.

Springfield (SN-1) 4.40 p.m.
 Holyoke (YN-1) 6.30 p.m.
 Cedar Hill 10.55 p.m.
 Bridgeport 12.01 a.m.
 Oak Point Arr. 1.40 a.m.
 Harlem River 2.30 a.m.
 Pier 38 E.R. (Float) 6.55 a.m.
 Jersey City (LVRR) 8.00 a.m.
 Jersey City (CRRofNJ) 7.15 a.m.

Handles freight for Harlem River, Pier 38, CPR of N. J., LVRR, LIRR and Brooklyn terminals.

Connections Boston From: Extras.
 Providence From: WP-3, EWP-1, CP-1, and Extras.
 Cedar Hill From: N-1, SN-1, DN-1, YN-1 and Extras.
 To: NG-9.
 Oak Point To: CRR of NJ, LVRR, Bush, BEDT, and Jay St. Terminals and M-7 (LIRR).

Closing hours at Boston for receipt LCL at Freight House 3.45 p.m.; Fish loaded at Fish Platform 4.15 p.m.

Closing hour for receipt of Fish loaded at Providence Fish Platform 6.45 p.m.

The Round Up

BH-3 — EX. SAT. AND SUN.

Boston 7.45 p.m.
 Readville 8.20 p.m.
 Providence 9.42 p.m.
 New London 11.42 p.m.
 Cedar Hill 1.25 a.m.
 Oak Point Arr. 3.20 a.m.
 Harlem River 3.45 a.m.
 Pier 38 E.R. (Float) 6.55 a.m.

Handles freight for Harlem River and Pier 38.

Connections Boston From: Extras.
 Readville From: Extras.
 Providence From: TP-1 and Extras.
 New London From: WN-1 (Harlem River and Pier 38, E. R., N. Y.) and Extras.

Closing hours — Boston 6.45 p.m. for LCL at Freight House, 7.00 p.m. for Carloading Companies, Fish loaded at Fish Platform and receipt of Trailers. Providence 7.00 p.m. for receipt LCL at Freight House, 8.00 p.m. for Fish loaded at Fish Platform, 7.30 p.m. for receipt of Trailers and from Mosh. Valley R.R.

BN-5 — DAILY

Boston 10.30 a.m.
 Providence 12.15 p.m.

Handles freight from Boston for Providence, Worcester and diverging.

Connections Boston From: Extras.
 Providence To: FW-6 and PZ-2.

WESTWARD

BN-7 — EX. SUN.

Boston 6.30 p.m.
 Providence 9.15 p.m.
 Cedar Hill 1.35 a.m.

Handles freight for Providence, New London, Cedar Hill and diverging and from Boston and Providence for stations east of Harrisburg and for Chicago and west via PRR.

Connection Boston From: Extras.
 Providence From: WP-3, EWP-1, CP-1 and Extras.
 To: FN-1 (New London, Norwich and Westerly) and Extras.
 Cedar Hill To: NG-3, NQ-7 and Extras.

BN-9 — DAILY

Boston 10.00 p.m.
 Mansfield 11.00 p.m.

Handles freight for Mansfield, Taunton, New Bedford, Fall River and diverging.

Connections Boston From: Extras.
 Mansfield To: LU-1.

BO-1 — EX. SUN.

Boston 5.45 p.m.
 Providence 7.50 p.m.
 Cedar Hill 12.10 a.m.
 Maybrook 5.30 a.m.

Handles freight from Boston, Providence and Cedar Hill for western connections via Maybrook.

Connections Boston From: Extras.
 Providence From: ZP-1, WP-3, EWP-1, CP-1 and Extras.
 Cedar Hill From: YN-1, WN-1 and Extras.
 Maybrook To: Western Connections.

Closing hours Boston 4.45 p.m. for receipt of LCL at Freight House, 5.00 p.m. for Carloading Companies and Fish loaded at Fish Platform. Providence 4.30 p.m. for receipt of LCL at Freight House and 6.30 p.m. for Fish loaded at Fish Platform. New Haven 7.30 p.m. for receipt of LCL at Freight House and 9.00 p.m. for Carloading Companies.

BA-1 — EX. SAT.

Boston 7.00 p.m.
 Franklin 8.55 p.m.
 Blackstone 10.05 p.m.
 East Douglas 11.05 p.m.
 Putnam 1.15 a.m.
 Willimantic 3.35 a.m.
 Hartford 5.20 a.m.

Handles freight for Franklin, Putnam, Willimantic, C. V. Ry., Hartford, New Britain and diverging. Does station work East Douglas to Bolton inclusive.

Connections Boston From: Extras.
 Franklin From: Extra.
 To: Extra.
 Blackstone From: PW-6.
 Putnam From: WN-1.
 To: P-2.
 Willimantic To: CV-491.
 From: CV-490.
 Hartford To: Extras.

WESTWARD

BC-1 — DAILY

| | |
|-----------------|-----------|
| Boston | 7.05 p.m. |
| Norwood Central | 8.00 p.m. |
| Framingham | 9.00 p.m. |

Handles freight for B&ARR via Framingham and B&MRR via Lowell and Fitchburg.

| | |
|--------------------|----------------------------------|
| Connections Boston | From: Extras. |
| Norwood Ctl. | From: Birds Mills Extra. |
| Framingham | To: B&ARR, CJ-2, UL-2 and Extra. |

CJ-2 — DAILY

| | |
|------------|------------|
| Framingham | 11.15 p.m. |
| Clinton | 3.00 a.m. |
| Leominster | 5.15 a.m. |
| Fitchburg | 6.00 a.m. |

Handles freight for Clinton, Leominster, Fitchburg and B&M RR. Does station work Southboro to Fitchburg, including Marlboro and Sterling Branches.

| | |
|------------------------|---|
| Connections Framingham | From: BC-1, PC-2, UL-2, B&ARR and Extras. |
| Fitchburg | To: B&MRR. |

EWP-1 — EX. SUN.

| | |
|--------------|-----------|
| East Walpole | 2.30 p.m. |
| Providence | 4.25 p.m. |

| | |
|------------------------|--|
| Connections Providence | To: 1/BH-1, 1/NE-1, BO-1, FN-1, BN-7 and PW-6. |
|------------------------|--|

TP-1 — EX. SAT. AND SUN.

| | |
|------------|-----------|
| Taunton | 8.20 p.m. |
| Providence | 9.15 p.m. |

Handles freight for New York Piers and Harlem River from New Bedford, Fall River, Taunton and converging points.

| | |
|---------------------|------------------------------|
| Connections Taunton | From: FN-1, UL-2 and Extras. |
| Providence | To: BH-3. |

FN-1 — DAILY

| | |
|------------|------------|
| Fall River | 7.00 p.m. |
| Taunton | 9.15 p.m. |
| Providence | 11.30 p.m. |
| Westerly | 2.15 a.m. |
| New London | 3.45 a.m. |
| Cedar Hill | 5.55 a.m. |

Handles freight from Fall River for all points and from Providence to Westerly and New London.

| | |
|------------------------|---|
| Connections Fall River | From: Extra |
| Taunton | To: UL-2, PZ 2, TP-1 and Extras. |
| Providence | From: UL-2 and Extra. |
| | To: PW-4 and OB-4. |
| | From: BN-7 (Norwich, New London and Westerly), EWP-1. |
| New London | To: CV-429 and Extra. |
| Cedar Hill | To: NO-7 and Extras. |

WESTWARD

The Maine Bullet

M-7 — EX. SAT. AND SUN.

| | |
|----------------------------|----------------|
| Portland, Me. (B&M) | 3.15 p.m. |
| Dover, N. H. (B&M) | 5.00 p.m. |
| Lawrence, Mass. (B&M) LM-1 | 4.00 p.m. |
| Lowell, Mass. (B&M) | 7.30 p.m. |
| Worcester, Mass. (B&M) | A 9.00 p.m. |
| Worcester, Mass. | Lv. 9.45 p.m. |
| Hartford, Conn. | 1.20 a.m. |
| Cedar Hill, Conn. | 3.10 a.m. |
| Bridgeport, Conn. (NG-3) | 8.45 a.m. |
| Oak Point, N. Y. | Arr. 5.30 a.m. |
| Harlem River, N. Y. | 6.30 a.m. |
| Fremont, N. Y. (LIRR) | 7.30 a.m. |
| Bay Ridge, N. Y. | 8.15 a.m. |
| Greenville | 3.40 p.m. |

Handles freight from points on or via B&MRR for Worcester and diverging, Hartford, New Haven, Bridgeport, Harlem River, New York Piers and western connections; also from all points to the LIRR.

| | |
|--------------------|--|
| Connections Lowell | To: LU-1. |
| Worcester | To: WP-5 and Extra. |
| Hartford | From: SN-3 (Harlem River cars only). |
| Cedar Hill | To: NG-1 (CNJ and LVRR), NG-3 (Bridgeport and PRR), NO-7 and Extras. |
| | From: SN-1, YN-1, DN-1 (all for LIRR only). |
| Oak Point | From: 1/BH-1, 2/BH-1, for LIRR. |
| Fremont | To: LIRR. |
| Bay Ridge | To: PRR. |

N-1 — DAILY

| | |
|---------------------------|----------------|
| Portland, Me. (B&M) | 2.30 a.m. |
| Lowell, Mass. (B&M) | 5.30 a.m. |
| Worcester, Mass. | Arr. 9.30 a.m. |
| Worcester, Mass. | Lv. 11.00 a.m. |
| Cedar Hill, Conn. | 5.00 p.m. |
| Cedar Hill, Conn. (NO-21) | Lv. 8.00 p.m. |
| Maybrook (NO-21) | Arr. 3.30 a.m. |

Handles freight from Portland, Me., and all points beyond, also from Worcester for Cedar Hill and diverging, New York Piers, Brooklyn Terminals; also connections via Oak Point, Bay Ridge and Maybrook.

| | |
|-----------------------|--|
| Connections Worcester | To: WP-3. |
| Cedar Hill | To: NY-2, NY-4, 1/NE-1, 2/BH-1, NG-9, NO-21, ND-2, NH-1, M-7 (LIRR). |

WN-1 — EX. SUN.

| | |
|------------|------------|
| Worcester | 4.30 p.m. |
| Webster | 5.35 p.m. |
| Putnam | 6.40 p.m. |
| New London | 5.05 p.m. |
| Cedar Hill | 10.30 p.m. |

Handles freight from Worcester, Webster and Putnam for Cedar Hill and diverging, New York Piers, Brooklyn Terminals and connections via Oak Point, Greenville and Maybrook.

| | |
|---------------------|--|
| Connections Webster | From: Extra. |
| Putnam | To: BA-1 (Hartford), AB-2 (Boston). |
| New London | To: BH-3 (Harlem River and Pier 38, E. R., N. Y.). |
| Cedar Hill | To: NG-1, NH-1, BO-1, M-7 (LIRR). |

WESTWARD

PW-4 — EX. SUN.

| | |
|------------|------------|
| Providence | 10.00 a.m. |
| Woonsocket | 10.45 a.m. |
| Worcester | 12.15 p.m. |

Handles freight for B&ARR and B&MRR and for Woonsocket and Worcester from Providence and points west. Does station work Uxbridge to Millbury inclusive.

Connections Providence From: FGB-2, OB-2, GB-S, HB-4, OB-4, FN-1.

PW-6 — DAILY

| | |
|------------|------------|
| Providence | 7.00 p.m. |
| Blackstone | 8.45 p.m. |
| Worcester | 10.00 p.m. |

Handles freight from Providence for B&ARR, B&MRR and Worcester; also for Willimantic, CVRy., Hartford and beyond.

Connections Providence From: ZP-1, EWP-1, BN-5 and Extras.
Blackstone To: BA-1 and AB-2.
Worcester To: B&MRR and B&ARR.

NH-1 — EX. SUN.

| | |
|--------------|-----------|
| Cedar Hill | 1.10 a.m. |
| Bridgeport | 2.20 a.m. |
| So. Norwalk | 3.10 a.m. |
| Stamford | 3.55 a.m. |
| Port Chester | 5.10 a.m. |
| New Rochelle | 6.50 a.m. |
| Oak Point | 7.30 a.m. |

Handles freight for local stations enroute and Danbury Branch. Picks up freight for Harlem River, New York Piers and connections via Oak Point and Bay Ridge.

Connections Cedar Hill From: N-1, WN-1, SN-1, YN-1, DN-1, MN-1, 1/BH-1.
So. Norwalk To: Danbury Extra.
Stamford From: QH-3 and HQ-4.
New Rochelle To: Mt. Vernon Switcher.

NG-1 — EX. MON.

| | |
|----------------------|----------------|
| Cedar Hill | 6.00 a.m. |
| Bridgeport | 7.25 a.m. |
| Oak Point | Arr. 9.10 a.m. |
| Fremont | 12.25 p.m. |
| Bay Ridge | 1.00 p.m. |
| Jersey City (C.N.J.) | 1.05 p.m. |
| Jersey City (LV) | 2.35 p.m. |
| Greenville (PRR) | 3.40 p.m. |

Handles freight for CRR of N. J., LVRR, LIRR and from Oak Point for PRR.

Connections Cedar Hill From: WN-1, MN-1, SN-3 and M-7 (LV&CNJ).
Oak Point From: QH-3.
Fremont To: CRR of N. J. and LVRR.
Greenville To: LIRR.
Greenville To: PRR.

NG-3 — DAILY

| | |
|------------------|------------|
| Cedar Hill | 7.15 a.m. |
| Bridgeport | 8.45 a.m. |
| Bay Ridge | 11.35 a.m. |
| Greenville (PRR) | 3.40 p.m. |

Handles freight for Bridgeport and PRR.

Connections Cedar Hill From: MN-1, BN-7, SN-3, M-7 (Bridgeport and PRR).
Greenville To: PRR.

WESTWARD

NG-9 — DAILY

| | |
|------------|---------------------------------------|
| Cedar Hill | 11.25 p.m. |
| Bay Ridge | 2.30 a.m. |
| Greenville | Arr. 4.00 a.m. (Harrisburg and west) |
| Greenville | Arr. 7.00 a.m. (Wilmington and south) |

Handles freight for Harrisburg and west, Wilmington and south via PRR.

Connections Cedar Hill From: N-1, SN-1, YN-1, DN-1, 1/BH-1, Extras.
Greenville To: B-3 for Harrisburg and west; MD-1 for Potomac Yard; MD-3 for Baltimore.

NO-7 — DAILY

| | |
|--------------|------------|
| Cedar Hill | 7.50 a.m. |
| Danbury | 11.00 a.m. |
| Poughkeepsie | 1.45 p.m. |
| Maybrook | 3.45 p.m. |

Handles freight from Cedar Hill for Danbury, Poughkeepsie and western connections via Maybrook.

Connections Cedar Hill From: FN-1, WN-1, M-7, MN-1, BN-7, SN-3.
Maybrook To: L&H OA-1.

NO-21 — DAILY

| | |
|---------------|------------|
| Cedar Hill | 8.00 p.m. |
| Danbury | 11.40 p.m. |
| Hopewell Jct. | 1.45 a.m. |
| Poughkeepsie | 2.30 a.m. |
| Maybrook | 3.30 a.m. |

Handles freight for western connections via Maybrook; also for Danbury and stations to Pittsfield, Beacon, State Line (B&ARR) and Poughkeepsie.

Connections Cedar Hill From: N-1 and Extras.
Danbury To: EI-2.
Hopewell Jct. From: IE-1, Extras.
To: Extra.
Maybrook From: Extra.
To: Western connections.

EO-1 — EX. SUN.

| | |
|---------------|------------|
| Bridgeport | 8.30 p.m. |
| Danbury | 12.30 a.m. |
| Hopewell Jct. | 2.20 a.m. |
| Maybrook | 3.40 a.m. |

Handles freight for western connections via Maybrook and State Line.

Connections Bridgeport From: Extras.
Danbury To: EI-2.
Maybrook From: HQ-4.
To: Western connections.

AO-5 — DAILY

| | |
|--------------------|------------|
| Springfield (SN-1) | 4.40 p.m. |
| Hartford | 7.00 p.m. |
| New Britain | 7.40 p.m. |
| Waterbury | 9.30 p.m. |
| Danbury | 12.45 a.m. |
| Maybrook | 4.00 a.m. |

Handles freight for Waterbury and connections at Maybrook from Springfield and Hartford and for B&ARR via State Line from New Britain and beyond.

Connections Hartford From: Extras.
Danbury To: EI-2.
Maybrook To: Western connections.

MN-1 — DAILY

| | |
|------------|-----------|
| New London | 7.30 p.m. |
| Cedar Hill | 9.55 p.m. |

Handles freight from C.V. Ry. for Cedar Hill and beyond.

Connections New London From: C.V. Ry.
Cedar Hill To: NH-1, M-7, NO-7, NG-1, NG-3.

WESTWARD

SN-1 — DAILY

| | |
|---------------|-----------|
| Springfield | 7.40 p.m. |
| Hartford | 6.45 p.m. |
| Cedar Hill | 8.15 p.m. |
| Maybrook AO-5 | 4.00 a.m. |

Handles freight for Hartford, Waterbury and diverging, Harlem River, New York Piers, and connections via Maybrook, Oak Point and Bay Ridge.

| | |
|-------------------------|--|
| Connections Springfield | From: B&ARR and B&M.R. |
| Hartford | To: ANE-1, AO-5 (Waterbury and via Maybrook) and AB-2. |
| Cedar Hill | To: 2/BH-1, NG-9, NH-1, M-7 (LIRR only), NM-4, HB-4. |

SN-3 — DAILY

| | |
|-------------|------------|
| Springfield | 11.55 p.m. |
| Hartford | 2.30 a.m. |
| Cedar Hill | 4.15 a.m. |

Handles freight for Hartford, Cedar Hill and diverging and Harlem River.

| | |
|-------------------------|---|
| Connections Springfield | From: B&M JS-4 (Harlem River only) and B&ARR. |
| Hartford | To: M-7 (Harlem River only) and Extras. |
| Cedar Hill | To: NG-1, NG-3, NO-7 and Extras. |

SN-5 — EX. SUN. AND MON.

| | |
|-------------|------------|
| Springfield | 8.50 a.m. |
| Hartford | 11.20 a.m. |
| Cedar Hill | 12.50 p.m. |

Handles cars for Hartford, Cedar Hill and diverging.

| | |
|-------------------------|------------------------|
| Connections Springfield | From: B&ARR and B&MRR. |
|-------------------------|------------------------|

YN-1 — EX. SUN.

| | |
|-------------|-----------|
| Holyoke | 5.30 p.m. |
| Westfield | 6.10 p.m. |
| Plainville | 7.35 p.m. |
| New Britain | 8.05 p.m. |
| Cedar Hill | 9.50 p.m. |

Handles freight for Harlem River, New York Piers, Cedar Hill and diverging and western connections.

| | |
|-----------------------|---|
| Connections Westfield | From: Extra. |
| Westfield | To: B&ARR. |
| Plainville | To: ANE-1. |
| Cedar Hill | To: 2/BH-1, NG-9, BO-1, NH-1, NM-4 and M-7 (LIRR only). |

YN-3 — EX. SUN.

| | |
|-------------|------------|
| Holyoke | 10.30 a.m. |
| Westfield | 12.01 p.m. |
| Plainville | 3.00 p.m. |
| New Britain | 3.45 p.m. |
| Cedar Hill | 5.05 p.m. |

Provides service from local stations en route to all points south and west and from connections at Northampton and Westfield to local points en route.

| | |
|-----------------------|-------------------------|
| Connections Westfield | From: B&ARR and Extras. |
|-----------------------|-------------------------|

WESTWARD

DN-1 — EX. SUN.

| | |
|------------|-----------|
| Waterbury | 7.30 p.m. |
| Ansonia | 8.20 p.m. |
| Cedar Hill | 9.15 p.m. |

Handles freight for connections via Jersey City and Greenville; also for Cedar Hill, Providence, Boston and diverging.

| | |
|-----------------------|--|
| Connections Waterbury | From: Extras. |
| Cedar Hill | To: 1/NS-2, HB-4, NM-4, NG-3, NG-9, 2/BH-1, M-7. |

EI-1 — DAILY

| | |
|------------|------------|
| Danbury | 12.20 a.m. |
| State Line | 5.45 a.m. |

Handles freight for points north including B&ARR at State Line.

| | |
|---------------------|--|
| Connections Danbury | From: HQ-4, OE-2, NO-7, EO-1 and Extras. |
| State Line | To: B&ARR. |

RH-1 — EX. SAT.

| | |
|--------------|------------|
| Danbury | 7.30 p.m. |
| So. Norwalk | 9.00 p.m. |
| Stamford | 9.45 p.m. |
| Port Chester | 10.10 p.m. |
| Harlem River | 11.20 p.m. |

Handles perishable for stations shown from Maybrook and beyond.

| | |
|---------------------|-------------|
| Connections Danbury | From: OA-4. |
|---------------------|-------------|

QH-3 — EX. SUN.

| | |
|--------------------|----------------|
| Pittsfield (Extra) | 4.15 p.m. |
| Danbury | 12.30 a.m. |
| So. Norwalk | 1.55 a.m. |
| Stamford | 2.30 a.m. |
| Oak Point | Arr. 3.45 a.m. |
| Harlem River | Arr. 5.00 a.m. |
| Jersey City (LV) | 11.30 a.m. |
| Jersey City (C.J.) | 1.05 p.m. |
| Greenville (PRR) | 3.40 p.m. |

Handles freight for Cedar Hill and diverging, Maybrook, New York Piers, Brooklyn Terminals and western connections via Harlem River; also from Maybrook and State Line for stations en route.

| | |
|---------------------|---|
| Connections Danbury | To: OE-2, NO-21 and ON-6. |
| Stamford | From: IE-1, OA-4, OE-2 and Extras. |
| | To: NH-1 (Port Chester, New Rochelle). |
| Oak Point | To: NG-1 (PRR and LIRR), CRR of N. J. and LVRR. |

UL-2 — DAILY

| | |
|-------------|-----------------|
| New Bedford | 5.30 p.m. |
| Taunton | 5.45 p.m. |
| Frammingham | Arr. 10.20 p.m. |
| Frammingham | Lv. 11.30 p.m. |
| Lowell | 2.00 a.m. |

Handles freight for Boston, Providence, Cedar Hill and diverging; also for B&ARR and B&MRR and local stations, Frammingham to Lowell.

| | |
|---------------------|---|
| Connections Taunton | To: FN-1, TP-1, PZ-2 and Extras. |
| | From: FN-1, ZP-1 and Extras. |
| Frammingham | To: CJ-2 and B&ARR. |
| | From: BC-1, JC-1, PC-2, B&ARR and Extras. |
| Lowell | To: B&MRR. |

WESTWARD

CP-1 — EX. SUN.

| | |
|---------------|-----------|
| Framingham | 1.00 p.m. |
| Medfield Jct. | 1.30 p.m. |
| Walpole | 2.00 p.m. |
| Mansfield | 2.40 p.m. |
| Providence | 3.25 p.m. |

Handles freight from B&ARR, Framingham and points north to stations shown; also from points shown for Providence and beyond.

| | | |
|-------------|---------------|---------------------------------|
| Connections | Framingham | From: JC-1, LU-1 and B&ARR. |
| | Medfield Jct. | From: Extra. |
| | Walpole | From: Extra. |
| | | To: Extra. |
| | Providence | To: 1/NE-1, 1/BH-1, BN-1, BO-1. |

JP-1 — EX. SUN.

| | |
|--------------|------------|
| Hyannis | 11.30 p.m. |
| Buzzards Bay | 2.30 a.m. |
| Wareham | 4.20 a.m. |
| Tremont | 5.15 a.m. |
| Middleboro | 6.25 a.m. |
| Taunton | 7.45 a.m. |
| Providence | 8.45 a.m. |

Handles freight for connections at Taunton and Providence.

| | | |
|-------------|--------------|---|
| Connections | Hyannis | From: Extra. |
| | Buzzards Bay | From: Extra. |
| | Tremont | From: Extra. |
| | Taunton | To: UL-2, LU-1, NF-2. |
| | Providence | To: 1/NE-1, 1/BH-1, BN-7, BO-1, FN-1, PW-6, OB-2. |

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EASTWARD SERVICE

The Speed Witch

NE-2 — EX. SAT. ON PRR DAILY ON N. H.

| | |
|-------------------------|------------|
| Baltimore, Md. (PRR) | 11.00 a.m. |
| Philadelphia, Pa. (PRR) | 4.00 p.m. |
| Greenville, N. J. | 8.00 p.m. |
| Bay Ridge, N. Y. | 11.00 p.m. |
| Oak Point, N. Y. | 1.00 a.m. |
| Bridgeport, Conn. | 3.30 a.m. |
| Cedar Hill, Conn. | 4.45 a.m. |

Handles freight from western connections via Greenville and Oak Point for Bridgeport, Cedar Hill and diverging.

| | | |
|-------------|------------|------------------------------|
| Connections | Greenville | From: PRR. |
| | Oak Point | From: CRR of N. J. and LVRR. |
| | Bridgeport | To: Extras. |
| | Cedar Hill | To: FGB-2, NS-4, A/M-6 |

The Round Up

HB-2 — EX. SAT.

| | |
|------------|------------|
| Oak Point | 8.30 p.m. |
| New Haven | 11.00 p.m. |
| Providence | 2.25 a.m. |
| Boston | 3.40 a.m. |

Provides advertised service from the New York area; also from CRR of N. J., LVRR and LIRR to New London, Providence, Taunton, New Bedford, Fall River and Boston.

| | | |
|-------------|------------|-------------------------------|
| Connections | Oak Point | From: CRR of N. J. and LVRR. |
| | New Haven | To: NM-4. |
| | Providence | To: PF-2, and Extras. |
| | Boston | To: B&M via UPRR, and Extras. |

CLOSING TIME

| | |
|-------------------------------------|------------------------------|
| Pier 38 E. R. (for receipt LCL) | 4.00 p.m. |
| Citrus floats | 3.00 p.m. |
| Banana floats | 3.00 p.m. |
| Harlem River Sta. (for receipt LCL) | 4.30 p.m. |
| Harlem River Sta. (Car Loads) | 5.30 p.m.* |
| Jersey City (LVRR) | 1.10 p.m. |
| Jersey City (CRR of N.J.) | 2.15 p.m. (Perishable only). |

*Except 5.00 p.m. at Old Freight House.

HB-4 — EX. SUN. HARLEM RIVER TO CEDAR HILL DAILY CEDAR HILL TO BOSTON

| | |
|--------------|------------|
| Harlem River | 6.00 p.m. |
| Oak Point | 7.45 p.m. |
| Cedar Hill | 12.01 a.m. |
| New London | 2.25 a.m. |
| Providence | 3.30 a.m. |
| Readville | 6.45 a.m. |
| Boston | 7.10 a.m. |

Handles freight from Harlem River, New York Piers, CRR of N. J. and LV for and via Cedar Hill, Providence, Readville and Boston.

| | | |
|-------------|------------|---|
| Connections | Cedar Hill | To: 1st NS-2, 2/NS-2, P-2, NY-4. |
| | | From: M-6 and OB-4 (Readville), GN-4, DN-1. |
| | New London | From: CVRy. 430 and Extras. |
| | Providence | To: PW-4, PC-2 and Extras. |
| | Readville | To: Extras. |
| | Boston | To: Extras. |

EASTWARD

FGB-2 — DAILY

| | |
|--------------|------------|
| Greenville | 4.50 a.m. |
| Bay Ridge | 7.00 a.m. |
| Oak Point | 6.45 a.m. |
| Cedar Hill | 1.35 p.m. |
| New London | 3.25 p.m. |
| Providence | 6.30 p.m. |
| Boston | 8.00 p.m. |
| Boston (B&M) | 11.55 p.m. |

Handles freight from PRR, CRR of N. J. and LVRR for Springfield, Providence, Boston and diverging; also handles perishable for Montreal via C.V. Ry at New London.

| | |
|------------------------|---|
| Connections Cedar Hill | From: NE-2, OB-6, HN-2. |
| | To: Adv. M-6, NS-4 (Springfield), NF-2. |
| New London | To: CV 429 (perishable). |
| Providence | To: PW-4, PC-2, PZ-2 and Extras. |
| Boston | To: UFRR, B&ARR and Extras. |

GN-4 — EX. SAT.

| | |
|------------|------------|
| Greenville | 11.15 a.m. |
| Bay Ridge | 2.00 p.m. |
| Fremont | 3.10 p.m. |
| Oak Point | 5.30 p.m. |
| Bridgeport | 8.30 p.m. |
| Cedar Hill | 9.30 p.m. |

Handles freight from Greenville, Fremont and Oak Point to Bridgeport, Waterbury, Cedar Hill and diverging.

| | |
|---------------------|--|
| Connections Fremont | From: LIRR. |
| Oak Point | From: CRR of N. J. and LVRR. |
| | To: HQ-4 and HN-2. |
| Bridgeport | To: EA-2 and Extras. |
| Cedar Hill | To: HB-4, P-2, NM-4, NY-2, NY-4, 1/NS-2. |

GB-8 — DAILY

| | |
|----------------------------|---------------|
| Greenville | 10.00 a.m. |
| Bay Ridge | 1.00 p.m. |
| Oak Point | 3.00 p.m. |
| Cedar Hill | 6.35 p.m. |
| Providence | 10.50 p.m. |
| Boston | 11.55 p.m. |
| Boston (B&M) | 2.30 a.m. |
| Cedar Hill (1/NS-2) | Lv 12.15 a.m. |
| Springfield (1/NS-2) | Arr 3.45 a.m. |
| White River Jct. (B&MSJ-1) | 1.45 p.m. |

Handles freight from PRR, CRR of N.J. and LVRR for Cedar Hill, Springfield, Worcester, Providence, Boston and diverging.

| | |
|------------------------|---|
| Connections Cedar Hill | To: NM-4, M-6, P-2, HB-4, NF-2, 1/NS-2, NY-2, NY-4. |
| Providence | To: PW-4, PC-2, PZ-2 and Extras. |
| | From: WP-3, Extras. |
| Boston | To: UFRR, B&ARR and Extras. |

SHIP BY TRAIN AND INSURE ON TIME ARRIVAL

EASTWARD

The Maine Bullet

Advance M-6 — DAILY

| | |
|------------|-----------|
| Cedar Hill | 3.30 p.m. |
| Putnam | 8.00 p.m. |
| Worcester | 9.30 p.m. |

Handles freight from Cedar Hill and points west for Worcester and B&MRR.

| | |
|------------------------|--------------------------------|
| Connections Cedar Hill | From: HN-2, FGB-2, NE-2, OB-6. |
| Worcester | To: B&M WB-2, WC-1 and M-6. |

M-6 — DAILY

| | |
|--------------------------------|-----------------|
| Greenville, N. J. | 1.25 p.m. |
| Bay Ridge, N. Y. | 4.00 p.m. |
| Cedar Hill, Conn. | 7.55 p.m. |
| Worcester, Mass. | Arr. 12.01 a.m. |
| Boston, Mass. (B&M) (Ex. Sun.) | 3.45 a.m. |
| Lowell, Mass. (B&MRR) | 8.00 a.m. |
| Nashua, N. H. (B&M) | 5.30 a.m. |
| Manchester, N. H. (B&M) | 6.45 a.m. |
| Concord, N. H. (B&M) | 7.30 a.m. |
| Lawrence, Mass. (B&M) | 9.00 a.m. |
| Dover, N. H. (B&M) | 11.00 a.m. |
| Biddeford, Me. (B&M) | 12.30 p.m. |
| Portland, Me. (B&M) | 1.00 p.m. |

Handles freight from the PRR for Cedar Hill and points east; from Cedar Hill for Worcester and points on or via B&M via Worcester.

| | |
|------------------------|---|
| Connections Cedar Hill | To: OB-4, HB-4, NM-4, 1/NS-2, NY-2, NY-4, P-2 and ND-2. |
| | From: GB-8, OB-2. |
| Worcester | To: B&M WB-2, WC-1, M-6. |
| | From: PW-6 and Advance M-6. |
| Lowell | From: UL-2. |

P-2 — DAILY CEDAR HILL TO WORCESTER (EX. MON. ON B&M R.R.)

| | |
|------------------------|----------------|
| Cedar Hill | 11.00 p.m. |
| Norwich | 1.40 a.m. |
| Putnam | 4.10 a.m. |
| Worcester, Mass. | Arr. 5.20 a.m. |
| Worcester, Mass. (B&M) | Lv. 8.00 a.m. |
| Lowell, Mass. (B&M) | 10.30 a.m. |
| Portland, Me. (B&M) | 4.00 p.m. |

Handles freight for Norwich, Putnam, Worcester, Lowell, Lawrence, Portland, Me., and points beyond.

| | |
|------------------------|------------------------------------|
| Connections Cedar Hill | From: GN-4, GB-8, M-6, HB-4, OB-4. |
| Putnam | From: BA-1 and AB-2. |
| Worcester | To: B&M P-2 and Extras. |

HN-2 — EX. SUN.

| | |
|--------------|-----------|
| Harlem River | 1.10 a.m. |
| Oak Point | 2.00 a.m. |
| New Rochelle | 3.00 a.m. |
| Port Chester | 3.50 a.m. |
| Stamford | 4.50 a.m. |
| So. Norwalk | 6.20 a.m. |
| Bridgeport | 7.30 a.m. |
| Cedar Hill | 8.40 a.m. |

Handles cars from New York Piers and western connections via Oak Point and Greenville to local points en route.

EASTWARD

HQ-4 — EX. SAT.

| | |
|--------------------------|------------|
| Oak Point..... | 8.15 p.m. |
| Stamford..... | 9.35 p.m. |
| So. Norwalk..... | 10.05 p.m. |
| Danbury..... | 11.10 p.m. |
| Gt. Barrington (EI-2) .. | 4.15 a.m. |
| Pittsfield (Extra) | 7.00 a.m. |

Provides advertised service from all Harlem River and Oak Point connections to Danbury and points north; also for Harlem River local cars for Maybrook and State Line connections. Picks up at Stamford for Maybrook and State Line.

| | |
|-----------------------|-----------------|
| Connections Oak Point | From: GN-4. |
| Danbury | To: EO-1, EI-2. |

EA-2 — EX. SUN. AND MON.

| | |
|-----------------|------------|
| Bridgeport..... | 12.30 a.m. |
| Waterbury..... | 3.00 a.m. |
| Hartford..... | 5.00 a.m. |

Handles freight from Bridgeport for Waterbury and Hartford.

| | |
|------------------------|------------------------|
| Connections Bridgeport | From: GN-4 and Extras. |
| Derby Jct. | From: OE-2. |
| Waterbury | To: Extras. |
| Hartford | To: Extras. |

NY-2 — EX. SUN.

| | |
|------------------|------------|
| Cedar Hill..... | 12.20 a.m. |
| Meriden..... | 1.40 a.m. |
| New Britain..... | 2.45 a.m. |
| Plainville..... | 3.50 a.m. |
| Westfield..... | 5.45 a.m. |
| Holyoke..... | 6.15 a.m. |

Handles freight from Cedar Hill for New Britain, Plainville, Westfield and Holyoke; also perishable only for Meriden.

| | |
|------------------------|--|
| Connections Cedar Hill | From: FGE-2, GN-4, GB-8, M-6, OB-4 (Meriden perishable). |
| Plainville | From: OA-6. |
| Westfield | To: Extra. |
| | From: B&ARR. |

NY-4 — EX. SUN.

| | |
|------------------|------------|
| Cedar Hill..... | 4.45 a.m. |
| Meriden..... | 6.00 a.m. |
| Berlin..... | 6.50 a.m. |
| New Britain..... | 7.25 a.m. |
| Plainville..... | 8.15 a.m. |
| Westfield..... | 11.30 a.m. |
| Holyoke..... | 12.15 p.m. |

Handles freight from Cedar Hill for points indicated.

| | |
|------------------------|---|
| Connections Cedar Hill | From: GN-4, GB-8, M-6, HB-4, OB-4 (Meriden and Berlin), 1/BH-1. |
| Plainville | From: OA-6. |

1st NS-2 — DAILY

| | |
|------------------|------------|
| Cedar Hill..... | 12.15 a.m. |
| Hartford..... | 2.50 a.m. |
| Springfield..... | 3.45 a.m. |

Handles freight from Cedar Hill and points west for Hartford, Springfield, Greenfield, White River Jct. and beyond.

| | |
|------------------------|--|
| Connections Cedar Hill | From: GN-4, GB-8, M-6, OB-4, DN-1, HB-4. |
| Hartford | From: OA-4. |
| | To: Extras. |
| Springfield | To: B&M SJ-1. |

EASTWARD

2nd NS-2 — EX. SUN. AND MON.

| | |
|------------------|-----------|
| Cedar Hill..... | 2.30 a.m. |
| Hartford..... | 4.55 a.m. |
| Springfield..... | 6.10 a.m. |

Handles cars from Cedar Hill and points west for Hartford, Springfield and beyond; also Springfield cars from Boston and Providence.

| | |
|------------------------|---------------------------------|
| Connections Cedar Hill | From: HB-2, HB-4, GN-4, 1/BH-1. |
| Hartford | To: Extras. |
| | From: OA-6. |
| Springfield | To: B&M and B&ARR. |

NS-4 — DAILY

| | |
|------------------|------------|
| Cedar Hill..... | 6.55 p.m. |
| Hartford..... | 9.15 p.m. |
| Springfield..... | 10.00 p.m. |

Handles freight from Cedar Hill for Hartford, Springfield, B&ARR and B&MRR; picks up at Hartford freight for Springfield, B&ARR and B&MRR.

| | |
|------------------------|----------------------|
| Connections Cedar Hill | From: FGB-2, OB-6. |
| Hartford | To: AB-2, Extras. |
| Springfield | To: B&MRR and B&ARR. |

ND-2 — EX. SUN.

| | |
|-----------------|------------|
| Cedar Hill..... | 12.40 a.m. |
| Derby Jct..... | 2.20 a.m. |
| Waterbury..... | 3.20 a.m. |

Handles freight from Cedar Hill for Ansonia, Waterbury and points diverging.

| | |
|------------------------|-------------------------|
| Connections Cedar Hill | From: M-6, N-1, 1/BH-1. |
| Derby Jct. | From: OE-2. |
| Waterbury | To: Extras. |

NM-4 — DAILY

| | |
|-----------------|-----------|
| Cedar Hill..... | 1.00 a.m. |
| New London..... | 2.45 a.m. |

Handles freight from Cedar Hill and points west for New London and Central Vermont Ry.

| | |
|------------------------|--|
| Connections Cedar Hill | From: GB-8, GN-4, M-6, HB-2, OB-2, OB-4. |
| New London | To: CV 491 and Extras. |

OB-2 — EX. SAT.

| | |
|-------------------|------------|
| Maybrook..... | 1.00 p.m. |
| Cedar Hill..... | 7.10 p.m. |
| Providence..... | 10.50 p.m. |
| Boston..... | 11.55 p.m. |
| Boston (B&M)..... | 2.30 a.m. |

Handles freight from connections at Maybrook for Cedar Hill, Providence, Boston and diverging.

| | |
|------------------------|--|
| Connections Cedar Hill | To: M-6, NF-2. |
| Providence | To: PW-4, PC-2, PZ-2 and Extras. |
| Boston | To: B&MRR via UFRS, B&ARR, and Extras. |

EASTWARD

HQ-4 — EX. SAT.

| | |
|-----------------------------|------------|
| Oak Point..... | 8.15 p.m. |
| Stamford..... | 9.35 p.m. |
| So. Norwalk..... | 10.05 p.m. |
| Danbury..... | 11.10 p.m. |
| Gt. Barrington (EI-2) | 4.15 a.m. |
| Pittsfield (Extra) | 7.00 a.m. |

Provides advertised service from all Harlem River and Oak Point connections to Danbury and points north; also for Harlem River local cars for Maybrook and State Line connections. Picks up at Stamford for Maybrook and State Line.

| | |
|-----------------------|-----------------|
| Connections Oak Point | From: GN-4. |
| Danbury | To: EO-1, EI-2. |

EA-2 — EX. SUN. AND MON.

| | |
|-----------------|------------|
| Bridgeport..... | 12.30 a.m. |
| Waterbury..... | 3.00 a.m. |
| Hartford..... | 5.00 a.m. |

Handles freight from Bridgeport for Waterbury and Hartford.

| | |
|------------------------|------------------------|
| Connections Bridgeport | From: GN-4 and Extras. |
| Derby Jct. | From: OE-2. |
| Waterbury | To: Extras. |
| Hartford | To: Extras. |

NY-2 — EX. SUN.

| | |
|------------------|------------|
| Cedar Hill..... | 12.20 a.m. |
| Meriden..... | 1.40 a.m. |
| New Britain..... | 2.45 a.m. |
| Plainville..... | 3.50 a.m. |
| Westfield..... | 5.45 a.m. |
| Holyoke..... | 6.15 a.m. |

Handles freight from Cedar Hill for New Britain, Plainville, Westfield and Holyoke; also perishable only for Meriden.

| | |
|------------------------|--|
| Connections Cedar Hill | From: FGB-2, GN-4, GB-8, M-6, OB-4 (Meriden perishable). |
| Plainville | From: OA-6. |
| Westfield | To: Extras. |
| | From: B&ARR. |

NY-4 — EX. SUN.

| | |
|------------------|------------|
| Cedar Hill..... | 4.45 a.m. |
| Meriden..... | 6.00 a.m. |
| Berlin..... | 6.50 a.m. |
| New Britain..... | 7.25 a.m. |
| Plainville..... | 8.15 a.m. |
| Westfield..... | 11.30 a.m. |
| Holyoke..... | 12.15 p.m. |

Handles freight from Cedar Hill for points indicated.

| | |
|------------------------|---|
| Connections Cedar Hill | From: GN-4, GB-8, M-6, HB-4, OB-4 (Meriden and Berlin), 1/BH-1. |
| Plainville | From: OA-6. |

1st NS-2 — DAILY

| | |
|------------------|------------|
| Cedar Hill..... | 12.15 a.m. |
| Hartford..... | 2.50 a.m. |
| Springfield..... | 3.45 a.m. |

Handles freight from Cedar Hill and points west for Hartford, Springfield, Greenfield, White River Jct. and beyond.

| | |
|------------------------|--|
| Connections Cedar Hill | From: GN-4, GB-8, M-6, OB-4, DN-1, HB-4. |
| Hartford | From: OA-4. |
| | To: Extras. |
| Springfield | To: B&M SJ-1. |

EASTWARD

2nd NS-2 — EX. SUN. AND MON.

| | |
|------------------|-----------|
| Cedar Hill..... | 2.30 a.m. |
| Hartford..... | 4.55 a.m. |
| Springfield..... | 6.10 a.m. |

Handles cars from Cedar Hill and points west for Hartford, Springfield and beyond; also Springfield cars from Boston and Providence.

| | |
|------------------------|---------------------------------|
| Connections Cedar Hill | From: HB-2, HB-4, GN-4, 1/BH-1. |
| Hartford | To: Extras. |
| | From: OA-6. |
| Springfield | To: B&M and B&ARR. |

NS-4 — DAILY

| | |
|------------------|------------|
| Cedar Hill..... | 6.55 p.m. |
| Hartford..... | 9.15 p.m. |
| Springfield..... | 10.00 p.m. |

Handles freight from Cedar Hill for Hartford, Springfield, B&ARR and B&MRR; picks up at Hartford freight for Springfield, B&ARR and B&MRR.

| | |
|------------------------|----------------------|
| Connections Cedar Hill | From: FGB-2, OB-6. |
| Hartford | To: AB-2, Extras. |
| Springfield | To: B&MRR and B&ARR. |

ND-2 — EX. SUN.

| | |
|-----------------|------------|
| Cedar Hill..... | 12.40 a.m. |
| Derby Jct..... | 2.20 a.m. |
| Waterbury..... | 3.20 a.m. |

Handles freight from Cedar Hill for Ansonia, Waterbury and points diverging.

| | |
|------------------------|-------------------------|
| Connections Cedar Hill | From: M-6, N-1, 1/BH-1. |
| Derby Jct. | From: OE-2. |
| Waterbury | To: Extras. |

NM-4 — DAILY

| | |
|-----------------|-----------|
| Cedar Hill..... | 1.00 a.m. |
| New London..... | 2.45 a.m. |

Handles freight from Cedar Hill and points west for New London and Central Vermont Ry.

| | |
|------------------------|--|
| Connections Cedar Hill | From: GB-8, GN-4, M-6, HB-2, OB-2, OB-4. |
| New London | To: CV 491 and Extras. |

OB-2 — EX. SAT.

| | |
|-------------------|------------|
| Maybrook..... | 1.00 p.m. |
| Cedar Hill..... | 7.10 p.m. |
| Providence..... | 10.50 p.m. |
| Boston..... | 11.55 p.m. |
| Boston (B&M)..... | 2.30 a.m. |

Handles freight from connections at Maybrook for Cedar Hill, Providence, Boston and diverging.

| | |
|------------------------|--|
| Connections Cedar Hill | To: M-6, NF-2. |
| Providence | To: PW-4, PC-2, PZ-2 and Extras. |
| Boston | To: B&MRR via UFRY, B&ARR, and Extras. |

EASTWARD

AB-2 — EX. SAT.

| | |
|-------------|------------|
| Hartford | 10.30 p.m. |
| Willimantic | 1.00 a.m. |
| Putnam | 3.35 a.m. |
| Blackstone | 5.25 a.m. |
| Franklin | 6.10 a.m. |
| Walpole | 6.35 a.m. |
| Readville | 7.20 a.m. |
| Boston | 7.50 a.m. |

NOTE: Saturdays CV cars from Hartford territory move via Cedar Hill and New London in SN-1, NM-4.

Handles freight from Hartford and beyond for CV Ry., Willimantic, Putnam, Worcester and B&MRR, Franklin and Boston.

| | |
|----------------------|------------------------------|
| Connections Hartford | From: SN-1, NS-4 and Extras. |
| Willimantic | To: CV 491. |
| | From: CV 490. |
| Putnam | From: WN-1 and Extras. |
| | To: P-2. |
| Blackstone | To: Extra. |
| | From: PW-6. |
| Franklin | To: Milford Extra. |
| Walpole | To: PC-2. |
| Readville | To: Extra. |
| Boston | To: Extra. |

WP-3 — EX. SUN.

| | |
|------------|-----------|
| Worcester | 2.00 p.m. |
| Woonsocket | 3.30 p.m. |
| Providence | 4.15 p.m. |

Handles freight from Worcester and Woonsocket including Speed Witch for Providence and diverging.

| | |
|-----------------------|--|
| Connections Worcester | From: B&MRR and B&ARR. |
| Providence | To: 1/NE-1, 1/BH-1, BO-1, BN-7 and GB-8. |

WP-5 — DAILY

| | |
|---------------------------|------------|
| Worcester | 12.45 a.m. |
| Woonsocket | 2.30 a.m. |
| Providence (Brayton Ave.) | 4.20 a.m. |

Handles freight from Worcester and connections for Providence and diverging points.

| | |
|-----------------------|----------------------------|
| Connections Worcester | From: B&MRR and B&ARR. |
| Providence | To: PC-2, PZ-2 and Extras. |

PC-2 — EX. SUN.

| | |
|---------------|------------|
| Providence | 7.30 a.m. |
| Walpole | 9.30 a.m. |
| Medfield Jct. | 10.15 a.m. |
| Framingham | 10.40 a.m. |

Handles freight from Providence and diverging for Foxboro and points north, including Chicquot and stations to West Medway and Cook St.

| | |
|------------------------|--|
| Connections Providence | From: FGB-2, OB-2, OB-4, GB-8, HB-4, WP-5. |
| Walpole | From: AL-2 and Extra. |
| Medfield Jct. | To: Extra. |
| Framingham | To: UL-2, CJ-2 and B&ARR. |

EASTWARD

JC-1 — DAILY

| | |
|------------|------------|
| Fitchburg | 4.20 p.m. |
| Leominster | 5.45 p.m. |
| Clinton | 7.25 p.m. |
| Framingham | 10.45 p.m. |

Handles freight from B&MRR via Fitchburg and stations shown for Readville, Boston and diverging. Does station work Fitchburg to Southboro, Marlboro and Sterling.

| | |
|-----------------------|--|
| Connections Fitchburg | From: B&MRR. |
| Framingham | To: CB-2, CP-1, LU-1, UL-2 and Extras. |

CB-2 — DAILY

| | |
|------------|-----------|
| Framingham | 1.45 a.m. |
| Readville | 3.35 a.m. |
| Boston | 4.05 a.m. |

Handles freight from B&M via Lowell and Fitchburg and B&A via Framingham for Readville, Boston and diverging.

| | |
|------------------------|-------------------------------------|
| Connections Framingham | From: JC-1, LU-1, Extras and B&ARR. |
| Readville | To: Extra. |
| Boston | To: Extra. |

LU-1 — DAILY

| | |
|-------------|------------|
| Lowell | 10.00 p.m. |
| Framingham | 12.15 a.m. |
| Mansfield | 1.40 a.m. |
| Taunton | 4.15 a.m. |
| New Bedford | 5.15 a.m. |

Handles freight from B&MRR Lowell, and B&ARR Framingham; for Mansfield, Taunton, New Bedford, Fall River and diverging.

| | |
|--------------------|-------------------------------|
| Connections Lowell | From: B&MRR. |
| Framingham | To: CB-2, CP-1. |
| | From: B&ARR, JC-1 and Extras. |
| Mansfield | To: Extra. |
| | From: BN-9. |
| Taunton | To: NF-2, PZ-2 and Extras. |
| | From: NF-2, PT-2 and ZP-1. |

PZ-2 — DAILY

| | |
|--------------|------------|
| Providence | 11.40 p.m. |
| Taunton | 1.20 a.m. |
| Middleboro | 2.45 a.m. |
| Tremont | 3.30 a.m. |
| Buzzards Bay | 5.00 a.m. |
| Hyannis | 8.10 a.m. |

Provides service to Taunton, Middleboro and points on Cape Cod.

| | |
|------------------------|------------------------------------|
| Connections Providence | From: WP-5, FGB-2, BN-5. |
| Taunton | From: FN-1, LU-1, UL-2 and Extras. |
| Middleboro | To: Extra. |
| Buzzards Bay | To: Extra. |
| Yarmouth | To: Extra. |

EASTWARD

OB-4 — DAILY

| | |
|--------------------|----------------|
| Maybrook | 3.00 p.m. |
| Cedar Hill | 9.35 p.m. |
| Providence | 1.35 a.m. |
| Boston | 3.00 a.m. |
| Cedar Hill (P-2) | Lv 11.00 p.m. |
| Worcester (P-2) | Arr 5.20 a.m. |
| Portland (B&M-P-2) | Arr. 4.00 p.m. |

Handles freight from Maybrook connections for Boston, Providence, Worcester and B&MRR; also perishable for Springfield and diverging points from Cedar Hill.

| | |
|------------------------|---|
| Connections Cedar Hill | To: HB-4 (Readville), NM-4, 1/NS-2, NY-2 (Meriden perishable), NY-4, P-2. |
| | From: M-6, OB-2 (cars from Beacon and NYC via Beacon). |
| Providence | To: PW-4, PC-2 and Extras. |
| Boston | To: B&MRR via UFRR, B&ARR, and Extras. |

OB-6 — DAILY

| | |
|--------------------|------------|
| Maybrook | 6.00 a.m. |
| Poughkeepsie | 7.15 a.m. |
| Cedar Hill | 12.10 p.m. |
| Providence (FGB-2) | 6.50 p.m. |
| Boston (FGB-2) | 8.00 p.m. |

Handles freight from connections via Maybrook for Poughkeepsie, Cedar Hill, Providence, Boston and diverging.

| | |
|------------------------|---|
| Connections Cedar Hill | To: FGB-2, Adv. M-6, NS-4, NF-2, NM-4, P-2. |
|------------------------|---|

ON-6 — DAILY

| | |
|--------------|------------|
| Maybrook | 11.45 p.m. |
| Poughkeepsie | 1.00 a.m. |
| Danbury | 3.55 a.m. |
| Derby Jct. | 5.15 a.m. |
| Cedar Hill | 6.40 a.m. |

Handles freight from connections at Maybrook for Poughkeepsie, Cedar Hill and diverging.

| | |
|---------------------|------------------------|
| Connections Danbury | From: IE-1 and Extras. |
|---------------------|------------------------|

OA-4 — EX. SAT.

| | |
|----------------------------|------------|
| Maybrook | 11.00 a.m. |
| Danbury | 2.45 p.m. |
| Waterbury | 5.55 p.m. |
| Hartford | 7.55 p.m. |
| Springfield (1/NS-2) | 8.15 a.m. |
| White River Jct. (B&MSJ-1) | 1.15 p.m. |

Handles freight from connections at Maybrook for Danbury, Waterbury, Hartford, Springfield and diverging.

| | |
|---------------------|------------------------|
| Connections Danbury | To: QH-3 and RH-1. |
| Waterbury | To: Extras. |
| Hartford | To: 1/NS-2 and Extras. |

EASTWARD

OA-6 — DAILY

| | |
|----------------------|------------|
| Maybrook | 4.30 p.m. |
| Hopewell Jct. | 6.20 p.m. |
| Waterbury | 11.35 p.m. |
| Plainville | 12.40 a.m. |
| New Britain | 1.10 a.m. |
| Hartford | 1.40 a.m. |
| Holyoke (NY-2) | 6.15 a.m. |
| Springfield (2/NS-2) | 6.10 a.m. |

Handles freight from connections at Maybrook for Hopewell Jct., Waterbury, Plainville, New Britain, Hartford, Springfield and diverging.

| | |
|-----------------------|---------------------|
| Connections Waterbury | To: Extras. |
| Plainville | To: NY-2, NY-4. |
| Hartford | To: 2/NS-2, Extras. |

OE-2 — EX. SAT.

| | |
|------------|------------|
| Maybrook | 6.00 p.m. |
| Danbury | 10.45 p.m. |
| Derby Jct. | 12.40 a.m. |
| Bridgeport | 2.00 a.m. |

Handles freight from connections at Maybrook for Danbury and diverging, Bridgeport and points west.

| | |
|---------------------|----------------------------|
| Connections Danbury | From: IE-1 and Extras. |
| | To: QH-3, EI-2 and Extras. |
| Derby Jct. | To: ND-2 and EA-2. |
| Bridgeport | To: Extras. |

PT-2 — EX. SUN. AND MON.

| | |
|------------|-----------|
| Providence | 2.45 a.m. |
| Taunton | 3.50 a.m. |

Handles freight from New York Piers and Harlem River for Taunton, New Bedford and Fall River.

| | |
|------------------------|----------------------------|
| Connections Providence | From: HB-2. |
| Taunton | To: NF-2, LU-1 and Extras. |

NF-2 — DAILY

| | |
|------------|-----------|
| Cedar Hill | 8.35 p.m. |
| Providence | 2.05 a.m. |
| Taunton | 4.00 a.m. |
| Fall River | 5.03 a.m. |

Handles freight from Cedar Hill and points west for Taunton, Fall River, Newport, New Bedford and Watupps.

| | |
|------------------------|--------------------------------------|
| Connections Cedar Hill | From: NE-2, FGB-2, GB-8, OB-2, OB-6. |
| Taunton | To: LU-1 and Extras. |
| | From: LU-1, PT-2, ZP-1. |
| Fall River | To: Extra. |

IE-1 — DAILY

| | |
|----------------|-----------|
| State Line | 6.00 p.m. |
| Gt. Barrington | 7.15 p.m. |
| Danbury | 9.30 p.m. |

Handles freight from B&ARR via State Line; also cars from Great Barrington and other Berkshire stations.

| | |
|------------------------|------------------------------|
| Connections State Line | From: B&ARR. |
| Danbury | To: QH-3, NO-21, OE-2, ON-6. |

STB

FD-33388

1-14-98

D

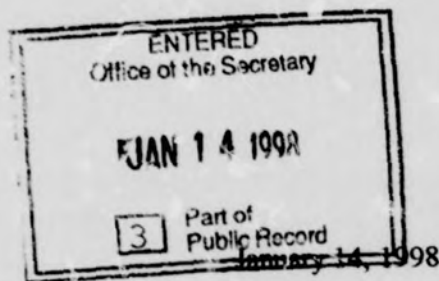
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185-216



D

Brussels
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BY HAND DELIVERY

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W., Room 700
Washington, D.C. 20423-0001

**Re: Finance Docket No. 33388, CSX Corporation and CSX Transportation, Inc.,
Norfolk Southern Corporation and Norfolk Southern Railway Company --
Control and Operating Leases/Agreements -- Conrail Inc. and Consolidated
Rail Corporation -- Transfer of Railroad Line by Norfolk Southern Railway
Company to CSX Transportation, Inc.**

Dear Secretary Williams:

Enclosed you will find an original and 25 copies of the Rebuttal Verified Statement of William D. Burt (LAL-6), together with a 3.5 inch diskette containing the filing in WordPerfect 5.1.

Please contact the undersigned if you have any questions regarding this matter.

Respectfully submitted,

Kevin M. Sleys
OPPENHEIMER WOLFF & DONNELLY LLP

Enclosures

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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**



**LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION
--TRACKAGE RIGHTS OR OWNERSHIP--
LINES OF CONSOLIDATED RAIL CORPORATION**

**REBUTTAL VERIFIED STATEMENT
OF
WILLIAM D. BURT**

Sergeant W. Wise
Livonia, Avon & Lakeville Railroad
Corporation
5769 Sweeteners Boulevard
P.O. Box 190-B
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**ATTORNEYS FOR LIVONIA, AVON &
LAKEVILLE RAILROAD CORPORATION**

Dated: January 14, 1998

BEFORE THE
SURFACE TRANSPORTATION BOARD

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

LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION
--TRACK/AGE RIGHTS OR OWNERSHIP--
LINES OF CONSOLIDATED RAIL CORPORATION

**REBUTTAL VERIFIED STATEMENT
OF
WILLIAM D. BURT**

I. INTRODUCTION

My name is William D. Burt. I am Vice President and General Manager of the Livonia, Avon & Lakeville Railroad Corporation ("LAL"), and am responsible as chief operating officer for our railroad's operations and business development.

I furnished a verified statement which accompanied LAL's Responsive Application. My educational and employment background were set forth therein. The purpose of this rebuttal verified statement is to respond to certain assertions made by Applicants in their December 15, 1997 rebuttal submission (herein "App. Reb."). I will address the three general areas summarized below, plus certain related points.

First, LAL's Responsive Application identified specific transaction-related harms. Applicants chose to ignore LAL's evidence. Applicants state that LAL seeks relief from pre-existing conditions and "nothing more." App. Reb. Vol. 1, 371-375. Applicants' claim is simply wrong.

Second, LAL has demonstrated that the relief it seeks would mitigate the transaction-related harms. Responsive Application of Livonia, Avon & Lakeville Railroad Corporation for Trackage Rights or Ownership ("LAL Resp. Appl."), 12; Verified Statement of William D. Burt ("Burt V.S."), 19-20. Applicants make an over-simplistic argument that the LAL-R&S-NS routing/service that LAL seeks would be no better than the LAL-CSX-NS routing/service LAL would be left with post merger, absent imposition of LAL's requested conditions.

Third, LAL has demonstrated that the relief it seeks would not interfere with CSX's post-transaction operations. Applicants offer a completely unsupported assertion to the contrary.

II. APPLICANTS HAVE NOT REBUTTED THE FACTS IN LAL'S RESPONSIVE APPLICATION

A. LAL's Responsive Application Identified Transaction-Related Harms, Which Applicants Have Elected Not To Address

Unable to rebut LAL's evidence of transaction-related harms, Applicants resort to making the unsupported assertion that LAL's points are "pure speculation." App. Reb. Vol. 1, 373. Applicants also charge that LAL has attempted to "manufacture"

evidence Id. Apparently, Applicants believe factual information not to their liking is "manufactured" and need not be responded to.

1. Diversion of CSX's Resources

LAL has explained why CSX will be motivated to divert resources away from captive markets to competitive markets. LAL Rep. Appi. 11; Burt V.S., 11-14. Applicants respond by stating that "CSX will be assuming Conrail's existing agreements with LAL, and while those agreements are in effect, CSX will abide by their terms." App. Reb. Vol. 1, 373. Applicants' assurance about complying with assumed contracts during their remaining term is simply not applicable in LAL's case, as there are no such relevant agreements other than an interchange agreement. Applicants probably are unaware that these agreements do not exist, as they only within the last few weeks learned that LAL even owned the line from Avon to Genesee Junction Yard. That line is shown as part of the Conrail lines on maps filed as part of the Application ("Application"), Vol. 1, back pocket envelope. Short lines too often complain that big railroads do not know they exist, but that is almost literally the case here.

Besides promising to comply with the non-existent contracts, Applicants say nothing to rebut LAL's evidence on diversion of resources to competitive markets or give me any basis to believe that they will address the concerns of the shippers served by LAL in the same manner as they will the shippers in, for example, the North Jersey Shared Assets Area. If CSX fails to provide capital and service resources in the NJ Shared Assets Area --

NS gets the business. If CSX fails to provide capital and service resources to LAL and our shippers -- we wait or hobble by without them or lose the traffic.

CSX and NS will compete in areas that have not seen competitive service since the formation of Conrail. For both CSX and NS, success in the newly re-opened markets is essential to long-term viability. This will heighten CSX's motivation to pay attention to other markets and focus resources in areas other than captive areas. Here, the markets that gain new access to competitive rail service are large, and the diversion of resources will be significant. LAL Resp. Appl., 11-13; Burt V.S., 12-14.

2. CSX-NS Interchanged Traffic

In like fashion, Applicants evade the merits of LAL's other evidence on transaction-related harms. LAL demonstrated that traffic requiring interchange between two large railroads, CSX and NS, would dry up. LAL explained that the vigorous CSX/NS rivalry and duplicative costs, would make the interline business very inefficient, as compared with the current LAL-CR service. LAL Resp. App., 11-12; Burt V.S., 19-21. Instead of attempting a substantive response, Applicants resort to the irrelevant "compliance with contracts" war horse mentioned above and add that shippers will continue to have the same rail options. App. Reb. Vol. 1, 374.

In the real world of short line railroading, measuring harm does not begin and end with making sure that the tracks are still in place. LAL has identified certain traffic

that the transaction will convert from Conrail single-line service to CSX/NS interline service, to the detriment of LAL's customers.¹ LAL has also identified instances where the traffic will convert from NS-Conrail service to CSX-NS service. Burt V.S., 19. The adverse impact is with respect to rates and service.

With respect to rates, the Applicants do not deny that interline service is subject to duplicative costs as their own application touts the substitution of single-line service for interline service, and their rebuttal concedes that "single-line service is generally preferable" to joint line service, all making the Applicants poorly positioned to justify imposing similar impediments to commerce on others. App. Reb. Vol. 1, 490. Applicants promise to honor shippers' contract rates and set up a pre-agreed division between CSX and NS. App. Reb. Vol. 1, 374. In other words, in order to get through the merger approval process, Applicants offer to shield LAL's customers from the higher costs of interline service. But only for a short time. Shippers have no guarantee that Conrail would not have raised its rates in the future anyway, say the Applicants. App. Reb. Vol. 1 at 492.

This response is manifestly inadequate. First, a significant portion of LAL's business moves under public tariffs that are renegotiated whenever one of the participating railroads, usually Conrail, initiates an analysis of its profitability. Rate levels and LAL's division of revenue are therefore a matter of precedent and ongoing negotiation in an

¹ The Primary Applicants' rebuttal attributes to LAL a reworded version of this claim: "LAL also contends that it will be harmed because some traffic will change from two carrier movement (LAL-CR) to a three carrier movement (LAL-CSX-NS)." App. Reb. Vol. 1, 374.

environment of unequal bargaining, i.e., the loss of a particular block of traffic is more important to LAL than it is to the trunk line railroad.

Second, where shipper contracts do apply, they typically extend for a short term only.

Third, such contracts have nothing to do with LAL's division of revenue. The "pre-agreed" division that Applicants mention refers to an agreement between CSX and NS as to how they will divide the share of revenue formerly collected by Conrail. It does not deal with LAL's division of the revenue, and the Applicants will be free to attempt to extract additional revenue from LAL or its customers, using the high costs of CSX/NS movements as the excuse, along with the threat of withdrawal from certain lanes as the hammer. LAL fully expects to be cajoled to reduce its share of the revenue on such movements, and if it objects, to be told that LAL can raise LAL's rates to make up the difference.

With respect to service, the Applicants' commitment to observe nonprice provisions of shipper contracts (App. Reb. Vol., 374) is irrelevant to LAL and its shippers because such contracts do not address service issues. Thus unprotected, LAL-served industries are asked to rely upon the Applicants' promise that they will "work together to provide efficient interline service."² Id. Unfortunately, this attempts to square the circle.

² The suggestion found in App. Reb. Vol. 1, 492 that LAL and its customers should be effectively deprived of their right to petition for relief because the Applicants have concluded an agreement with the National Industrial Transportation League is outrageous and inimical to the American way. Respectfully, who gave NITL the right to speak for LAL's local customers? With its focus on shipments of 50 or more cars a year, the agreement clearly

The same rebuttal verified statement that purportedly substantiates this promise also admits that "joint-line service is generally not as efficient as single-line service." Rebuttal Verified Statement of John W. Orrison ("Orrison R.V.S."), 146-147. Moreover, it is blatantly inconsistent with the statement of CSX's Executive Vice President for Sales and Marketing that "there are certain inherent difficulties in achieving joint-line transit times that can match those single-line service." Verified Statement of John Q. Anderson ("Anderson V.S."), 296.

B. The Relief Requested By LAL Would Mitigate The Identified Transaction-Related Harms

LAL has demonstrated that the relief it seeks would mitigate the harms brought on by the transactions contemplated by the Responsive Application. LAL Resp. Appl., 12; Burt V.S., 19-20. Applicants make an overly-simplistic argument that the LAL-R&S-NS routing/service that LAL seeks would be no better than the LAL-CSX-NS routing/service LAL would be left with post merger, absent imposition of LAL's requested conditions. Like an elementary school addition problem, Applicants compare the number of carriers in the route/service link. Finding the number the same, they assert all things must

aims to take care of the interests of NITL's larger members, as they appeared to NITL. To the best of LAL's knowledge, none of LAL's local customers were consulted by NITL. LAL furthermore questions how the agreement is to be enforced by outside parties. If the Applicants mean for it to be imposed by order of the Board, then it would be more appropriate for the Board to impose conditions reflecting the merits of each Responsive Application, rather than allow the Applicants to administer "private justice."

be equal. App. R. 4b. Vol. 1, 374. LAL's point is that CSX and R&S have totally different economic incentives and operations and therefore are not equal substitute parts of a three carrier movement.

It is a fact of life, often lamented, that railroads must cooperate to handle interline business. Allocation of resources to support traffic handled jointly by two or more railroads takes place in a process fraught with the difficulties one would expect where the parties share a common but unequal incentive to win the business and opportunities exist to shift costs to the other "partner." An industry generating 500 cars per year is a major customer on LAL; Conrail, on the other hand, considers that customer too small to serve directly.³ While Conrail and other Class I railroads have encouraged the expansion of short lines to serve such business, a Class I's level of interest in devoting resources to smaller accounts remains essentially unchanged, and the fundamental tension is merely transferred to its short line relationships. It is impracticable in LAL's view to attempt to reduce such a relationship to contract.⁴ Accordingly, decisions about what each partner will do to support the business are largely governed by precedent and ongoing negotiation in an environment

³ "John Sammon Addresses ASLRA," in the Summer 1995 Conrail *Partners* newsletter, regarding a speech to the American Short Line Railroad Association by Conrail Senior Vice President-Core Service Group John P. Sammon, April 25, 1995.

⁴ This view is evidently shared by Norfolk Southern, which describes its "handling line" agreements as "dynamic living documents that are amended on a regular basis." Norfolk Southern "Dear Fellow Railroader" letter dated November 22, 1996, enclosing policy statement entitled "Our Short Line Principles."

of unequal bargaining in which Conrail can walk from business that would be considered vital to LAL.⁵

Applicants are correct that a LAL-R&S-NS movement requires three railroads. However, one cannot assess whether this routing represents an adequate substitute for previous LAL-Conrail routing or an improvement over the LAL-CSX-NS routing offered by Applicant without inquiring into the relevant service factors. First, LAL concurs wholeheartedly with the philosophy expressed by Conrail, CSX, and NS that short lines can achieve a "seamless" service with connecting railroads,⁶ and LAL strives to achieve such transparency in handling its current business with Conrail.⁷ As another short line railroad, the Rochester & Southern can also achieve such seamlessness in its relations with NS.

Second, LAL management can reach R&S management with a 25-minute automobile drive from Lakeville or a 5-minute drive from Genesee Junction Yard. Jacksonville is not so easily reached.

⁵ Short lines have also periodically expressed concern that their Class I "partners" have the power and incentive to divert short line traffic and industrial development prospects to industrial sites, distribution facilities or transload terminals directly served by the Class I. Threatened diversion of traffic or industrial development makes the bargaining relationship with captive short lines even more lopsided, inasmuch as the Class I connection already largely controls the pricing and service aspects of any joint-line service they might offer.

⁶ See the Spring and Summer 1996 *Conrail Partners* newsletters regarding the feeder line program; the Fall 1997 *CSX Interchange* newsletter regarding simplification of pricing; and Norfolk Southern "Dear Fellow Railroader" letter dated November 22, 1996 enclosing policy statement entitled "Our Short Line Principles." Each of these documents is in LAL's document depository.

⁷ This is why LAL refers to its LAL-Conrail movements as "single-line."

Finally, and most fundamentally, CSX is Norfolk Southern's archrival, whereas R&S is not. R&S does not have incentives to favor other routes over that which will be used to handle NS business, for NS business will move the full length of R&S's Silver Springs-Rochester route. Altogether, LAL expects that R&S will work seamlessly with Norfolk Southern. In sum, the Applicants' contention that it makes no difference whether CSX or R&S serves as the intermediate carrier between LAL and NS ignores fundamental differences in CSX and R&S.

C. LAL's Requested Relief Would Not Interfere With CSX's Operations

Applicants claim that LAL's condition would "interfere" with "CSX's long-term plans to develop traffic in that area." App. Reb. Vol. 1, 375; *Orrison R.V.S.*, 53. Mr. Orrison states that granting "LAL unbridled operating rights" should be denied as they "might interfere" with CSX operations. *Id.* First of all, LAL has never requested nor sought "unbridled" operating rights. Instead, LAL simply seeks either a purchase of the yard (with a reciprocal grant of trackage rights to CSX) or trackage rights to interchange with R&S directly, with all parties efficiently utilizing the yard. LAL Resp. Appl., 13; *Burt V.S.*, 21-22. The reference in the Applicants' rebuttal to the *Orrison R.V.S.* leads to nothing. The *Orrison R.V.S.* states that the LAL condition "might interfere with CSX operations." *Orrison R.V.S.*, 53. If all an applicant had to do to was state that any given condition "might" interfere with unstated plans, effectively, the Board would be powerless to ever condition any proposed transactions. However, besides interchanging with LAL,

there are no Conrail operations in Genesee Junction Yard, and Mr. Orrison does not identify any other possible or planned operations. Now that is what "pure speculation" looks like.

As discussed in LAL's Responsive Application, Genesee Junction Yard is approximately one mile long. Burt V.S. at 22. Installation of one or more pairs of crossover switches midway along the length of the yard would permit both CSX and R&S to use it for purposes of interchanging cars with LAL, while speeding up CSX's and LAL's operations by cutting approximately in half the time required to run around cars in the yard.⁸

The lack of any real basis for concern is also demonstrated by the fact that, to the best of LAL's knowledge, CSX failed to object or otherwise attempt to stop Conrail from concluding the recent sale of the "Rochester Industrial Track" or "Lyell spur" which diverges from the north side of Conrail's West Shore Branch opposite Genesee Junction Yard. Rochester & Southern Railroad, Inc. -- Acquisition and Operation Exemption -- Consolidated Rail Corporation, Finance Docket Number 33375, Decided March 24, 1997. As part of this transaction, which LAL understands was finalized in December 1997, P&S began operating through the yard twice daily to the Lyell spur. Operating issues between

⁸ On page 51, the Orrison R.V.S. claims that Conrail interchanges with R&S at Genesee Junction Yard and that both LAL and R&S operate "to and from" the yard. Neither statement is correct. In the Rochester area, R&S interchanges with Conrail at Lincoln Park only. As discussed in the text, R&S operates through Genesee Junction Yard, but R&S does not have a base of operations at Genesee Junction Yard. An R&S affiliate, the Genesee and Wyoming Railroad, apparently holds rights to interchange high/wide shipments with Conrail using a short track located at the far west end of the yard. These rights may have recently been transferred in some fashion from GNWR to R&S. Such high-wide shipments are rare.

R&S and LAL were worked out in a simple face to face conversation. If CSX objected to this new and increased use of the yard, it is not part of the record in this proceeding.⁹

D Applicants' Sale Price Description is Unsupported and Simply Wrong

Applicants' Rebuttal states that "the purchase price LAL paid for the [Avon-Henrietta] line...reflected the fact that it would not connect with R&S," implying that LAL is therefore merely attempting to revise bargained-for terms of the 1996 line sale agreement. App. Reb. Vol. 1, 372-73 and Orrison R.V.S., 524.

The short answer to this assertion is that the Applicants have not and cannot cite a shred of evidence to support their claim.¹⁰ First of all, at no point during the line sale

⁹ It is worth noting that Genesee Junction Yard operations are pursuant to "yard rules" under which train crews operate at Restricted Speed. Permission is not required to enter the yard and Conrail plays no immediate role in coordinating operations. Nor does Conrail maintain an on-site yardmaster, a yard office of any kind, or a base of operations for track forces. The yard is unfenced, unlit, unpaved, and open to vandals and trespassers.

¹⁰ The Applicants' Rebuttal oftentimes not only fails to support assertions, but simply misstates facts or revises history to lend "support" to its conclusions. For example, the Applicants attribute the term "firewall" to LAL, as if the term "firewall" had never occurred to Conrail. App. Reb. Vol. 1, 372. In fact, it was Conrail management who came up with the firewall at the Genesee Junction and called it as such well before these proceedings ever began.

Another example of the Applicants' misleading history occurs when the Applicants refer to "LAL's efforts to buy access to other carriers at Genesee Junction Yard" and states that "on two occasions" LAL unsuccessfully sought to acquire the yard. App. Reb. Vol. 1, 372. This misrepresents the factual record that LAL's offers to acquire the yard were made as part of a negotiation that Conrail initiated in late 1993, which continued until the Avon-Henrietta line was sold in early 1996, and in which LAL participated under the duress of mounting service interruptions and threatened sale of the line to another railroad. The accompanying claim that Conrail turned LAL down a third time in 1996 is simply wrong and totally unfounded. LAL Resp. App., 7-8.

negotiations were any representations made that the sale price was discounted. Second, in the absence of any representations to the contrary, Applicants can only infer that the sale price reflected the overall circumstances of the sale, as LAL's Responsive Application explained, where the sale was negotiated under the pressure of mounting service interruptions and threatened sale of the line to another railroad. LAL Resp. Appl., 7.

Although the Primary Applicants do not cite the Verified Statement of James W. Hartman, Jr., they apparently rely on his assertion that Conrail sold branch lines at discounted prices in the expectation that it would be able to collect the rest of their "market value" in the form of a continuing stream of revenue and earnings over time. Hartman R.V.S., 2. LAL is not unfamiliar with this line of argument, inasmuch as Conrail Senior Director-Short Line Network Wayne Michel expressed it to LAL management prior to filing of the Primary Application, substituting "net liquidation value" for Hartman's somewhat ambiguous "market value."¹¹

Hartman's generic explanation for Conrail's line sale pricing must defer to specific facts pertinent to the Avon to Henrietta line--facts which explain the price at which it was sold. It was, first and foremost, a piece of rancid railroad: 60% bad tie condition, "cosmetic" ballast (i.e., the ties rest on mud and cinders), light rail, poor drainage, and numerous defects in grade crossing protection devices and surfaces. Conrail was aware, as

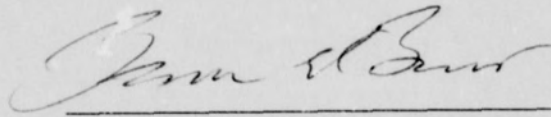
¹¹ The remainder of Hartman's R.V.S., insofar as it discusses the development of an "additional consideration" provision in Conrail's line sale agreements, is inapplicable to LAL, whose line sale agreement did not include any such provision.

was LAL, that service was interrupted six times in 1995 for track defects or derailments. The line offered only about 300 cars a year of incremental traffic, and business moving overhead to and from the LAL accounted for approximately 85% of all cars moving thereon. LAL Resp. Appl., 7.

Hartman states that Conrail generally sold active rail lines in the expectation that the new short line operator would protect and grow the traffic, and LAL agrees that this is consistent with its own expectation. Hartman R.V.S., 1. Indeed, because the Avon-Henrietta line represented the only outlet for LAL's existing customers, any other plan would have been economic suicide. By acquiring the line, therefore, LAL assumed a liability that has since been partially quantified at \$1.077 million and will exceed \$1.5 million before the line's rehabilitation is complete. The true acquisition price, which is the sum of the nominal purchase price and this assumed liability, substantially exceeds the line's net liquidation value. The facts as well as the actual line value make it clear that this was no "discounted" sale.

Verification

I, William D. Burt, 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.

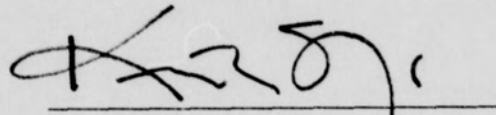
A handwritten signature in cursive script, appearing to read "William D. Burt", written over a horizontal line.

William D. Burt
Vice President and General Manager

Executed on: January 4, 1998.

CERTIFICATE OF SERVICE

I certify that I have served a conformed copy of the foregoing **Rebuttal Verified Statement of William D. Burt (LAL-6)** in Finance Docket No. 33388, by first class mail properly addressed, with postage pre-paid or by more expeditious manner of delivery upon Administrative Law Judge Jacob Leventhal and all Parties of Record on the Service List.

A handwritten signature in black ink, appearing to read 'K. M. Sheys', is written over a horizontal line.

Kevin M. Sheys

Dated: January 14, 1998

STB

FD-33388

1-14-98

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TROUTMAN SANDERS LLP

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William A. Mullins

January 14, 1998

202-274-2953

D

HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Room 711
Washington, D.C. 20423

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

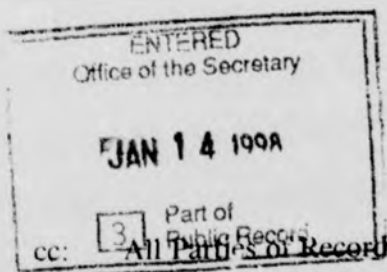
Dear Mr. Williams:

On January 12, 1998, New York State Electric and Gas Corporation ("NYSEG"), a Responsive Applicant in the above-captioned proceeding, reached a settlement agreement with the Primary Applicants which, when formalized, will resolve most of NYSEG's concerns regarding the proposed transaction and will allow NYSEG to express its support for the proposed transaction. Until that agreement is formalized, however, NYSEG intends to remain a party to this proceeding. In reliance upon the agreement, NYSEG will not file a rebuttal statement at this time and does not plan on participating in any further depositions or discovery. If for some unforeseen reason NYSEG and the Primary Applicants are unable to formalize their settlement agreement, NYSEG hereby specifically reserves the right to tender a late-filed rebuttal and a timely brief.

Please acknowledge the receipt and filing of the original and twenty-five copies of this letter by file-stamping the enclosed extra copy of this letter and returning it to the person filing this with the Board.

Sincerely yours,

William A. Mullins
Attorney for New York State Electric & Gas



STB

FD-33388

1-14-98

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ID-185221

185221

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January 14, 1998

BY HAND

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



Re: CSX Corporation and CSX Transportation, Inc., and 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 Secretary Williams:

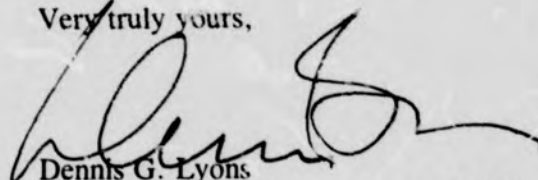
Enclosed please find CSX/NS-190, "Rebuttal of CSX Corporation, CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company to Comments of Chemical Manufacturers Association and The Society of the Plastics Industry on the National Industrial Transportation League Settlement Agreement," in the above-referenced docket.

Accompanying this letter are twenty-five copies of the CSX/NS-190, as well as a formatted diskette in WordPerfect 6.1.

Thank you for your assistance in this matter. Please contact me (202-942-5858) if you have any questions.

Kindly date stamp the enclosed additional copy of this letter at the time of filing and return it to our messenger.

Very truly yours,


Dennis G. Lyons
Counsel for CSX Corporation and CSX Transportation, Inc.

Enclosures
cc: Service List

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| ENTERED | |
| Office of the Secretary | |
| JAN 15 1998 | |
| 5 | Part of Public Record |

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BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC. AND
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
--CONTROL AND OPERATING LEASES/AGREEMENTS--
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION



**REFUTAL OF CSX CORPORATION,
CSX TRANSPORTATION, INC., NORFOLK SOUTHERN
CORPORATION AND NORFOLK SOUTHERN RAILWAY COMPANY
TO COMMENTS OF CHEMICAL MANUFACTURERS ASSOCIATION
AND THE SOCIETY OF THE PLASTICS INDUSTRY ON THE
NATIONAL INDUSTRIAL TRANSPORTATION LEAGUE SETTLEMENT AGREEMENT**

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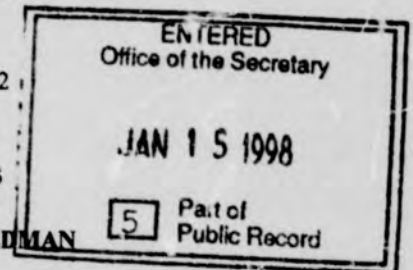
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January 14, 1998

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388



CSX CORPORATION AND CSX TRANSPORTATION, INC. AND
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
--CONTROL AND OPERATING LEASES/AGREEMENTS--
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

**REBUTTAL OF CSX CORPORATION,
CSX TRANSPORTATION, INC., NORFOLK SOUTHERN
CORPORATION AND NORFOLK SOUTHERN RAILWAY COMPANY
TO COMMENTS OF CHEMICAL MANUFACTURERS ASSOCIATION
AND THE SOCIETY OF THE PLASTICS INDUSTRY ON THE
NATIONAL INDUSTRIAL TRANSPORTATION LEAGUE
SETTLEMENT AGREEMENT**

Pursuant to the Board's Decision No. 61, served January 7, 1998, CSX Corporation ("CSXC"), CSX Transportation ("CSXT"),¹ Norfolk Southern Corporation ("NSC") and Norfolk Southern Railway Company ("NSRC")² submit their rebuttal to the comments of the Chemical Manufacturers Association ("CMA") and The Society of the Plastics Industry ("SPI") (collectively, "CMA/SPI") on the Settlement Agreement between CSX and NS on the one hand and the National Industrial Transportation League ("NITL") on the other. The comments of

¹ CSXC and CSXT are referred to collectively as "CSX."

² NSC and NSRC are referred to collectively as "NS."

CMA/SPI were tendered to the Board on December 23, 1997 (CMA-18; SPI-12),³ and were received as part of the Record pursuant to Decision No. 61.

INTRODUCTION

The CMA/SPI comments reflect a spirit of hostility that goes beyond disagreement with the text of the Settlement Agreement hammered out between CSX and NS and the NITL and submitted to the Board on December 15, 1997. The comments display an alarming repudiation of methods of adjusting disputes and controversies between railroads and shippers through informal, negotiated and cooperative structures generally, and a preference for forensic remedies, regulatory "fixes," and imposed conditions.

The NITL settlement represents much more than a just compromise and balancing of the parties' interests. In large part it establishes procedures where interested parties join together to resolve their concerns; it creates cooperative, informal structures which bring shippers and their representatives together with the railroads in the implementation and post-implementation phases, and provides expedited arbitration processes on several issues of concern to shippers. In general it rejects the philosophy of confrontation, formal administrative litigation, and Board involvement in operating matters -- a philosophy, which CMA/SPI seem to have embraced. CMA/SPI seem to believe that more can be accomplished through formal litigative processes rather than through less formal means -- that lawyers, rather than businessmen, hold the keys to working out desirable solutions.

³ Hereinafter "CMA/SPI Comments."

Indeed, the Settlement's cooperative structures, which bring the railroads and the shipper representatives together to resolve issues concerning the implementation of the transaction and adjust problems that may arise, are viewed with alarm by CMA/SPI. For example, much as the Puritans viewed dancing as inevitably leading to vice, these commentators claim that the informal processes of the Conrail Transportation Council will lead to "mischief," and will be used to "deflect responsibility" and "delay the resolution of troublesome issues." CMA/SPI Comments at 4-5. The same crabbed and carping spirit infects the CMA/SPI comments generally.

It is, of course, the privilege of CMA/SPI to dissent from the settlement reached on a number of points between the nation's largest shipper organization and CSX and NS, and to continue urging that its own "solutions" be imposed instead on the issues on which there was a settlement with NITL.⁴ The NITL does not require any endorsement from CSX and NS as a sturdy defender of the interests of the nation's shippers. We will confine ourselves in this rebuttal to a point-by-point discussion of the criticism which CMA/SPI calls down upon the heads of the NITL Settlement. We will demonstrate that no further conditions from the Board as to the subjects with which it deals are necessary, and that the continuing criticism by CMA/SPI is unfounded.

⁴ It should be noted that the NITL Settlement was only a partial settlement; while it was a settlement on the issues which it addressed, there were a number of issues which it did not address and the NITL continues to press its position on those other issues and the Applicants to resist its position on them. See NITL-7 at 42-48; CSX/NS-176, Vol. 1, App. B at 21.

DISCUSSION

I.A. The Conrail Transaction Council⁵

Section I.A. of the Settlement Agreement requires NS and CSX to create a Conrail Transaction Council by February 1, 1998, that is "intended to function as a forum for constructive dialogue" between Applicants and shipper representatives regarding the implementation of the Transaction. Any representative of an "organization[] of affected rail users" -- including CMA and SPI -- may be a member of the Council and participate in its activities. Although Applicants and NITL believe that the Council will serve as an extremely useful and effective vehicle for exchanging information and ideas about the implementation process and for identifying problems and solutions, the Agreement specifically provides that the "Council is not intended to supplant STB oversight of the transaction"

CMA/SPI's principal objection to the Council seems to be that it "was not suggested in the conditions requested by CMA/SPI in CMA-10." CMA/SPI Comments at 4. Beyond that, CMA/SPI darkly warn that NS and CSX might use the Council to "justify" their actions to the Board or "to deflect responsibility" for them, or to "delay the resolution of troublesome issues, or prevent Board scrutiny, by 'referring' issues to the Council." *Id.*

There is no basis for any of the supposed dangers conjured up by CMA/SPI. All of them are based on the supposition that the members of the Council will be docile and ignorant lambs who will allow themselves to be used by NS and CSX in ways that are contrary to the interests of

⁵ The section numbers of the points in the NITL Settlement Agreement, which are cited also in the CMA/SPI Comments and are quoted therein, are used to identify the sections in the discussion which follows.

the shippers they represent. Any such supposition is fanciful. On the Council will be representatives of NITL and of any other organization of affected rail users, including CMA and SPI, who wish to participate. As the Board well knows, all of those organizations are vigilant and vigorous representatives of their members' interests, and they will not hesitate to use all available fora to defend and promote those interests. The Council will in no way diminish their capacities or resources; on the contrary, it will give them an additional forum, one that is devoted specifically to issues presented by this Transaction.

I.B. Shared Assets Areas Summary Description of Operations

Section I.B. requires CSX and NS, by February 1, 1998, to provide the Council with summary descriptions of how operations will be conducted in each of the three Shared Assets Areas (SAAs), Northern New Jersey, Philadelphia/Southern New Jersey and Detroit. The summaries are to "focus on the function and interrelationship of the various crews of each railroad, the dispatching controls and the effect of the SAAs on individual shippers with respect to concerns such as car ordering, car supply and car location."

Without having yet seen them, CMA/SPI assert that the summary descriptions will "be inadequate to demonstrate . . . that NS, CSX and [Conrail Shared Asset Operator] operations in the SAAs will be feasible." CMA/SPI Comments at 6. CMA/SPI also argue that this provision is deficient because it does not establish a procedure, sought by CMA and SPI in CMA-10, requiring public comment and Board review and approval of the details of Applicants' operations in the SAAs before those operations can begin. *Id.*; *see* CMA-10 at 30.

The CMA/SPI criticisms of Section 1.B. are groundless. First, the intent of the summary descriptions is not to demonstrate that SAA operations are feasible; that has been done in the Application. The purpose of the descriptions is to focus on SAA operations from the perspective of individual shippers and provide a brief explanation to persons who may not have had the time to read the voluminous materials in the Application.

Furthermore, contrary to CMA/SPI's contention, there is no reason to assume that operations in the SAAs will be unusual or especially difficult. As explained in the Verified Rebuttal Statement of D. Michael Mohan, there are many large urban areas in the United States in which numerous railroads operate over the same lines, either directly or through jointly operated switching companies, without particular difficulty. CSX/NS-177, Mohan RVS at 4-26. Accordingly, there is no basis for imposing a new requirement, not contained in the Board's rail merger regulations or imposed in any previous case, that Applicants submit for public comment and Board review and approval details about rail operations beyond those required and set forth in Applicants' operating plans.

Moreover, as explained in Applicants' Rebuttal (CSX/NS-176, Vol. 1 at 719-24), the kind of public comment/Board review and approval procedure that CMA, SPI and others request would impose substantial delays that would seriously harm shippers and Applicants. NITL and its members evidently understand and appreciate that fact, as the NITL agreement does not entail any such procedure. That Agreement provides a reasonable means, satisfactory to the nation's largest shipper organization, of addressing the concerns of shippers about operations in the SAAs

without risking seriously harmful delays. CMA and SPI have given the Board no reason to disregard it.

I.C. Labor Implementing Agreements

Section I.C requires NS and CSX to obtain the necessary labor implementing agreements prior to the Closing Date (i.e., the date on which the division of the operation and use of Conrail's assets between NS and CSX will be effected) and to advise the Board when that has been accomplished. In response to NITL's concerns about the harmful effects on shippers of any delay in the implementation of the Transaction after it has been approved by the Board, Section I.C. also provides: "NS and CSX will, consistent with safe and efficient rail operations, implement the transaction as soon after the Control Date as possible. If NS and CSX request the STB to initiate the labor implementing agreement process prior to the Control Date [NITL] will support the request."

CMA/SPI's objection to this provision is that it does not include a procedure "requiring the Board to pass upon the adequacy of the certification [i.e., the notice by NS and CSX to the Board that the necessary labor implementing agreements are in place], or enabling interested parties to comment on the certification." The procedure requested by CMA/SPI, however, is unprecedented, unwarranted and would negate the basic purpose of this section -- to have the Transaction implemented as soon as possible.

There is no regulatory requirement that railroads conclude labor implementing agreements before they carry out transactions approved by the Board or its predecessor, the ICC.

As a regulatory matter, railroads have always been free to carry out the transaction once it is approved to the extent permitted by their existing labor agreements. After the Board approved the UP/SP merger, for example, UP/SP operated large parts of their combined system for many months before concluding implementing agreements that permitted the integration of the two railroads' labor forces.

Although not required to do so, NS and CSX recognized NITL's concerns based on service problems experienced by UP/SP and have agreed to have appropriate implementing agreements in place before Closing. More is clearly not required, and could well be harmful. To subject the results of privately negotiated labor agreements to a process of public scrutiny and Board review and approval would be clearly inappropriate and would risk very harmful delays.

I.D. Management Information Systems

In response to NITL concerns that NS and CSX might implement the Transaction before appropriate management information systems are in place, NS and CSX have agreed in Section I D. to advise the Board prior to the Closing Date that "management information systems designed to manage operations on the former conrail system within the SAAs and interchanges between the NS/Conrail and CSX/Conrail systems, including necessary car tracking capabilities, are in place."

CMA/SPI raise the same objection to this provision as they raise with respect to Section I.C. concerning labor implementing agreements: namely, that it does not require the provision of a period of time for other parties to comment on, and require the Board to pass on,

the "adequacy" of the railroads' representations regarding management information systems. Again, however, what NS and CSX have agreed to do in this section goes far beyond what is required and what has ever been done in any previous rail consolidation. To go further and impose the kind of requirement sought by CMA and SPI would not only delay implementation of the transaction. By requiring the Board to decide whether Applicants' management information systems adequately provide for rail operations, including the interchange or traffic and car tracking, it would impose a degree of regulatory micromanagement of the details of railroad operations that would be truly extraordinary and entirely unwarranted.

II.A. and II.B. Post-Closing STB Oversight

These sections provide that "[t]he Board should require specific oversight of the implementation and effect of the transaction for a three year period," and that as part of that oversight it should require quarterly reports from NS and CSX and provide an opportunity for shippers to comment on those reports. Section II.B. provides that "NS, CSX and the Council shall jointly recommend to the Board objective, measurable standards to be used in such reports," and it specifies a number of items of information that may be included in the reports.

CMA/SPI's criticisms of these provisions are strained and insubstantial. CMA/SPI are simply incorrect in stating (CMA/SPI Comments at 8) that the NITL Agreement does not provide for public comments during the oversight period. Section II.B. does so expressly. Although CMA/SPI believe it would be preferable to establish a five-year period at the outset, Section II.A. expressly provides that it is not intended to limit the right of any party to request continued

oversight at the end of three years or the authority of the Board to continue oversight beyond three years. CMA also prefers its own formulation of the kinds of information to be included in the quarterly reports, but it offers no reason why the Board should elect to impose CMA's menu rather than approve the formulation set forth in an agreement arrived at voluntarily by Applicants and NITL, which provides for input from the Council, including CMA/SPI should they chose to participate. Again, CMA/SPI's arguments here reflect a surprising preference for regulatory control over the consensual resolution of issues through negotiation by affected groups.

II.C. Transportation Contract Movement Responsibilities

The Applicants have agreed to Section 2.2(c) of the Transaction Agreement, which provides that, upon implementation of the Transaction, all of the existing rail transportation contracts of Conrail are to remain in effect pursuant to their terms and are to be allocated to CSX or NS pursuant to detailed specifications contained in the section. In certain cases where performance of the contract, or a portion of it, on a single-line basis was possible by either of CSX and NS, the revenues and expense of the contracts are to be shared on a 50-50 basis and responsibility for performance of the contracts is to be allocated, approximately on a 50-50 basis, between CSX and NS. There is a presumption against splitting the responsibility for performance between any single pair of origination/destination points in a contract. See generally CSX/NS-25, Vol. 8B, at 14-29.

CMA/SPI's position in their October 1997 comments was that all of the shippers who had committed themselves to rail transportation contracts with Conrail, and had obtained Conrail's

commitment to perform those contracts, should be given an option to get out of the contracts on the Closing Date ("Day One") of the implementation of the Transaction, if they so pleased, or, at their option, to require one or the other of CSX or NS to perform the contract. CMA-10 at 35-36.

The Applicants' rebuttal Narrative opposed this "one-way street" approach and provided the rationale for Section 2.2(c), which was designed to uphold the binding nature of the Conrail contracts on each party. CSX/NS-176, Vol. 1, at 177-99. Verified statements were submitted by each of CSX and NS, stressing the adverse operating impacts, particularly on the implementation of the Transaction following the "Closing Date" or "Day One," that the CMA proposal would bring about. See Jenkins RVS, CSX/NS-177, Vol. 2A, at 209-12; Priaman RVS, CSX/NS-177, Vol. 2B, at 109-11.

The NITL Settlement did not disturb the basic approach of Section 2.2(c) but addressed an issue as to certain contracts that could be performed on a single-line basis by either of CSX or NS. Those contracts, under Section 2.2(c), were, and under the NITL Settlement still are, to be allocated for performance between CSX and NS by the two carriers. But the Settlement provides a "safety valve" if a shipper is dissatisfied with the service provided under the contract by whichever of CSX or NS was allocated its performance: If after six months of service following the Closing Date ("Day One") service difficulties exist, and a notice by the shipper to the carrier to cure the difficulties does not produce a cure in a month, an arbitration would take place. It would be held under an expedited protocol. If just cause appeared, it would result in an order to change the responsibility for performing the service.

The benefits of this remedy to the shipper are obvious: By definition, the shippers in this category could be served by either CSX or NS on a single-line basis. Presumably in the original allocation of responsibility for the performance of these contracts CSX and NS will strive to make an allocation and then to provide service which will establish good relationships with shippers; but nonetheless dissatisfaction with service might occur. The six-month period provides time for the shipper and the railroad to work difficulties out. There could be some problems in the immediate period post-"Day One" and in that immediate period some time should be given for those initial problems to be remedied. If problems remain, the shipper is at liberty to serve the notice to cure and to proceed to arbitration and obtain a change in the carrier performing the service if the shipper convinces the arbitrator that just cause is present.

CMA/SPI, of course, remain of the view that all the shippers should be freed from their contractual commitments on Day One; CSX and NS stand on their December 15, 1997, rebuttal filing with respect to that issue.

CMA/SPI criticize (CMA/SPI Comments at 12) the details of the arbitration remedy. CMA/SPI complain that the shipper would bear the burden of proof in the arbitration. It is not unusual that someone wishing to change an existing situation is allocated the burden of proof; presumably the burden would be a simple preponderance of the evidence. Next, with remarkable foresight as to what the arbitration protocol will provide, CMA/SPI thinks that it will provide for an equal division of costs regardless of outcome, and objects to this. The arbitration protocol, however, remains to be developed by negotiation between CSX/NS and NITL on or before July 1, 1998. Next, there is a criticism of the six-month period in which no notice to cure can be

served. During that period, however, there is certain to be informal (but perhaps pointed) dialog between the shipper and carrier as to any perceived service deficiencies; the shipper is not gagged. If the serving railroad knows what is good for it, it will endeavor to correct the perceived deficiencies. To permit the convening of an immediate arbitration forthwith after Day One of the transition from a unitary Conrail to one that is part of the systems of the two carriers would not be prudent, would not provide a record reflecting fully normal operations, and would be distracting to personnel with service responsibilities during those critical first months.

CMA/SPI also assert that it "is unlikely that more than a few Conrail contracts would still be in existence by the time the seven months, plus the time for the arbitration, had elapsed." CMA/SPI Comments at 12. CMA/SPI provide no evidence on this, but if it is the case, in fact, as CMA/SPI speculate, that most of the Conrail contracts would have run off by seven months following Day One, it is hard to see what CMA/SPI is complaining about in the first place. If the contracts have terminated, Section 2.2(c) is no longer an issue as to them. The shippers are then free to make new contracts at their pleasure with whoever can serve them.

III.A. Transload and New Facilities Within the SAA

The Primary Application provides that a few of the facilities that are located within the Shared Assets Areas will not, unlike the remaining facilities, be open to both CSX and NS but will be allocated to one or the other of them exclusively. See CSX/NS, Ex. 13, CSX Operating Plan, Sec. 4.5.1., Vol. 3A at 213-33; Section 6(j) of North Jersey S.A.A. Operating Agreement, CSX/NS-25, Vol. 8C at 85; Items 1(C) and 2(C) to Schedule 1 to Transaction Agreement,

CSX/NS-25, Vol. 8B at 85-86, 88-90. Section 6 of each of the Shared Assets Area Agreements contains a carefully balanced and detailed set of provisions under which: (i) new joint facilities may be constructed in the Shared Assets Areas at joint expense for joint use; (ii) one or the other of CSX or NS may make, in certain cases, capital improvements on its own and enjoy the capital improvements as their private property, subject to a right of the other to "buy in"; and, (iii) in other cases one or the other of them may, under certain circumstances, make such capital improvements on its own and have them as their private property without a right of the other to buy in (termed "Operator's Facilities"). See CSX/NS-25, Vol. 8C at 82-85, 121-24, 162-65.

The NITL Settlement on this point endorses Section 6 and looks toward the observance of the rules laid down in Section 5. Section 6 provides a balance between facilities which are open to use by both parties and which are to be improved or expanded by both parties, and facilities which either of the parties can construct without the other, some with a buy-in and others without a buy-in. This will permit competition between the carriers in the form of making new capital investments with the incentive of being able to use them on an exclusive basis. In other words, in a measured way, the making of new investments relating to the SAA's can be either cooperative or competitive, depending on the terms of Section 6.

Reiterating their original position (CMA-10 at 34), CMA/SPI insist that all facilities within the bounds of the Shared Assets Areas must be held in common. We made reply to this contention in the Rebuttal Narrative. CSX/NS-176, Vol. 1 at 168-69.

The doomsday vision of CMA/SPI here is that the result of Section 6 "will be a gradual fragmentation of the SAAs into solely served fiefdoms." CMA/SPI Comments at 13. But that is

not so; the original shared facilities in the areas will remain available to both railroads; Nonseverable Improvements to them are to be jointly made, with an arbitration procedure determining whether those improvements are to be made if the two carriers disagree. While improvements in the categories of "Severable Improvement Projects" and "Adjacent Improvements" may be made unilaterally by one of the two railroads, they will be accessible to the other railroad upon a buy-in. It is only as to an "Operator's Facility," which is a facility presently owned or controlled exclusively by one of the two railroads, or an expansion of that facility, or a new facility built entirely on the property of one of the railroads (and not an Adjacent Improvement), that the individual railroad owning or constructing the facility is assumed of continual sole ownership.

The CMA/SPI proposal would upset this carefully crafted balance between shared or shareable (by buy-in) facilities on the one hand and private facilities on the other, and require that all facilities located within or relating to the Shared Assets Areas must be shared. Thus, any vestige of an ability to compete through private ownership of innovative new facilities would be stifled.

Given this, we can do no more than quote what was said in our Rebuttal:

While put forward in the name of competition, the proposal is so anti-competitive that it is hard to imagine its suggestion by a group ostensibly devoted to free-market principles. [Footnote omitted.] The proposal embodies the notions: First, that by creating Shared Asset Areas the parties, like it or not, bring it about that everything in them must be held in common by the two carriers. Second, that neither CSX nor NS should, using its private funds, build a new facility, not interfering with the joint use of shared assets, to serve

customers in a Shared Asset Area without permitting the other to use [it]. Adopting those notions would prevent CSX and NS from executing their operating plans, would stifle innovative and progressive initiatives by CSX and NS, and would reduce service to the lowest common denominator. The Applicants have carefully adjusted the balance between what must be done collectively and what may be done individually. There is no reason to destroy that balance and every reason to maintain it. The condition should be rejected as baseless and itself anti-competitive.

CSX-NS-176, Vol. 1, at 169.

III.B. Reciprocal Switching (Keep Open)

Under the statutes administered by the Board, if a carrier that previously provided local switching for another line-haul carrier wishes to cancel those arrangements, its action is subject to appropriate challenge before the Board under 49 U.S.C. § 11102(c)⁶ and 49 C.F.R. § 1144. *See, Central Power and Light Co. v. Consolidated Rail Corp.*, No. 41295, 1996 WL 741369 at *5, n.13 (I.C.C.) (1996); *SP/S&W Switching Charges on Carloads of Grain at Kansas City*, No. 40178 (Sub-No. 1), 1988 WL 224577 at *2 (I.C.C.) (1988). Under the regulations adopted by the I.C.C., *see* Ex Parte No. 445 (Sub-No. 1), Intramodal Rail Competition (served Oct. 31, 1985), the Board will act "where necessary to prevent acts that are 'contrary to the competition policies of 49 U.S.C. [§] 10101a [now 10101] or [are] otherwise anticompetitive.'" *Baltimore Gas and Electric Co. v. United States*, 817 F.2d 108, 113 (quoting C.F.R. § 1144.5(a)(1)(I) (D.C. Cir.1986)). Similarly, the Board will set aside proposed cancellations "where a

⁶ Formerly § 11103(c).

cancellation, or the rate that would remain after the cancellation, is 'anticompetitive,'" *Id.* (citing 49 C.F.R. §§ 1144.4(b) and 1144.5(a)(1) (1986)). Finally, the regulations state that the Board will initially suspend any cancellation that "eliminate[s] effective railroad competition for the affected traffic between the origin and destination" -- without regard to whether intermodal or other forms of competition might still exist. *Id.* (quoting 49 C.F.R. § 1144.4(c)(1) (1986)). While these remedies are not automatic in every case of cancellation of reciprocal switching, they can furnish effective relief where a case for it is made out.

While these remedies are available regardless of whether the reciprocal switching arrangements in question had been inherited from another railroad in a rail combination transaction, the NITL and CMA/SPI sought conditions, in varying forms, on the present transaction that would have imposed flat prohibitions against terminating reciprocal switching arrangements. (NITL-7 at 49; CMA-10 at 38.) While CSX and NS believe that the issue has no relationship to the Transaction, they agreed to a compromise with NITL under which all points at which Conrail now provides reciprocal switching will be kept open for reciprocal switching until ten years after the Closing Date (Day One of the implementation of the Transaction). Of course, after the ten-year period is over, the standards of the law, regulations and precedents would have to be met if reciprocal switching is in fact discontinued.

CMA/SPI's complaint about this is, again, that their proposed condition was not accepted by CSX and NS and incorporated in the NITL Settlement. Their proposal involved keeping the reciprocal switching points open perpetually, not simply for ten years, and extending

tha perpetual commitment to all points on Conrail, NS and CSX that were open to reciprocal switching at the time of filing of the Primary Application. (CMA-10 at 38.)

The relationship of this request, involving historic switching arrangements by CSX or NS, to the Transaction is obscure. It would cover reciprocal switching arrangements in the Deep South, far from any Conrail lines and unrelated to the Transaction. Perhaps recognizing this, CMA/SPI now focus on a proposed requirement to keep open reciprocal switching for traffic moving to or from Conrail in cases where the Conrail line from which CSX or NS currently switch traffic is allocated to the other of CSX or NS. That is not part of the NITL Settlement. But this does not change the shippers' position from what it is now. Prior to the Transaction, whichever of CSX or NS served the point in question could have terminated its switching arrangement for Conrail, subject to the standards of the law, and to whatever contractual restrictions existed between it and Conrail. When the other of CSX or NS steps into Conrail's shoes as a result of the Transaction, the same consequences follow: closing of the switching arrangement by that carrier is subject to the same constraints that existed when the point was jointly served by Conrail and one of them. These constraints are the requirements of the law and regulations and any contractual protections inherited by the carrier wearing Conrail's shoes.

The NITL Settlement, by removing the power of the carrier that replaces Conrail to attempt to end reciprocal switching for a ten-year period, is a concession of a restriction over and above anything the carriers were required to make, since it makes the shippers better off after the Transaction than they were before. Clearly by making this concession the carriers are not required to make a similar concession throughout their entire systems, but are, except where the

Settlement provides otherwise, entitled to live and operate under the law and under whatever other contractual commitments they have made.

III.C. Reciprocal Switching Rates

In Section XI of their December 15, 1997, Rebuttal, Applicants showed that CMA/SPI had failed to satisfy the legal standards necessary for the Board to impose a switching rates condition. CSX/NS-176, Vol. 1, at 208-19. Specifically, CMA/SPI was one of a number of the October 21, 1997, commentators who complained at length about their current circumstances, generally to the effect that the current switching rates are higher than the commentators might like. But, as demonstrated in the Rebuttal, under Board precedent such complaints do not justify the imposition of conditions because they simply fail to identify harm caused by the Transaction.

CMA/SPI have taken the same approach in their comments on the NITL Settlement. Specifically, CMA/SPI request that the Board require CSX and NS to provide a "cost justification" for whatever reciprocal switching rate might be ordered by the Board. Presumably they mean that the Board should put the burden on CSX and NS to justify on a cost basis any rate above \$130. CMA/SPI's request for the Board to take such an unusual step appears to be based on the difference between the \$130 per car rate that was part of the settlement CMA entered into with UP/SP (and that was ultimately adopted by the Board in that proceeding) and the \$250 per car rate that is part of the NITL Settlement. CMA/SPI have cited no authority for their "cost justification" argument, and perhaps more importantly provide no evidence as to how the \$250 per car rate, if adopted by the Board, would cause any harm, why is it unreasonable, or why the

\$130 rate is to be imposed, except that it was agreed to in another proceeding, between other carriers, in another area of the country. Against the lack of logic on CMA/SPI's part, one point stands out: the Settlement's \$250 per car rate is actually significantly lower than that currently charged by Conrail in most areas, and is higher than that currently charged by Conrail nowhere. All CMA/SPI can say is that it just not low enough to suit them. That is not an argument worthy of the Board's attention.

CMA/SPI also request the Board to extend the NITL Settlement agreement to cover "all switching between NS and CSX within Conrail territory, or when NS and CSX switch a movement received from the other from Conrail territory." CMA/SPI Comments at 15. Continuing the approach they have taken throughout this proceeding, CMA/SPI provide not one shred of evidence demonstrating any harm related to the proposed Transaction that would be caused if the Board fails to adopt its suggestion. Again, the reason for this is simple -- there is no such harm.

Because CMA/SPI have abjectly failed to demonstrate that action by the Board consistent with the reciprocal switching rate provisions of the NITL Settlement would cause harm to CMA/SPI members, the Board should reject the conditions they have requested.

III.D. Gateways

The CMA/SPI position (CMA-10 at 36-38) is essentially that DT&I conditions should be imposed on this Transaction, as they were routinely imposed on rail combination transactions for a period of decades through the end of the 1970's by the Board's predecessor. The imposition

of these conditions evidently commenced in 1922; the conditions were "finally distilled to a set of six standard conditions" in the case of Detroit, Toledo & Ironton R. Co. Control, 275 I.C.C. 455, 492 (1950). See the discussion in Detroit, Toledo & Ironton R. Co. v. U.S., 725 F.2d 47, 49 (6th Cir. 1984).

Under the DT&I conditions, all existing gateways and interchanges were to be kept open by the combining railroads, so if that either of them had an open interchange route with another carrier for a particular commodity or commodities, the combined railroad was required to continue to keep that route open -- and indeed at a rate which did not constitute a "commercial closing" of the gateway -- even though the routing "short hauled" the combined carriers, and without regard to the efficiency or cost structure of the routing.

As the age of deregulation opened with the enactment of the Staggers Act, the Commission correctly perceived that these conditions prevented railroads from obtaining the benefits of rail combinations, froze traffic patterns and perpetuated inefficient routings, and, by stifling initiative and providing disincentives for price competition were essentially anticompetitive. In 1980, a rulemaking proceeding was initiated by the Commission and culminated in a March 1982 order which declared that the DT&I conditions were "anticompetitive and contrary to the public interest." Rulemaking Concerning Traffic Protection Conditions in Railroad Consolidation Proceedings, 366 I.C.C. 112 (1982). The Commission not only found the conditions to be bad economics but to be in conflict with congressional policy aimed at encouraging greater regulatory flexibility and rate reduction through competition. *Id.* at 119. The

Commission accordingly stated that it would not impose these conditions in future merger cases and declared that they were removed from all existing control orders.

As to the removal of the conditions from existing mergers on this "wholesale" basis, the reviewing court disagreed and held that the use of a rulemaking procedure was inappropriate.

Detroit, Toledo & Ironton R. Co. v. United States, 725 F.2d 47, 50 (6th Cir. 1984). The Commission, then, on petition for such relief by railroads which had such conditions in place binding them, conducted individual adjudicatory proceedings to remove the conditions unless some extraordinary reason not to do so appeared. The Commission almost uniformly granted the petitions and removed the conditions. Seaboard Air Line Railroad Company -- Merger -- Atlantic Coast Line Railroad Company, Finance Docket No. 21215 (Sub-No. 5), 1995 WL 126649 (I.C.C.) at *15 (citing Control of Central Pacific by Southern Pacific, 2 I.C.C.2d 685 (1986); Missouri Pacific Railroad Company -- Control -- Chicago & Eastern Illinois Railroad Company, Finance Docket No. 21755 (Sub-No. 1) (I.C.C. served Jan. 29, 1986) (not printed); Pere Marquette Railway Company Merger, Finance Docket No. 15228 (Sub-No. 1) (I.C.C. served Feb. 26, 1986) (not printed); Great Northern Pacific Burlington Lines, Inc. -- Merger -- Great Northern Railway Company, Finance Docket No. 21478 (Sub-No. 3) (I.C.C. served Mar. 24, 1987) (not printed); and St. Louis Southwestern Railway Company Control, Finance Docket No. 8393 (Sub-No. 1) (I.C.C. served Mar. 29, 1989), 1989 WL 238203 (ICC)). The Commission generally focused its analysis on whether the protective conditions were necessary to (a) protect the public interest, (b) preserve essential rail services and (c) preserve competition. See Control of Central Pacific by Southern Pacific at 686; St. Louis Southwestern

Rail Company at *3-4; Chicago Junction Case, Finance Docket No. 1165 (Sub-No. 1), 1989 WL 239219 (ICC) (1989), at *5. The Commission's general policy was that the DT&I conditions restricted the individual carrier's ability to adjust rates and routes on a rational economic basis. See, e.g., St. Louis Southwestern Railway Company Control, at *4.

The Commission found that while certain specific protective conditions may at times be found appropriate given a particular set of facts, see Guilford Trans. Inds., Inc. -- Control -- Boston and M. Corp., Finance Docket No. 29720 (Sub-No. 1), 1988 WL 225582 (I.C.C.) (1988); Control of Central Pacific by Southern Pacific, at *11-12, general policy considerations favored that they be narrowly drawn if they were to stay, and were to be removed where, as was usually the case, the record contained no evidence to support their continuation. St. Louis Southwestern Railway Company Control, at *4. No "narrowly-drawn" condition is put forward here by CMA/SPI and no evidence to support any condition is presented.

For reasons which should be obvious, CSX and NS will not agree to any such anticompetitive conditions. The NITL, in its negotiations, did not request any such outmoded approach to the maintenance of interchanges. The matter was disposed of in the Settlement, quite correctly, by a statement of intent of CSX and NS that they would keep open all major interchanges with other carriers as long as the interchanges were economically efficient. No rate equalization or similar anticompetitive condition as to rates was involved.

While the recrudescence of the DT&I conditions argued for by CMA/SPI is described as an "extremely flexible condition" (CMA-10 at 37), it is nothing of the sort. CMA/SPI put forward the core of the old DT&I conditions in absolute terms: "Keep open all existing gateways

and interchanges on competitive rate and service terms." *Id.* at 36. The provision is universal; it is perpetual; it is absolute; and it embraces not only keeping open the gateways and interchanges physically, but in terms of "rate," thus incorporating the grossly anticompetitive "commercial closing" doctrine. The comments of CMA/SPI involve an effort to turn back the clock to the days before the Staggers Act and to reintroduce anticompetitive structures, wisely abandoned by the Board's predecessor, into the regulation of railroads.

III.E. Interline Service (1-to-2s)

The greatly procompetitive nature of the present Application is founded on the allocation between two vigorous competitors of the rail lines currently operated by Conrail, bringing competitive Class I rail service to many important areas in the United States, and between a number of important city-pairs, which have not had it in the past generation. In the process, the divided allocation of Conrail's routes enables both of CSX and NS to extend their single-line service, and thus for each of them to provide a single-line service between the Northeastern United States and points throughout the Southern States historically served by them.

These great benefits, derived from the allocation of Conrail's lines to two carriers, rather than their absorption by a single carrier as in the conventional transaction, will cause some change in traffic patterns. Since the Conrail system is allocated in two parts, there are movements which currently are single line on Conrail but which after the implementation of the Transaction will be joint movements involving both the expanded CSX and the expanded NS. These instances are infrequent compared with the cases of expanded single line service and their significance in

economic terms is small compared to the benefits of that expanded single line service and the competitive Class I rail service that the Transaction brings about.

CSX and NS have recognized that some dislocations are implicit in the change, for certain shippers, from single-line Conrail service to joint-line service, and have entered into discussions, in some cases leading to settlements, with a number of shippers to provide individually-tailored solutions to assist them and to ameliorate the effects of the loss of single-line service between certain points on the shippers

CSX's and NS's goals have been to provide relief to the shippers on a transitional basis, not to perpetuate inefficient routings. Thus the carriers seek to encourage the ultimate use of other traffic patterns and routings which will be economically efficient both for the shipper and for the carrier.

CSX and NS continue to believe that transitional dislocations caused to the so-called "1-to-2" shippers are best handled on a tailored shipper-by-shipper basis. However, the Settlement with the NITL provides substantial baseline protections for shippers in case such agreements cannot be worked out. For a period of three years after the Closing Date, the carriers will, as a joint-line rate, maintain the Conrail single-line rate, subject to escalation based on the RCAF-U index, for shippers who request this and have a history of use of rail transportation on the route in question, as referred to below. They will work with the shipper to provide fair and reasonable joint-line service. If a shipper objects to the routing or to the interchange point, or

both, an arbitration procedure is provided, in which the arbitrator is to protect the shipper against undue circuitry under the standards of 49 U.S.C. § 10705.⁷

The criticism by CMA/SPI falls under a number of headings. First, the limitation of the protection to those routings that have involved at least 50 cars a year⁸ moved in single-line Conrail service is objected to. The CMA/SPI proposal (CMA-10 at 36-38) would cover all origin and destination pairs, regardless of how much or how little traffic ever moved on them.

Charging a single-line rate for a joint-line service, where obviously extra handling (to effect the interchange) is involved, is clearly apt to be uneconomic for the participating railroads. To require this to be done where the shipper's use of, or commitment to, rail service has historically been minimal adds to the inefficiency, since interchanges must be arranged for even though the volumes of carriage are relatively slight and the occurrence of handling is infrequent. It is only good economics to require a shipper that makes so little use of rail service pay a compensatory market price for what it gets. The railroads should not be called upon to subsidize an inefficient routing that is only sparsely used but on which service must be provided upon demand. While the number of origination and destination pairs involved in these smaller "movements" may be large (CMA/SPI Comments at 18), obviously the bulk of the actual

⁷ Shippers having Conrail transportation contracts are entitled to their protections if more advantageous than these baseline provisions.

⁸ More precisely, in the calendar year next preceding the Control Date, which, under the Board's schedule, assuming approval, would be 1997.

movements, that is, the bulk of the carloads, is accounted for by the "movements" on which there is a substantial amount of traffic (50 cars or more a year).

The NITL Settlement's limitation of these transitional protections to three years is also complained of. CMA/SPI's position is that protection ought to be given in perpetuity. (CMA-10 at 36.) But while a reasonable transition ought to be provided, it is ultimately not wise to try to suspend the laws of economics forever. The shippers ought to be encouraged to seek sources of supply of their materials and destinations for their goods where the railroads can best furnish economic transportation, if they wish to employ rail as a medium of transportation, and not demand subsidies for longer than necessary to make those adjustments. Indeed, that is a rational choice often made by shippers in seeking suppliers or markets. If the joint-line movements between the existing points are economic for the railroads, transportation will doubtless be provided on a basis which is economically attractive to both shipper and the railroads. Movements by truck will provide an alternative and a constraint. The CMA/SPI proposal is to continue in perpetuity, through a rate freeze subject only to RCAF adjustment, uneconomic arrangements which are best discontinued and replaced by economic ones as soon as practicable.

III.F. Board Approval

The NITL Settlement provides that the Board will be asked to approve the creation of the Conrail Transaction Council and its processes for the exchange of information and for addressing shipper implementation and service concerns and the allocation of transportation contracts under paragraph II.C. of the Settlement. Otherwise, the Settlement contemplates that

the Settlement Agreement is not subject to STB approval and is binding on the parties in the absence of such approval, except with respect to any provision disapproved by the Board or inconsistent with the Board's action on the Primary Application.

In response to this, CMA/SPI make the following remarkable statement:

Inasmuch as the NITL Agreement purports to have been concluded for the benefit of all shippers, not just NITL members, CMA and SPI believe that the Board should pass on whether the NITL Agreement, or individual portions of it, are in the public interest. For the reasons stated herein, CMA and SPI believe that many provisions of the NITL Agreement are at best marginally in the public interest. To the extent that these provisions might be accepted by the Board in substitution for the conditions requested by CMA and SPI, which would more effectively protect shippers from adverse changes resulting from the transaction, adoption of the NITL provision could be contrary to the public interest. (CMA/SPI Comments at 19.)

This statement shows a profound misconception of the statutory standard and the settled practices of the Board and its predecessor in acting under it. The question before the Board is not whether the NITL Settlement is "in the public interest," whether the CMA proposals are "in the public interest," whether some of the features of the CMA conditions are abstractly "better" in some sense than those of the NITL Settlement, or vice versa, or anything of the sort.

The question before the Board is whether the Primary Application, as now affected by the Settlement Agreement with the NITL -- which the parties will be bound to not only by their own agreement but by the force of the Board's authority,⁹ -- is consistent with the public

⁹ See *UP/SP*, Finance Docket No. 32760, Decision No. 44, served Aug. 12, 1996, at 12, n.14.

interest. For a full discussion of the subject, see the discussion of the established standards for conditions in our Rebuttal, CSX/NS-176, Vol. 1, at 36-43.

For the reasons stated in the Primary Application and in the Primary Applicants' Rebuttal submission, the proposed Transaction is eminently consistent with, and promotive of, the public interest -- it is indeed abundantly in the public interest. The undertakings by the Applicants in the NITL Settlement are further perfecting provisions which the Applicants have agreed to, not because they believed them necessary to make the Application consistent with the public interest, but out of a spirit of compromise and to provide additional public benefits which in their judgments could be effected without any material adverse effect upon the public benefits otherwise arising from the Transaction or on the basic economics of the Transaction.

That is the correct standard, not the alternative standard suggested by CMA/SPI. From it, it follows that CMA/SPI's position with respect to the Board's role in respect of the NITL Settlement is incorrect and that the NITL Settlement Agreement's version of it is correct.

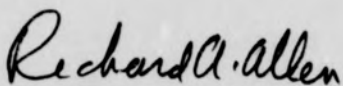
CONCLUSION

For the reasons stated, the comments of CMA/SPI are not well taken. The Transaction as proposed by the Applicants is in the public interest. The Settlement agreed to with NITL contains additional provisions which complement the Transaction as originally proposed and

provide additional benefits to shippers, voluntarily agreed to, which do not impair in any material respects the benefits of the Transaction as proposed.

Respectfully submitted,

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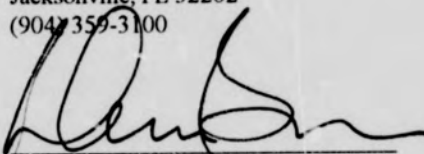
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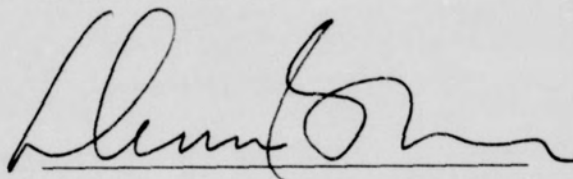
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Counsel for CSX Corporation and CSX
Transportation, Inc.

January 14, 1998

CERTIFICATE OF SERVICE

I, Dennis G. Lyons, certify that on January 14, 1998, I have caused to be served a true and correct copy of the foregoing CSX/NS-190, Rebuttal of CSX Corporation, CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company to Comments of Chemical Manufacturers Association and The Society of the Plastics Industry on the National Industrial Transportation League Settlement Agreement, on all parties that have appeared in Finance Docket No. 33388, by first-class mail, postage prepaid, or by more expeditious means, as listed on the Service list.

A handwritten signature in dark ink, appearing to read "Dennis G. Lyons", is written over a horizontal line.

STB

FD-33388

1-14-98

D

ID-185201

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January 12, 1998

VIA FEDERAL EXPRESS #3670077051

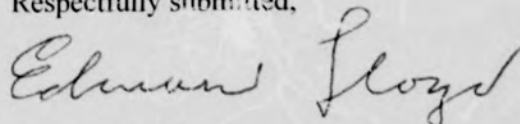
Vernon Williams, Secretary
Surface Transportation Board
1925 K Street N.W.
Washington, D.C. 20425

Re: STB Finance Docket No. 33388, CSX Corp. And CSX Transp., Inc.
Norfolk Southern Corp. And Norfolk Southern Ry. Co. -- Control and
Operating Leases/Agreements -- Cor rail Inc. and Consolidated Rail Corp.

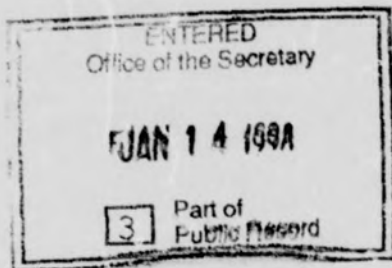
Dear Mr. Williams:

Enclosed please find an original and twenty-five (25) copies of the rebuttal submitted on behalf of the Tri-State Transportation Campaign (Tri-State), in response to Applicants' Rebuttal in the above referenced proceeding. Also enclosed is a 3.5-inch disk containing this filing formatted in Word Perfect.

Respectfully submitted,



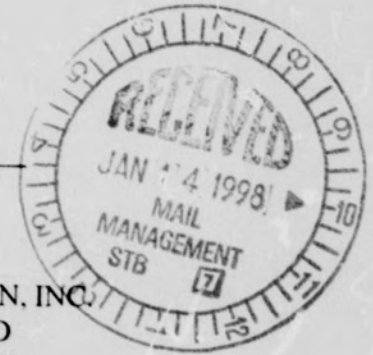
Edward Lloyd, Esq.
Attorney for Tri-State Transportation Campaign



BEFORE THE
SURFACE TRANSPORTATION BOARD

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



RESPONSE OF THE TRI-STATE TRANSPORTATION CAMPAIGN
TO THE APPLICANTS' REBUTTAL

Pursuant to the procedural schedule issued by the Surface Transportation Board (the "Board") in Decision No. 60 in the above referenced proceeding, the Tri-State Transportation Campaign (TSTC) hereby files this Rebuttal, dated January 12, 1998.

The Tri-State Transportation Campaign is a consortium of thirteen environmental, transportation and planning groups working together to promote an economically and environmentally sound transportation system in a thirty-three county area in metropolitan New York. Tri-State seeks to reduce reliance on automobiles and trucks throughout the region in order to reduce congestion and pollution and support rational land use planning. One hundred citizens' groups and local officials have joined Tri-State as affiliate members.

Tri-State submitted comments and requests for conditions to the Board on October 20, 1997, and November 22, 1997. Applicants' Rebuttal, dated December, 1997, addresses several provisions present in Tri-State's request for conditions. In particular, the Applicants' question Tri-State's ability to request, and the Board's ability to provide certain conditions, including trackage rights, and service requirements.

In light of the above considerations, Tri-State urges the Board to include these conditions in its approval of the acquisition.

1. The benefits of competitive rail service should be extended East of the Hudson

NS and CSX in their rebuttal comments trumpet the unique benefit of their proposed transaction, in contrast to other recent rail merger proposals, pointing out that it "will introduce new rail competition into large portions of the Northeast for the first time since the creation of Conrail." While this may be true for many parts of the Northeast, including the West-of-Hudson segment of the Tri-State Region -- the nation's largest metropolitan area -- the proposed transaction leaves the 12.5 million residents East of the Hudson, including the 7.5 million residents of the nation's largest city, dependent on a single rail carrier -- CSX. This sector has more population than either of the states of Ohio or Pennsylvania. This decision to deny competitive rail service to the persons and industries located in this populous area was made behind closed doors by the two parties during confidential negotiations prior to their application to the STB. These same parties now claim, in their rebuttal of Tri-State's request to allow a second carrier -- NS -- to serve the populous east-of-Hudson sector, that the STB has established a clear line of precedent in not remedying conditions that predate a proposed consolidation transaction. In fact, no such precedent exists. Nor would it bind STB to a set course of action. The instant situation presents unique circumstances which justify -- indeed require -- competitive rail service for New York City's five boroughs and Long Island. STB has the power to require the establishment, as well as the continuation, of competitive freight service.

In their rebuttal the applicants claim that the freight needs of this populous sector can be solved by trucking goods to nearby West-of-Hudson railheads. Applicants' Rebuttal, Volume 1 of 3, P-125. Elsewhere in their application the Applicants claim substantial environmental and economic benefits of diverting over one million truckloads of freight to carload or intermodal rail service per year, sparing highways and communities over 700,000,000 vehicle miles per year. Tri-State has argued, and cited documents prepared by the Applicants' own consultant -- Mercer

Management -- that competitive East-of-Hudson rail service will produce substantial economic and environmental benefits to the nation's most populous metropolitan area.

Thus, NS and CSX have not only contradicted their own position, but they have pointed to no alternate benefit of non-competitive rail service that would justify the massive environmental problems cited by the railroads themselves. The STB must require measures to allow rail competition for the East-of-Hudson sector. It is hard to believe that in their confidential negotiations conducted prior to this proceeding CSX and NS would have allocated the entire Conrail system in Ohio and Pennsylvania to a single carrier and expected the STB to approve their transaction.

2. NS should be required to share in Conrail's valuable rights East of the Hudson

A second carrier -- NS -- should be granted trackage rights East of the Hudson as a condition to this transaction. Specifically, Tri-State reaffirms its request that STB require NS to obtain rights to use Conrail property or to share in Conrail's right to use lines owned by public agencies from Newark to New Haven and from 65th St. yard in Brooklyn to Oak Point Yard in the Bronx.

While the Applicants rebuttal cites certain technical and institutional problems that must be overcome for NS to make use of these rights Tri-State shares the view expressed by NS Director of Strategic Planning Steven D. Eisenach in his Rebuttal Verified Statement that special purpose rail equipment could be designed to operate through the Penn Station tunnels. Elsewhere in their rebuttal the Applicants claim that existing negotiating mechanisms are satisfactory to resolve conflicts that might occur as a result of their proposed increased use of Amtrak northeast corridor trackage and new mechanisms proposed by interveners are not needed. If this claim is correct then the Applicants rebuttal argument -- that conflicts through the Penn Station tunnels could not be addressed and resolved -- is without merit. Tri-State through its network of civic, planning, and environmental advocates stand willing to assist NS in resolving these admittedly difficult policy and technical issues. But without assignment of trackage rights to NS there will be little incentive to solve the many problems associated with this operation.

In a similar manner, the problems affecting car float service across New York harbor can be resolved. In the short term, public agencies are seeking to increase the use and viability of this service. In particular, restoring the closed float bridges and yard tracks at 65th St. in Brooklyn will permit a more direct, higher capacity operation. In their rebuttal of Tri-State's proposal for NS to operate this service, the Applicants expressed a willingness to collaborate with governmental authorities in resolving this problem. Applicants' Rebuttal, Volume 1 of 3, P-136.

Tri-State's proposal called for NS to make additional investments if economically feasible. Contrary to Applicant's allegation that Tri-State offered no evidence to support its request for conditions, Tri-State cited the Mercer Management study to back up its claim that a substantial volume of freight traffic would use a revitalized car float. In their rebuttal the Applicants did not challenge the validity of this study. In light of this discussion, STB should assign as part of this acquisition Conrail trackage rights to NS from 65th St. Yard to New Haven. The segment from 65th

St. Yard to Fresh Pond Jet. is owned by a public agency and operated by NY and Atlantic. The Applicants' rebuttal claims that Tri-State's proposal would force this carrier "against its own interests" to grant trackage rights to NS.

As in the case with Penn Station trackage rights described above, Tri-State believes that assignment of Conrail trackage rights to NS will place a willing and aggressive operator in the position to take advantage of public investments already made in the 65th St. yard and emerging investments in a cross-harbor car float, regardless of choice of operator.

3. STB should assure that Applicants will not shift North Jersey carload freight to intermodal.

Tri-State's comments on the North Jersey shared assets operating plan raised concerns about Conrail's continuing shift of carload freight to intermodal. While Tri-State fully supports growth in this mode, where traffic is shifted from over-the-road trucks, abandoning carload shippers and encouraging them to use intermodal service in the North Jersey area will result in serious environmental negatives. The Applicants rebuttal claims that "carload freight is the lifeblood of the railroad industry" and that STB oversight or monitoring is not needed. Yet in North Jersey Conrail officials point out that over 70% of the rail freight activity is intermodal. Tri-State believes that carload freight should be encouraged, but that to protect the public interest STB should monitor, and set goals for this activity.

The Applicants did not rebut Tri-State's request that STB maintain oversight and take appropriate action to prevent the Applicants from shifting carload freight and intermodal to point west and north of the shared assets area, thereby discriminating against more centrally located shippers. Tri-State continues to believe that this is an important STB condition for this acquisition.

4. STB should establish arbitration procedures to resolve disputes between the Applicants and commuter rail operators.

In the past the Applicants and Conrail have presented what many public commuter agencies considered unreasonable demands when these agencies sought to increase service or to establish new service on the Applicants lines. In a similar manner commuter agencies may press for unreasonable claims on their rail trackage that makes freight service difficult or impossible to achieve. Tri-State believes that both uses are legitimate, and that new capital investment may well be in order to increase capacity for efficient operation of both services. The Applicants, in their rebuttal, claim that freight carriers will be reasonable and that no STB intervention is required. Tri-State continues to believe that the STB working in cooperation with the USDOT (through the FTA) can establish legitimate and useful procedures for arbitrating disputes. Because of the widespread opportunity for conflict between rail freight and commuter rail service in metropolitan areas throughout the eastern half of the U.S. served by the Applicants, Tri-State believes that these proceedings are the logical place for STB to establish arbitration procedures.

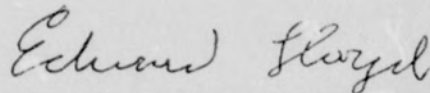
Before the
SURFACE TRANSPORTATION BOARD
Washington, D.C.

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

CERTIFICATE OF SERVICE

I hereby certify that by January 19, 1998 a copy of the foregoing document will be served by first-class mail upon Administrative Law Judge Leventhal and upon all parties of record, as listed on the official service list issued by the Board on August 19, 1997 in Decision No. 21, as well as parties added at a later date.



Edward Lloyd
Rutgers Environmental Law Clinic
15 Washington Street
Newark, N.J. 07102

STB

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185203
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SURFACE TRANSPORTATION BOARD

1925 K Street, N.W.
Washington, DC 20423-0001

January 12, 1998



Attn: Honorable Vernon A. Williams, Secretary

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

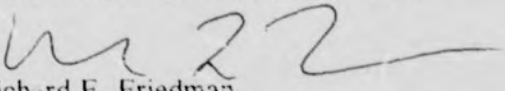
Dear Secretary Williams:

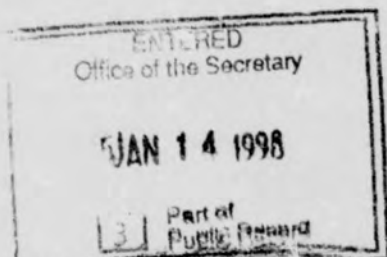
Enclosed for filing in the above-captioned docket are an original and twenty five (25) copies of Illinois International Port District's Motion to File Response Out of Time. Also enclosed is a 3.5-inch IBM compatible disc, formatted in Word Perfect 7.0, containing this Motion.

Copies of the Motion are being served on all parties of record, on Administrative Law Judge Jacob Leventhal, and on counsel for Applicants and Conrail, Inc., in accordance with the Mailing Instructions for Illinois Port District Service List, a copy of which is attached to the Certificate of Service.

Very truly yours,

EARL L. NEAL & ASSOCIATES, L.L.C.

By: 
Richard F. Friedman
Attorneys for ILLINOIS INTERNATIONAL PORT
AUTHORITY



RFF/ck
Enclosures

78.203

FD 333

CERTIFICATE OF SERVICE

RICHARD F. FRIEDMAN, an attorney, being duly sworn, states that he caused the attached Motion of the Illinois International Port District to File Response Out of Time (Port/Chi-3) to be served on the following parties, as follows:

1. Upon the persons set forth on the attached Service List by Federal Express overnight delivery by placing same for delivery with the Federal Express Office at 111 West Washington Street, Chicago, Illinois on January 13, 1998, before 5:00 p.m., with delivery charges to be paid by the sender.
2. Upon all other parties of record by causing the same to be mailed by Ikon Document Services to the parties of record, postage prepaid, by United States Mail, prior to 9:00 p.m. on January 13, 1998.

u-22

Richard F. Friedman

"OFFICIAL SEAL"
SUBSCRIBED AND SWORN TO BEFORE
ME THIS 13TH DAY OF JANUARY, 1998.
NOTARY PUBLIC, STATE OF ILLINOIS

COMMISSION EXPIRES 06/04/00

Charles Kelly
NOTARY PUBLIC



**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Finance Docket 33388

**CSX CORPORATION AND CSX TRANSPORTATION, INC.,
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
-----CONTROL AND OPERATING LEASES/AGREEMENTS-----**

**ILLINOIS INTERNATIONAL PORT DISTRICT'S
MOTION TO FILE RESPONSE OUT OF TIME**

NOW COMES the ILLINOIS INTERNATIONAL PORT DISTRICT (the "Port of Chicago") by and through its attorneys, EARL L. NEAL & ASSOCIATES, L.L.C., and respectfully requests leave to file out of time its Response to the Applicants' Rebuttal to the Port of Chicago's Request for Conditions. The reason for the Port of Chicago's request is the failure to receive the Applicants' Rebuttal until January 12, 1998. The Port of Chicago requests that it be permitted to file its response on February 11, 1998, thirty days following its receipt of the Rebuttal.

In support of its Motion, the Port of Chicago states:

1. When the Applicants' Rebuttal (CSX/NS - 176, - 177) was filed on December 15, 1997, it was to have been served on all parties of record. However, the Port of Chicago did not receive the Rebuttal at the time of filing. It was not until the Port of Chicago, through its attorneys, had made two separate requests to the Applicants to furnish their Rebuttal that the Port of Chicago actually received Applicants' Rebuttal. The Port of Chicago finally received the Applicants' Rebuttal on January 12, 1998.

2. The Port of Chicago filed its original Request for Conditions (Port/Chi-2) on October 21, 1997. In its Decision No. 57, December 5, 1997, the STB directed that the Port of Chicago be made a Party of Record.

*

3. Pursuant to Decision No. 57, the Applicants' Rebuttal was due to be filed on or before December 15, 1997. The Port of Chicago did not receive the Applicants' Rebuttal in the days following the date upon which it was filed. The Port of Chicago then made two separate requests upon the Applicants to be furnished a copy of the Rebuttal. First, on December 23, 1997, one of the attorneys representing the Port of Chicago, Kristen Barnes, of the law firm of Earl L. Neal & Associates, L.L.C., called the Applicants (Robert J. Cooney of Norfolk Southern Corporation) directly and left a message requesting a copy of the Rebuttal. The message was never returned, nor responded to. Second, on January 8, 1998, the undersigned telephoned attorneys for Norfolk-Southern, John V. Edwards and Andrew R. Plump of Zuckert, Scoutt & Rasenberger, L.L.P., to request a copy of the Rebuttal. Following the second request, the Rebuttal was sent and received in the undersigned's office on January 12, 1998.

4. After reviewing the Applicants' Rebuttal, as it pertains to the Port of Chicago's Request for Conditions, the Port of Chicago determined that it is necessary to file a reply. Decision No. 6 requires the filing of a reply by January 14, 1998. Obviously, it is impossible to analyze the Rebuttal, research and prepare a reply, and file and serve the reply within two days.

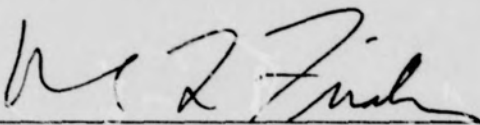
*

Decision No. 57 also provided that the existing parties should furnish the persons newly made parties of record copies of all previous filings. The Applicants have never furnished any previous filings to the Port of Chicago.

5. Decision No. 6 allowed a 30-day period between the filing of the Applicants' Rebuttal and the parties' reply. Accordingly, the Port of Chicago requests a 30-day extension of time, to and including February 11, 1998, for the filing of its reply in this matter.

WHEREFORE, Illinois Port District respectfully requests permission for leave to file its Response to the Applicants' Rebuttal to the Port of Chicago's Request for Conditions on or before February 11, 1998.

ILLINOIS INTERNATIONAL PORT DISTRICT

By: 
One of its Attorneys

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DATED: January 13, 1998

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WESTERN RAILWAY CORPORATION;
PITTSBURGH & SHAWMUT RAILROAD
INC; READING BLUE MOUNTAIN AND
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ROCHESTER & SOUTHERN RAILROAD
INC

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PACIFIC
RAILROAD COMPANY AND CEDAR
RIVER RAILROAD COMPANY
R J CORMAN PARTIES

R J CORMAN RAILROAD COMPANIES
SAULT STE MARIE BRIDGE COMPANY
TRANSTAR INC AND BESSEMER AND
LAKE ERIE RAILROAD COMPANY
TRANSTAR INC AND ELGIN JOLIET
AND EASTERN RAILROAD COMPANY
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CORPORATION, DETROIT EDISON
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FOUR CITY CONSORTIUM
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COMPANY, POTOMAC ELECTRIC
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CSX TRANSPORTATION INC
CSX TRANSPORTATION INC

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Represents:

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AK STEEL CORPORATION
CARGILL INCORPORATED
ERIE-NIAGARA RAIL STEERING
COMMITTEE, INSTITUTE OF SCRAP

RECYCLING INDUSTRIES INC;
JOSEPH SMITH & SONS INC;
NIAGARA MOHAWK POWER
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Represents: CITY OF ROCKY RIVER
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RAILWAY COMPANY, DELAWARE
AND HUDSON RAILWAY COMPANY
INC; DELAWARE AND HUDSON
RAILWAY COMPANY INC,
SOO LINE CORP, SOO LINE RAILROAD
CO, SOO LINE RAILROAD COMPANY
ST LAWRENCE & HUDSON RAILWAY
COMPANY LIMITED

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LEBOEUF LAMB GREENE & MACRAE,
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COMPANY-AMERICAN ELECTRIC
POWER SERVICE CORPORATION
ETAL; AMERICAN ELECTRIC POWER
ATLANTIC CITY ELECTRIC COMPANY

CSX-NS
DELMARVA POWER & LIGHT
COMPANY
FERTILIZER INSINUATE
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ASHTA CHEMICALS INC

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THE HONORABLE NANCY JOHNSON,
THE HONORABLE CHARLES
SCHUMER, THE HONORABLE ROSA
DELAURO, THE HONORABLE
MICHAEL FORBES, THE HONORABLE
SAM GEJDENSON, THE HONORABLE
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HONORABLE ED TOWNS, THE
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C V MONIN

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Represents: BROTHERHOOD OF
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CHICAGO RAIL LINK LLC
CONNECTICUT SOUTHERN
RAILROAD INC; GEORGIA
WOODLANDS RAILROAD LLC,
INDIANA & OHIO RAILWAY
COMPANY; INDIANA AND OHIO
RAILROAD INC
INDIANA SOUTHERN RAILROAD INC
MANUFACTURERS JUNCTION
RAILWAY L L C, NEW ENGLAND
CENTRAL RAILROAD INC
NEWBURGH & SOUTH SHORE
RAILROAD LTD, NORTHERN OHIO &
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STATE ELECTRIC & GAS
CORPORATION; THE GATEWAY
EASTERN RAILWAY COMPANY
THE GATEWAY WESTERN RAILWAY
COMPANY; THE KANSAS CITY
SOUTHERN RAILWAY COMPANY

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COMPANY OF INDIANA

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Represents: UNION CAMP
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Represents: AMERICAN TRUCKING
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WILMINGTON DE 19894 US

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K. N. THOMPSON

UTU, GENERAL CHAIRPERSON

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Represents: THE BUSINESS COUNCIL
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2310 GRANT BUILDING
PITTSBURGH PA 15219 US
Represents: NATIONAL STEEL
CORPORATION

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110 WEST OCEAN BLVD-SUITE C
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TERMINALS CORPORATION NEW
JERSEY; THE RAIL BRIDGE
TERMINALS NEW JERSEY
CORPORATION; THE RAIL-BRIDGE
TERMINALS CORPORATION
THE RAIL-BRIDGE TERMINALS
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CITIZENS GAS & COKE UTILITY
2020 N MERIDIAN STREET
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Represents: CITIZENS GAS & COKE
UTILITY

J WILLIAM VAN DYKE
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AUTHORITY
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MINNEAPOLIS MN 55426 US
Represents: GENERAL MILLS INC
GENERAL MILLS OPERATIONS INC

ROSE-MICHELE WEINRYB
WEINER BRODSKY SILMAN & KIDER

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SOUTH BEND RAILROAD

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HUGH H. WELSH
LAW DEPT., SUITE 67E
ONE WORLD TRADE CENTER
NEW YORK NY 10048-0202 US
Represents:

JAY WESTBROOK
CITY HALL RM 216
601 LAKESIDE AV NE
CLEVELAND OH 44114 US
Represents:

CHARLES H. WHITE, JR.
GALLAND, KHARASCH & GARFINKLE,
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WASHINGTON DC 20007-4492 US
Represents: STARK DEVELOPMENT
BOARD INC; WHEELING & LAKE ERIE
RAILWAY COMPANY

WILLIAM W WHITEHURST JR.
W. W. WHITEHURST & ASSOCIATES,
INC.
12421 HAPPY HOLLOW ROAD
COCKEYSVILLE MD 21030 US
Represents: W W WHITEHURST &
ASSOCIATES INC

HENRY M. WICK, JR.

WICK, STREIFF, ET AL
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TRAFFIC ASSOCIATION INC

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UNITED TRANSPORTATION UNION
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Represents:

DEBRA L. WILLEN
GUERRIERI, EDMOND & CLAYMAN PC
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MARIAN J. WILLIAMS
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Represents:

RICHARD R WILSON
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COMPANY, DURHAM TRANSPORT INC
JUNIATA VALLEY RAILROAD
COMPANY; LYCOMING VALLEY
RAILROAD COMPANY, NITTANY &
BALD EAGLE RAILROAD COMPANY
NORTH SHORE RAILROAD COMPANY
NORTHWEST PENNSYLVANIA RAIL
AUTHORITY; OHIO RAIL
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STURBRIDGE RAILROAD COMPANY
TRANSPORTATION COMMITTEE

PENNSYLVANIA HOUSE OF
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EASTERN SHORE RAILROAD INC
TOLEDO-LUCAS COUNTY PORT
AUTHORITY; WYANDOT DOLOMITE,
INC.

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GENERAL CHAIRPERSON UTU
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UNION GENERAL COMMITTEE OF
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Represents: CITIZENS ADVISORY
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SERGEANT W WISE
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P O BOX 190-B
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LAKEVILLE RAILROAD
CORPORATION

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Represents: WYANDOT DOLOMITE INC

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TRANSPORTATION LEAGUE

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PROCUREMENT MANAGER
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Represents: E I DU PONT DE NEMOURS
AND COMPANY

L PAT WYNNS
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Represents:

EDWARD WYTKIND, EXECUTIVE
DIRECTOR
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DEPARTMENT AFL-CIO

SHELDON A ZABEL
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COMMUTER RAILROAD COMPANY
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