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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Robert E. Wise, Jr.
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Wise:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

At the Board's June 8, 1998 voting conference on the proposed Conrail control transaction, and in the written decision served on July 23, 1998, we reaffirmed that the negotiation and arbitration process is the proper way to resolve important issues relating to employee rights that may be affected by the transaction. To ensure this result, we made clear, as requested by rail labor, that the Board's approval of the transaction did not indicate approval of any of the involved CBA overrides that the applicants had argued were necessary and that arbitrators would be free to make whatever findings and conclusions they deem appropriate with respect to CBAs under the law. We also voted to provide the protections of New York Dock Ry.--Control--Brooklyn Eastern Dist., 360 I.C.C.60 (1979), and, as suggested by representatives of rail labor, to direct that the applicant carriers meet with labor representatives and to form task forces for the purpose of promoting labor-management dialogue concerning implementation and safety issues. To the maximum extent possible, the Board has urged labor and management to reach voluntary implementing agreements.

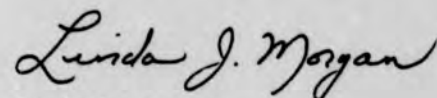
The Board avoided any prejudgment of issues that may come before it or before an arbitrator in the future, relying instead on established, court-approved legal principles. The courts have affirmed that, under what is now 49 U.S.C. 11321(a), agency approval of a consolidation transaction confers self-executing immunity on all material terms of the transaction from all other laws to the extent necessary to permit implementation of the transaction. And, in

Norfolk & Western R. Co. v. Train Dispatchers, 499 U.S. 117 (1991) (N&W), the United States Supreme Court specifically held that the immunity provided by statute includes the carrier's obligations under a CBA. Moreover, since at least 1936 when the Washington Job Protection Agreement was executed by representatives of virtually all of the railroads and national rail unions, agency approved rail consolidations have been implemented without resort to bargaining under the Railway Labor Act. Implementing agreements that require changes in CBAs have been negotiated, and, failing negotiation, arbitrators have made modifications to CBA provisions as necessary to permit implementation. Thus, it is well established that the self-executing immunity statute provides for the overriding of CBA provisions as necessary to implement the approved transaction, and such overrides are not due to specific agency actions other than approval of the proposed transaction. As necessary, arbitrators will make decisions regarding CBAs, and under the language included in the Board's final decision on the Conrail Acquisition they are free to make whatever determination they deem appropriate.

CBAs are not the only agreements subject to overrides. The Supreme Court in N&W made clear that all categories of contracts are subject to abrogation to the extent necessary to permit an approved railroad consolidation to be implemented. One such category of contract rights that is frequently abrogated in rail consolidations is the contract rights of stock and bond holders of consolidating railroads, which the Supreme Court had previously held did not survive agency approval of a consolidation that modified their terms. The recent Board decision on the Conrail control transaction also provided for the override of the anti-assignment provisions of certain shipper transportation contracts to ensure a smooth implementation of the approved transaction, and it required modification of provisions of agreements among railroads and between shippers and railroads involving such matters as switching rights and charges to address competitive concerns. It is clear, therefore, both in theory and in practice, that rail employee CBAs are not the only contractual provisions that have been overridden as a result of agency approval of a rail consolidation proposal.

I hope you find this information useful. I emphasize that the Board remains committed to giving full and fair consideration to the interest of rail carrier employees in consolidation proceedings in accordance with the law, as we have done in this proceeding. I am having your letter and my response made a part of the public docket for this proceeding. If I may be of further assistance, please do not hesitate to contact me.

Sincerely

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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable William O. Lipinski
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Lipinski:

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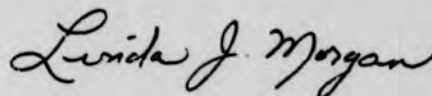
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Office of the Chairman

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The Honorable Robert A. Borski
U.S. House of Representatives
Washington, D.C. 20515

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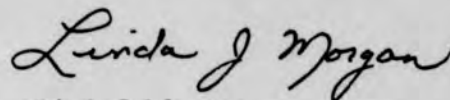
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U.S. House of Representatives
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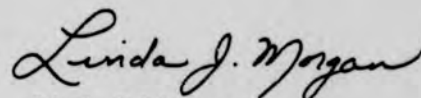
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The Honorable Jerry F. Costello
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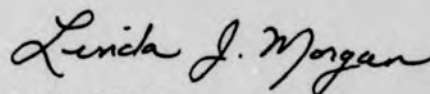
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The Honorable Glenn Poshard
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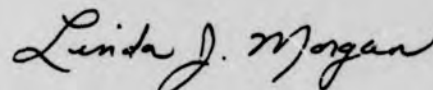
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The Honorable Jerrold Nadler
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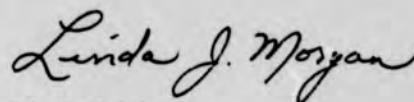
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At the Board's June 8, 1998 voting conference on the proposed Conrail control transaction, and in the written decision served on July 23, 1998, we reaffirmed that the negotiation and arbitration process is the proper way to resolve important issues relating to employee rights that may be affected by the transaction. To ensure this result, we made clear, as requested by rail labor, that the Board's approval of the transaction did not indicate approval of any of the involved CBA overrides that the applicants had argued were necessary and that arbitrators would be free to make whatever findings and conclusions they deem appropriate with respect to CBAs under the law. We also voted to provide the protections of New York Dock Ry.--Control--Brooklyn Eastern Dist., 360 I.C.C.60 (1979), and, as suggested by representatives of rail labor, to direct that the applicant carriers meet with labor representatives and to form task forces for the purpose of promoting labor-management dialogue concerning implementation and safety issues. To the maximum extent possible, the Board has urged labor and management to reach voluntary implementing agreements.

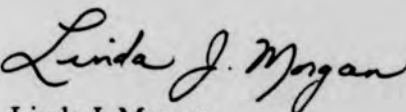
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CBAs are not the only agreements subject to overrides. The Supreme Court in N&W made clear that all categories of contracts are subject to abrogation to the extent necessary to permit an approved railroad consolidation to be implemented. One such category of contract rights that is frequently abrogated in rail consolidations is the contract rights of stock and bond holders of consolidating railroads, which the Supreme Court had previously held did not survive agency approval of a consolidation that modified their terms. The recent Board decision on the Conrail control transaction also provided for the override of the anti-assignment provisions of certain shipper transportation contracts to ensure a smooth implementation of the approved transaction, and it required modification of provisions of agreements among railroads and between shippers and railroads involving such matters as switching rights and charges to address competitive concerns. It is clear, therefore, both in theory and in practice, that rail employee CBAs are not the only contractual provisions that have been overridden as a result of agency approval of a rail consolidation proposal.

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Sincerely


Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Pat Danner
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Danner:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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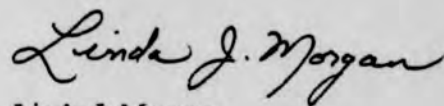
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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Peter J. Visclosky
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Visclosky:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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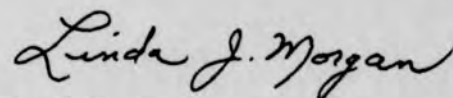
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Sincerely

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Dennis J. Kucinich
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Kucinich:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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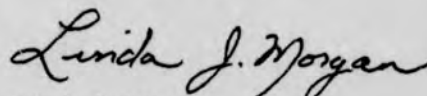
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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable James P. McGovern
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman McGovern:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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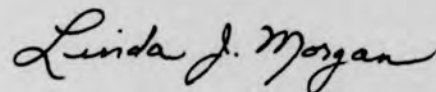
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Office of the Chairman

Surface Transportation Board
Washing D.C. 20423-0001

August 31, 1998

The Honorable Max Sandlin
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Sandlin:

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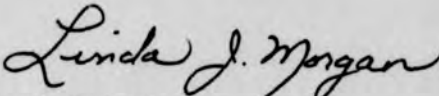
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable John W. Olver
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Olver:

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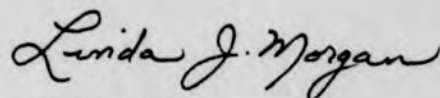
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Jose Serrano
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Serrano:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

At the Board's June 8, 1998 voting conference on the proposed Conrail control transaction, and in the written decision served on July 23, 1998, we reaffirmed that the negotiation and arbitration process is the proper way to resolve important issues relating to employee rights that may be affected by the transaction. To ensure this result, we made clear, as requested by rail labor, that the Board's approval of the transaction did not indicate approval of any of the involved CBA overrides that the applicants had argued were necessary and that arbitrators would be free to make whatever findings and conclusions they deem appropriate with respect to CBAs under the law. We also voted to provide the protections of New York Dock Ry.--Control--Brooklyn Eastern Dist., 360 I.C.C.60 (1979), and, as suggested by representatives of rail labor, to direct that the applicant carriers meet with labor representatives and to form task forces for the purpose of promoting labor-management dialogue concerning implementation and safety issues. To the maximum extent possible, the Board has urged labor and management to reach voluntary implementing agreements.

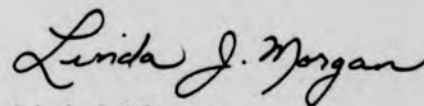
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I hope you find this information useful. I emphasize that the Board remains committed to giving full and fair consideration to the interest of rail carrier employees in consolidation proceedings in accordance with the law, as we have done in this proceeding. I am having your letter and my response made a part of the public docket for this proceeding. If I may be of further assistance, please do not hesitate to contact me.

Sincerely

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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Leonard L. Boswell
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Boswell:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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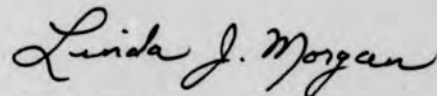
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Bob Filner
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Filner:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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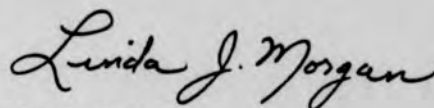
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Earl Blumenauer
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Blumenauer:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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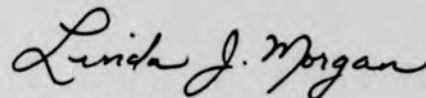
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Jay W. Johnson
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Johnson:

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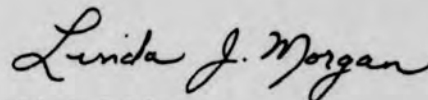
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable John Joseph Moakley
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Moakley:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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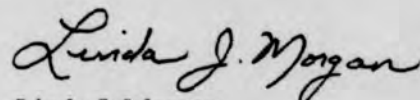
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Frank Pallone
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Pallone:

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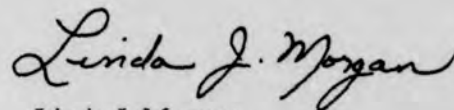
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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Bill Pascrell, Jr.
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Pascrell:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

At the Board's June 8, 1998 voting conference on the proposed Conrail control transaction, and in the written decision served on July 23, 1998, we reaffirmed that the negotiation and arbitration process is the proper way to resolve important issues relating to employee rights that may be affected by the transaction. To ensure this result, we made clear, as requested by rail labor, that the Board's approval of the transaction did not indicate approval of any of the involved CBA overrides that the applicants had argued were necessary and that arbitrators would be free to make whatever findings and conclusions they deem appropriate with respect to CBAs under the law. We also voted to provide the protections of New York Dock Ry.--Control--Brooklyn Eastern Dist., 360 I.C.C.60 (1979), and, as suggested by representatives of rail labor, to direct that the applicant carriers meet with labor representatives and to form task forces for the purpose of promoting labor-management dialogue concerning implementation and safety issues. To the maximum extent possible, the Board has urged labor and management to reach voluntary implementing agreements.

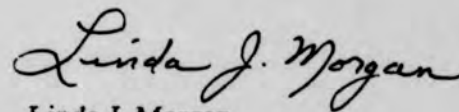
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CBAs are not the only agreements subject to overrides. The Supreme Court in N&W made clear that all categories of contracts are subject to abrogation to the extent necessary to permit an approved railroad consolidation to be implemented. One such category of contract rights that is frequently abrogated in rail consolidations is the contract rights of stock and bond holders of consolidating railroads, which the Supreme Court had previously held did not survive agency approval of a consolidation that modified their terms. The recent Board decision on the Conrail control transaction also provided for the override of the anti-assignment provisions of certain shipper transportation contracts to ensure a smooth implementation of the approved transaction, and it required modification of provisions of agreements among railroads and between shippers and railroads involving such matters as switching rights and charges to address competitive concerns. It is clear, therefore, both in theory and in practice, that rail employee CBAs are not the only contractual provisions that have been overridden as a result of agency approval of a rail consolidation proposal.

I hope you find this information useful. I emphasize that the Board remains committed to giving full and fair consideration to the interest of rail carrier employees in consolidation proceedings in accordance with the law, as we have done in this proceeding. I am having your letter and my response made a part of the public docket for this proceeding. If I may be of further assistance, please do not hesitate to contact me.

Sincerely


Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Donald M. Payne
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Payne:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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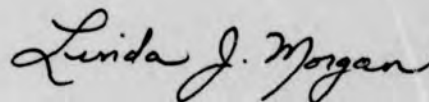
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Sincerely

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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Earl F. Hilliard
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Hilliard:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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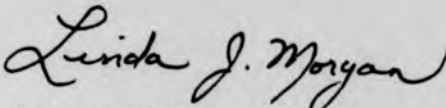
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Sincerely


Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Darlene Hooley
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Hooley:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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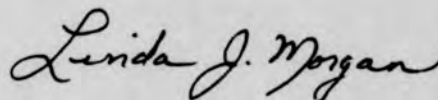
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Sincerely

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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable John F. Tierney
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Tierney:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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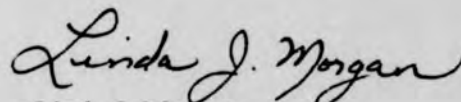
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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Elijah J. Cummings
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Cummings:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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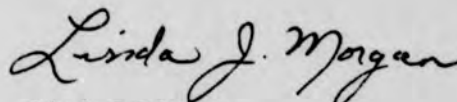
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Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

August 31, 1998

The Honorable Donna M. Christian-Green
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Christian-Green:

Thank you for your letter regarding the railroad consolidation application of CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide the assets of Conrail among the two acquiring railroads. You express concern that actions taken by the Surface Transportation Board (Board) in approving consolidation transactions may result in the breaking of existing collective bargaining agreements (CBAs) between the involved railroads and their employees, while other contracts are left intact, and you specifically express disappointment that the Board failed to rule in its June 8, 1998 voting conference on the proposed Conrail control transaction that the breaking of CBAs in that case was not necessary and not permissible.

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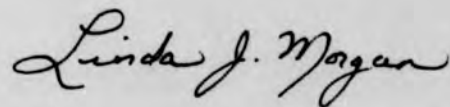
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Sincerely

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Linda J. Morgan

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

FILE IN DOCKET

JD-33388

August 6, 1998

The Honorable Jon D. Fox
U.S. House of Representatives
Washington, D.C. 20515-3813

Dear Congressman Fox:

Thank you for your letter expressing support for the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

The Board recently conducted an extensive oral argument on the proposed transaction, hearing from more than 70 witnesses over the course of the 2-day argument held on June 3 and 4, 1998. Following oral argument, the Board held an open voting conference on June 8, 1998, at which we voted to approve the proposed transaction, subject to a number of conditions. The Board's final written decision implementing the vote at the voting conference was issued on July 23, 1998.

In voting for approval, the Board found that the transaction, as augmented by numerous settlement agreements among the parties and as further conditioned, would inject competition into the eastern United States in an unprecedented manner. The conditions adopted by the Board, while significant, recognize the operational and competitive integrity of the overall proposal and the importance of promoting and preserving privately-negotiated agreements. In particular, the Board's conditions include 5 years of oversight, along with substantial operational monitoring and reporting to ensure that the transaction is successfully implemented; mitigation of potential adverse impacts on the environment and on safety; recognition of employee interests, including a reaffirmation of the negotiation and arbitration process as the proper way to resolve important issues relating to employee rights; and several conditions that address the vital role of smaller railroads and regional concerns about competition.

I appreciate your interest in this matter, and will have your letter and my response made a part of the public docket in this proceeding. If I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

JON D. FOX
13TH DISTRICT, PENNSYLVANIA

INTERNATIONAL RELATIONS
COMMITTEE

BANKING AND
FINANCIAL SERVICES
COMMITTEE

TRANSPORTATION AND
INFRASTRUCTURE
COMMITTEE

24 HR. TOLL FREE
LEGISLATIVE HOTLINE
1-800-295-5700
E-MAIL: jonfox@hr.house.gov



FILE IN DOCKET

WASHINGTON OFFICE
435 CANNON BUILDING
WASHINGTON, DC 20515-3813
(202) 225-6111

DISTRICT OFFICES

NORRISTOWN
LOGAN SQUARE SHOPPING
CENTER
1768 MARKLEY STREET
NORRISTOWN, PA 19401-2902
(610) 272-8400

EASTERN MONTGOMERY COUNTY
1000 EASTON ROAD
AT EDGEHILL ROAD
ABINGTON, PA 19001-4305
(215) 885-3500

MAINLINE AREA
NARBERTH BOROUGH HALL
100 CONWAY AVENUE
NARBERTH, PA 19072-2202
OFFICE HOURS—9 AM TO 4 PM
MONDAYS & WEDNESDAYS
(610) 667-5020

Congress of the United States

House of Representatives

Washington, DC 20515-3813

June 5, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

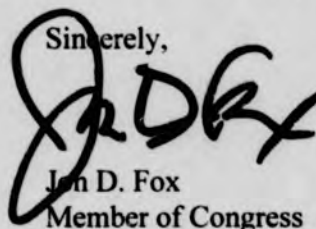
Dear Chairman Morgan:

I am writing to you to communicate my support for the proposed acquisition of the Consolidated Rail Corporation (Conrail) and division of its assets by CSX Corporation and CSX Transportation, Inc. (CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS) as currently before the Surface Transportation Board.

Through hearing testimony, meetings with carriers, shippers and labor, and review of relevant documents, I have come to the conclusion that the proposed acquisition offers great promise for rail competition in Pennsylvania and the Northeast and will, overall, be in the public interest. I believe that both CSX and NS will be good stewards of the rails and upstanding citizens within our regional business community. I do wish to express, as I have in hearings before the House Transportation Subcommittee on Railroads, that it will be incumbent upon the Surface Transportation Board, and the railroad industry as a whole, to be vigilant in preserving legitimate competition and access along our nations rails so that mergers and acquisitions such as this will provide the greatest, and most balanced benefits for all involved. However, ultimately, I feel that CSX and NS have proven track records of safety and cooperation with local communities and will establish quality working relationships with the regional business community and government leaders.

Again, I support the acquisition of Conrail by CSX and NS and hope the Board will look favorably upon their application. Thank you for your consideration of my views.

Sincerely,


Jon D. Fox
Member of Congress

JDF:bt

RECEIVED
SURFACE TRANSPORTATION
BOARD
JUN 9 3 01 PM '98
CHAIRMAN MORGAN

STB

FD-33388

7-6-98

~~8~~ J ID-MOCH



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

FILE IN DOCKET

July 6, 1998

The Honorable William J. Jefferson
U.S. House of Representatives
Washington, D.C. 205151802

Dear Congressman Jefferson:

Thank you for your letter regarding the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding remains pending before the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

The Board recently conducted an extensive oral argument on the proposed transaction, hearing from more than 70 witnesses over the course of the 2-day argument held on June 3 and 4, 1998. Following oral argument, the Board held an open voting conference on June 8, 1998, at which we voted to approve the proposed transaction, subject to a number of conditions. The Board currently is preparing a final written decision that implements the vote at the voting conference, which is scheduled for issuance on July 23, 1998.

In voting for approval, the Board found that the transaction, as augmented by numerous settlement agreements among the parties and as further conditioned, would inject competition into the eastern United States in an unprecedented manner. The conditions adopted by the Board, while significant, recognize the operational and competitive integrity of the overall proposal and the importance of promoting and preserving privately-negotiated agreements. In particular, the Board's conditions include 5 years of oversight, along with substantial operational monitoring and reporting to ensure that the transaction is successfully implemented; mitigation of potential adverse impacts on the environment and on safety; recognition of employee interests, including a reaffirmation of the negotiation and arbitration process as the proper way to resolve important issues relating to employee rights; and several conditions that address the vital role of smaller railroads and regional concerns about competition. With regard to your specific concerns, the Board for the first time in a railroad consolidation case required the preparation of an Environmental Impact Statement and Safety Integration Plans to address fully the environmental and safety concerns raised. The Board will be closely monitoring implementation of the environmental mitigation conditions and the safety plans. In addition, you should be aware that, in connection with this merger, CSX has agreed to work with local officials to

establish and maintain a specific hazardous materials transportation emergency response plan for the New Orleans area. I have enclosed a copy of the Board's press release describing the results of the voting conference.

I appreciate your interest in this matter, and will have your letter and my response made a part of the public docket in this proceeding. If I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosure

WILLIAM J. JEFFERSON
SECOND DISTRICT, LOUISIANA

WASHINGTON OFFICE
240 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1802
(202) 225-6636

LIONEL R. COLLINS, JR.
CHIEF OF STAFF

DISTRICT OFFICE
1012 HALE BOGGS FEDERAL BUILDING
501 MAGAZINE STREET
NEW ORLEANS, LA 70130
(504) 589-2274

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-1802

COMMITTEES:
WAYS AND MEANS
SUBCOMMITTEES:
TRADE
HUMAN RESOURCES

DEMOCRATIC STEERING AND
POLICY COMMITTEE

WHIP AT-LARGE

FILE IN DOCKET

April 30, 1998

Linda J. Morgan
Chairman
The U.S. Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAY 4 3 02 PM '98
OFFICE OF
CHAIRMAN MORGAN

Dear Chairman Morgan:

I would like to submit these comments into the official record as the Surface Transportation Board (Board) considers the merger of CSX and Norfolk Southern with Conrail. I have very strong reservations about the effects of this merger on poor and disadvantaged residents in my congressional district. As a result of these and other concerns, I ask that you oppose this merger at this time.

My constituents are, unfortunately, all too familiar with CSX. On September, 9, 1997, a tank car leaking butadiene ignited and caused a massive underground explosion in the Gentilly area of New Orleans, Louisiana. The explosions caused massive property damage in a nearby poor and working class neighborhood, as well as devastating health problems for the residents. A class-action lawsuit was completed in August, 1997, wherein CSX and four of the nine companies sued were found by the jury to have "recklessly handled hazardous chemicals in disregard of public safety." On September, 8, 1997, a New Orleans jury found for the plaintiffs, and awarded the class \$3.6 billion in damages.

Out of this landmark lawsuit came forth damaging evidence which clearly demonstrated CSX's reckless disregard for the health and safety of the citizens of Gentilly. The Board should oppose this merger for two principal reasons.

First, CSX has a poor safety and maintenance record which will be exacerbated by this merger. As you know, a recent Federal Railroad Administration (FRA) safety audit criticized CSX for emphasizing train operation over safety, lacking adequately trained employees, and mismanaging crews to the point of fatigue. In its report, the FRA noted "several instances in which CSX managers ordered trains to move with clear knowledge that noncomplying or defective conditions were present." Moreover, the FRA found that CSX lacked such basic safety procedures such as maintenance of pole lines and insulated rail joints, training and testing of operational employees, accident reporting, track and locomotive inspections, and placarding of

hazardous materials.

It should come as no surprise then that, in the Gentilly explosion, it was found that butadiene, an extremely hazardous and flammable substance, had been leaking from a CSX tank car, unattended and uninspected, for several hours before it exploded. The 1987 explosion came as a direct result of CSX's poor safety, maintenance, and operation record. This proposed merger will only extend CSX's negligence into more communities, and thus increase the number of accidents and injuries which will follow.

Second, this merger would substantially increase the transport of hazardous cargo through poor communities in my district, as well as other poor neighborhoods around the country. Many poor and minority communities in Louisiana and throughout the country are either located near hazardous waste facilities or serve as access routes for the shipment of hazardous waste. These disadvantaged communities are victims of companies who seek the most vulnerable political and economic communities to bear the health and environmental risks of their hazardous activities. To be sure, attorneys for the residents have evidence that CSX deliberately moved its rail car interchanges from a more prosperous neighborhood into the less affluent, working class area where the accident occurred.

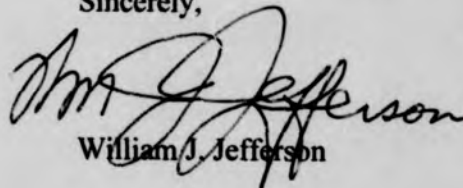
When you combine CSX's pattern of recklessness and disregard for basic safety procedures with its expansion into more poor and minority neighborhoods, the result is poor and minority populations disproportionately bearing the risk of potential accidents and injuries.

My constituents deserve better.

I ask you to ensure that the health and safety of all communities, regardless of class or race, will not be sacrificed in the name of corporate profits.

Unless and until CSX puts in place the required safety procedures to protect against exposure to hazardous waste, I ask that the Surface Transportation Board oppose the CSX/Conrail merger.

Sincerely,

A handwritten signature in dark ink, appearing to read "Wm J. Jefferson", written over a printed name.

William J. Jefferson

WJJ:rev

U.S. HOUSE OF REPRESENTATIVES

WASHINGTON, DC 20515-1802

PUBLIC DOCUMENT

OFFICIAL BUSINESS

Hon. J. Jefferson
M.C.

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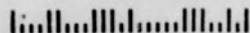
Linda J. Morgan

Chairman

The U.S. Surface Transportation Board

1925 K Street, N.W.

Washington, D.C. 20423



STB

FD

33388

6-15-98

J

MOCH

William O. Lipinski
3d District, Illinois

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE
RANKING DEMOCRATIC MEMBER
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON RAILROADS
DEMOCRATIC STEERING COMMITTEE

Congress of the United States

House of Representatives

Washington, DC 20515

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1501 LONGWORTH HOUSE OFFICE BUILDING
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(202) 225-5701

5832 SOUTH ARCHER AVENUE
CHICAGO, IL 60638
(312) 886-0481

5235 W. 95TH STREET
OAK LAWN, IL 60453
(708) 552-0880

89 W. HILLGROVE
LA GRANGE, IL 60525
(708) 552-0524

FILE IN DOCKET

June 8, 1998

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

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K. Street, N.W.
Washington, D.C. 20423

Dear Mr. Williams and Chairman Morgan:

Thank you for providing me this opportunity to present my views before the Surface Transportation Board on the CSX and Norfolk Southern acquisition of Conrail. In lieu of testimony that I had hoped to present last week before your board, I want to call your attention to the monopolization of control of the Chicago gateway by CSX Transportation (CSXT) and Norfolk Southern, and the purchase of a rail line to protect against the anti-competitive impact that such a transaction will have on Chicago.

Given the recent events in Houston related to Union Pacific, and the rail crisis that has ensued as a result of one carrier's control or dominance of a critical rail gateway, it is my sincere hope that you will act to prevent a similar situation from arising as a result of the CSXT-Norfolk Southern acquisition of Conrail. The potential for problems is heightened by Chicago's status as the largest rail gateway in the nation.

Unless the proposed transaction is modified, all three switching carriers at Chicago, the Indiana Harbor Belt (IHB), the Belt Railway Company (BRC), and the Baltimore and Ohio Chicago Terminal Railroad (BOCT), will either be completely owned, controlled, or dominated by CSXT and Norfolk Southern.

It is my understanding that you have been presented with alternatives to solving the Chicago gateway problem without affecting the larger deal. Specifically, although the IHB is majority owned by Conrail and under the proposed acquisition will be controlled by CSXT, it has historically been operated independently of Conrail. Presently, the IHB has its own management and dispatches its own lines. It is my position that continuing the operation of the IHB as an independent intermediate switching railroad, whose services and lines would be available to all railroads serving Chicago on a neutral basis, is a solution that merits strong consideration.

Neutral operation of the IHB would assure that traffic could be interchanged through the nation's largest rail gateway without being subject to the control of or operating conditions prevailing on CSXT or Norfolk Southern. It would preserve essential switching and routing alternatives through the Chicago terminal for all Chicago railroads and their shippers, and assure competitive routing options for all on-line IHB shippers.

Neutral operation of the IHB would also protect against the risk that if either the CSXT or Norfolk Southern were to experience severe congestion or service problems, such as those currently prevailing on the Union Pacific Railroad at Houston, the other railroads serving Chicago would be able to continue to interchange traffic through the Chicago gateway. Thus, maintaining an independent IHB would provide reasonable assurance that the problems currently occurring at Houston would not occur at Chicago. The opening-up of rail service to competition in the Northeast is an important goal. However, shifting the rail movement problem to Chicago that we are seeking to solve in the Northeast is not a sound solution.

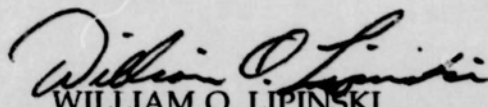
In addition to concerns over a monopolization of the Chicago Gateway by CSXT and Norfolk Southern, other rail lines such as Wisconsin Central Limited (WCL) might also be harmed by the Conrail acquisition. WCL and its affiliates Fox Valley & Western Limited, Sault & Marie Bridge Company and Algoma Central are the principal rail system serving shippers in Wisconsin, the upper Peninsula of Michigan, and northern Illinois. Today, it brings over 200,000 car loads of traffic through the Chicago Gateway for interchange. The interchange occurs largely through facilities of the BOCT and the IHB, both of which will be either managed or owned by CSXT. Therefore, since CSXT will control all of WCL's connections, this hurts WCL, and more importantly, fosters non-competition in the Chicago area.

To protect against this anti-competitive impact, the WCL has asked to purchase CSX's Altenheim Subdivision. Coupled with a line known as the Panhandle Line which Norfolk Southern agreed to transfer to WCL, WCL's ownership of the Altenheim Subdivision will protect Wisconsin, Upper Peninsula, and northern Illinois shippers from unprecedented concentration of switching control in CSX's hand. Moreover, WCL has committed to upgrade and improve the capacity of the Altenheim Subdivision. This added capacity will help to avoid congestion in Chicago and benefit the public by assuring a free flow of traffic through Chicago.

I seriously urge the Surface Transportation Board to keep the IHB independently owned and allow Wisconsin Central Limited to purchase the Altenheim Subdivision. Clearly, both of these courses of action will protect existing competitive options for shippers.

Thank you for your time and attention to this matter. I look forward to hearing from you on this issue.

Sincerely,

A handwritten signature in dark ink, appearing to read "William O. Lipinski". The signature is fluid and cursive, with the first name "William" being the most prominent.

WILLIAM O. LIPINSKI

Member of Congress

Subcommittee on Railroads



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

FILE IN DOCKET

JD-33388

July 31, 1998

The Honorable William O. Lipinski
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Lipinski:

Thank you for your letter regarding the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

The Board conducted an extensive oral argument on the proposed transaction, hearing from more than 70 witnesses over the course of the 2-day argument held on June 3 and 4, 1998. Following oral argument, the Board held an open voting conference on June 8, 1998, at which we voted to approve the proposed transaction, subject to a number of conditions. The Board's final written decision implementing the vote at the voting conference was issued on July 23, 1998.

In voting for approval, the Board found that the transaction, as augmented by numerous settlement agreements among the parties and as further conditioned, would inject competition into the eastern United States in an unprecedented manner. The conditions adopted by the Board, while significant, recognize the operational and competitive integrity of the overall proposal and the importance of promoting and preserving privately-negotiated agreements. In particular, the Board's conditions include 5 years of oversight, along with substantial operational monitoring and reporting to ensure that the transaction is successfully implemented; mitigation of potential adverse impacts on the environment and on safety; recognition of employee interests, including a reaffirmation of the negotiation and arbitration process as the proper way to resolve important issues relating to employee rights; and several conditions that address the vital role of smaller railroads and regional concerns about competition.

With respect to your specific concerns, the Board has voted to require the applicants to adhere to their representations made regarding Chicago and the continued neutral management of the Indiana Harbor Belt Railroad. In addition, in light of the service failures in the West and in particular the congestion experienced in the Houston area, the Board has directed the filing with

the Board by applicants of significant operational data concerning Chicago as well as other areas. And, as part of the 5-year oversight, the Board will carefully monitor for any harm requiring remedial action in the Chicago Switching District. I have enclosed copies of the Board's press releases describing the results of the voting conference and the issuance of the final written decision.

I appreciate your interest in this matter, and will have your letter and my response made a part of the public docket in this proceeding. If I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosures

STB FD

33388

2-25-98

J MOCH

Congress of the United States**Washington, DC 20515**

February 12, 1998



The Honorable Vernon A. Williams
Office of the Secretary
Surface Transportation Board
Attn: STB Finance Docket No. 33388
1925 K St. NW
Washington, DC 20423

Dear Mr. Williams:

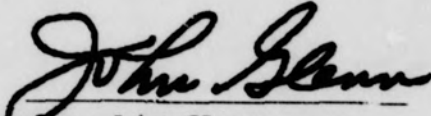
Members of the Ohio Delegation are following the NS/CSX-Conrail control proceeding with great interest and concern. The Applicants have failed to deal effectively with the serious issues affecting Ohio, which include problems adversely impacting rail shippers, the potential failure of the Wheeling & Lake Erie Railway Company (W&LE), as well as serious safety and environmental issues which would affect the City of Cleveland. We remain optimistic that W&LE's issues do not conflict with those of Cleveland's and that both can be addressed in a mutually beneficial manner.

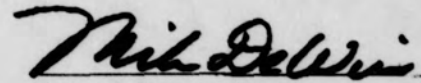
Ohio is justly proud of its economic development record and seeks to ensure that it can continue in the future. Regional and short line railroads are critical to Ohio's economic development. We are concerned that a Wheeling & Lake Erie failure as a result of the merger would seriously compromise the competitive positions of a large number of its shippers in the regional, national and international markets. Steel, plastics, chemical, aggregate and other W&LE shippers have voiced their concerns over the importance of rail competition to their continued financial vitality. We are also concerned that the Neomodal intermodal facility, which embodies a significant pioneering experience in public/private partnership, clearly needs a viable W&LE to survive. Loss of this facility would squander substantial federal, state, local and private funding.

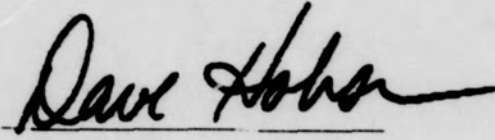
We know that Norfolk Southern and CSX have reached settlement agreements with other parties. We find most distressing the failure of these companies to negotiate to ensure a viable Wheeling & Lake Erie and to ally Ohio's and the shippers' concerns. We urge the Board to give careful consideration to Ohio's issues in determining whether the merger should be approved, and if approved, what protective conditions should be included.

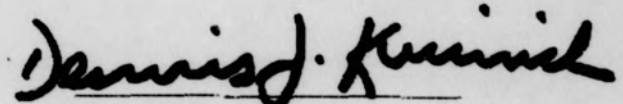
Sincerely,

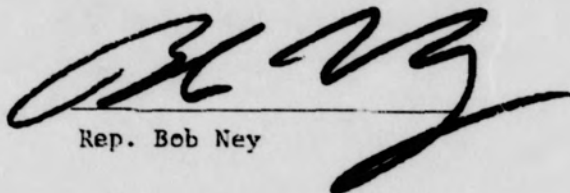
Ralph Regula, M.C.
Thomas Sawyer, M.C.

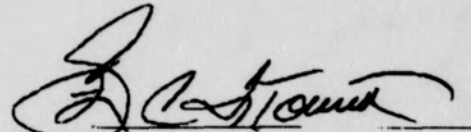

Sen. John Glenn

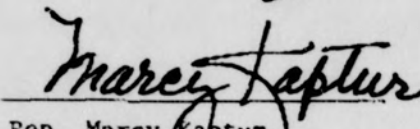

Sen. Mike DeWine

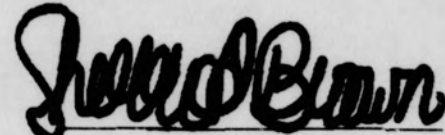

Rep. Dave Hobson


Rep. Dennis Kucinich


Rep. Bob Ney


Rep. Steve LaTourette


Rep. Marcy Kaptur


Rep. Sherrod Brown

STB

FD

33388

9-9-97

J

MOCs



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

September 16, 1997

180059

The Honorable Jack Reed
United States Senate
Washington, D.C. 20510-3903

Dear Senator Reed:

Thank you for your letter regarding the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. As you know, the Surface Transportation Board (Board) has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding, which is docketed at the Board as STB Finance Docket No. 33388.

As you requested, all previous Board decisions in this case have been mailed to you under separate cover, and I will have your name added to the service list, which will ensure that you receive all future Board decisions for this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

JACK REED
RHODE ISLAND

COMMITTEES:
BANKING
LABOR AND HUMAN RESOURCES
AGING

United States Senate

WASHINGTON, DC 20510-3903

September 5, 1997

Mr. Vernon A. Williams
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-3000

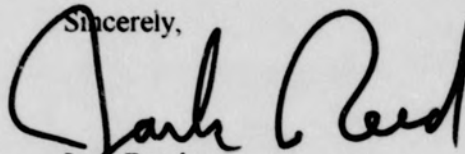
Dear Mr. Secretary:

I write regarding the Surface Transportation Board's (STB) review of the joint acquisition of Conrail, Inc. by CSX Corporation and the Norfolk Southern Railway Company.

I respectfully request my placement on this case's service list, STB Finance Docket No. 33388.

Thank you for your attention to this matter. If you have any questions, please do not hesitate to contact Neil Campbell of my staff at (202) 224-4642.

Sincerely,



Jack Reed
United States Senator

PLEASE RESPOND TO:

- ☐ WASHINGTON:
WASHINGTON, DC 20510-3903
(202) 224-4642
- ☐ RHODE ISLAND:
201 HILLSIDE ROAD
SUITE 200
GARDEN CITY
CRANSTON, RI 02920-5602
(401) 943-3100
- ☐ FEDERAL BUILDING
ROOM 418
PROVIDENCE, RI 02903-1773
(401) 528-5200
- TDD RELAY RHODE ISLAND
1-(800) 745-5555

OFFICE OF
CHAIRMAN HORGAN

SEP 9 1 44 PM '97

RECEIVED
SURFACE TRANSPORTATION
BOARD

STB

FD

33388

8-15-97

J

MOCH



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

September 9, 1997

180056

The Honorable James A. Traficant, Jr.
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Traficant:

Thank you for sending me copies of your recent letters to Chairman Snow of CSX Corporation and Chairman Goode of Norfolk Southern Corporation expressing your concerns related to the proposal by CSX and Norfolk Southern to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The Surface Transportation Board (Board) has docketed this proceeding as STB Finance Docket No. 33388.

The Board adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their application on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice provided the due dates for public comments and other future filings in the proceeding. Notices to participate as a formal party of record were due by August 7, 1997. Other interested persons may file written comments with the Board on the proposed control transaction by October 21, 1997. For further assistance, you may contact the Board's Office of Public Services at 202-565-1592. Because this proceeding is pending before the Board, it would be inappropriate for me to comment on the specific merits of the case.

I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan

Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

180057

September 9, 1997

The Honorable Robert W. Ney.
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Ney:

Thank you for sending me copies of your recent letters to Chairman Snow of CSX Corporation and Chairman Goode of Norfolk Southern Corporation expressing your concerns related to the proposal by CSX and Norfolk Southern to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The Surface Transportation Board (Board) has docketed this proceeding as STB Finance Docket No. 33388.

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I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

180058

September 9, 1997

The Honorable Steven C. LaTourette
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman LaTourette:

Thank you for sending me copies of your recent letters to Chairman Snow of CSX Corporation and Chairman Goode of Norfolk Southern Corporation expressing your concerns related to the proposal by CSX and Norfolk Southern to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The Surface Transportation Board (Board) has docketed this proceeding as STB Finance Docket No. 33388.

The Board adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their application on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice provided the due dates for public comments and other future filings in the proceeding. Notices to participate as a formal party of record were due by August 7, 1997. Other interested persons may file written comments with the Board on the proposed control transaction by October 21, 1997. For further assistance, you may contact the Board's Office of Public Services at 202-565-1592. Because this proceeding is pending before the Board, it would be inappropriate for me to comment on the specific merits of the case.

I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Congress of the United States

Washington, DC 20515

August 11, 1997

Mr. John W. Snow
Chairman, President, and CEO
CSX Corporation
One James Center
Richmond, Virginia 23219

RECEIVED
SUFFRAGE TO CONSTITUTION
AUG 15 4 51 PM '97
OFFICE OF
CHAIRMAN MORGAN

Dear Mr. Snow:

As you may be aware, we met in June with Raymond Sharp and Diane Liebman of CSX and Steven Anthony from Norfolk Southern to discuss the future of Ohio Valley Coal Company's current single-line haul from Powhatan #6 mine to power plants in Eastlake and Ashtabula. While we were hopeful this situation would have been resolved, since it has not been, we wanted to make our position known.

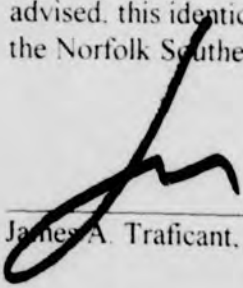
While we were encouraged by the CSX and NS offer to continue the single-line haul rate for five years, we still have serious reservations about the future of Ohio's coal industry and its employees. We believe the most equitable solution, and one that will lay the groundwork for a final resolution in this matter, is to establish indefinitely the movement of coal from Powhatan #6 to the Eastlake and Ashtabula plants as a single-line haul.

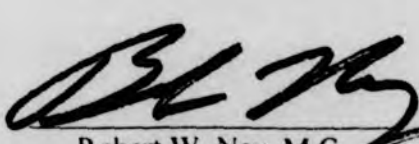
One of the advertised features of the Conrail acquisition is the increased number of single-line hauls. It is certainly a feature that promises to promote economic growth and encourage the movement of goods by rail. However, in some limited situations, such as the one we address herein, the opposite will occur. Wisely, it is our understanding that CSX and NS have granted limited joint trackage for some areas of Pennsylvania to deal with similar difficulties. While we accept Mr. Sharp's assertion that joint trackage is not appropriate in Ohio's situation, that does not mean that a solution is not available.

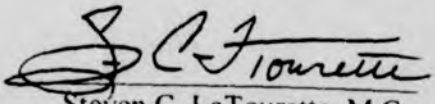
While it is contended by CSX and NS that the future rests solely on Centerior's, and eventually First Energy's, decision to continue to buy coal from Ohio Valley, we respectfully disagree. The primary issue is the proposed two-line haul. We firmly believe the first step is to establish a single-line haul indefinitely since it is this arrangement which makes Ohio coal competitive. If Centerior no longer wishes to purchase coal from the Ohio Valley Coal Company, then so be it. Until then, we need to give Ohio's coal industry and its employees the means to be competitive. We are confident a final agreement can be reached which benefits all those involved, while allowing for a single-line haul.

We appreciate your time and consideration of our concerns and look forward to your response. Please be advised, this identical correspondence is being sent to Mr. David R. Goode, Chairman, President, and CEO of the Norfolk Southern Corporation.

Sincerely,


James A. Traficant, Jr., M.C.


Robert W. Ney, M.C.


Steven C. LaTourette, M.C.

cc: Linda Morgan, Chairman, STB
Diane S. Liebman
Raymond L. Sharp
Steven J. Anthony

Congress of the United States

Washington, DC 20515

August 11, 1997

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

Dear Mr. Goode:

As you may be aware, we met in June with Raymond Sharp and Diane Liebman of CSX and Steven Anthony from Norfolk Southern to discuss the future of Ohio Valley Coal Company's current single-line haul from Powhatan #6 mine to power plants in Eastlake and Ashtabula. While we were hopeful this situation would have been resolved, since it has not been, we wanted to make our position known.

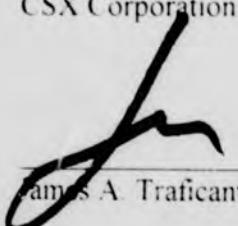
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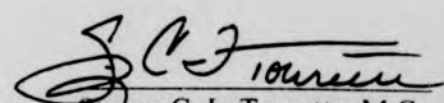
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We appreciate your time and consideration of our concerns and look forward to your response. Please be advised, this identical correspondence is being sent to Mr. John W. Snow, Chairman, President, and CEO of the CSX Corporation

Sincerely,


James A. Traficant, Jr., M.C.


Robert W. Ney, M.C.


Steven C. LaTourette, M.C.

cc: Linda Morgan, Chairman, STD
Diane S. Liebman
Raymond L. Sharp
Steven J. Anthony

STB

FD

33388

7-22-97

J

MOCS



FAX MEMORANDUM

July 22, 1997

To: Ms. Lacy
Office of the Secretary
Surface Transportation Board

From: Beach Brooker, Legislative Assistant to
Senator Strom Thurmond

Re: Finance Docket No. 33388, CSX Corporation, et al.

As we discussed, the Senator requests that his name be removed from the service list in this proceeding and that he receive no further mailings.

Thank you.

Done
7/22/97
ALQ

Copy sent to
A. Richards - not
to microfilm.
ALQ



STB

FD-33388

ID-MOCS

7-18-97

J



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

179840

*File in
Docket
JD-33388*

August 6, 1997

The Honorable John Breaux
United States Senate
516 Hart Senate Office Building
Washington, DC 20510-1803

Attn: Sara Traigle

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

Dear Senator Breaux:

Thank you for your recent correspondence on behalf of Mr. James W. McFarland, who has expressed concerns about the proposed Conrail acquisition's impact on rail passenger service along the Gulf Coast Corridor.

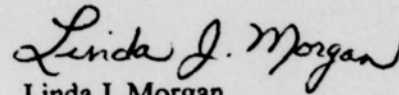
The Board's Section of Environmental Analysis (SEA) is conducting the environmental review process and preparing an Environmental Impact Statement (EIS) for this transaction. As part of its environmental review, SEA will address the environmental impacts of the proposed acquisition on rail passenger services throughout the CSX, NS, and Conrail operating territories. Under the current procedural schedule, SEA plans to issue the Draft EIS in November 1997, with a 45-day public review and comment period. At that time, Mr. McFarland and the Southern Rapid Rail Transit Commission will have an opportunity to review and comment on SEA's analysis of rail passenger service, assessment of the potential environmental impacts, including safety, and recommended mitigation measures. SEA will then prepare a Final EIS, which will address the comments received on the Draft EIS and make final environmental recommendations to the Board. SEA will issue the Final EIS in late March or early April 1998. In rendering its final decision on the proposed Conrail acquisition, the Board will consider SEA's recommendations in the Final EIS as well as all environmental comments received during the environmental review process.

On July 7, 1997, SEA published in the Federal Register, and distributed to approximately 2,000 government agencies, interested organizations and individuals, a Notice of Intent to prepare an EIS and a Notice of a Draft Scope of the EIS. Comments on the Draft EIS Scope are due to SEA by August 6, 1997. While there will be certain due dates for submission of comments during the EIS process, SEA welcomes environmental comments at any time.

In addition, SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board's environmental review process. Information is also available on the Internet on SEA's "Conrail Acquisition Web Site" at www.conrailmerger.com.

If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Sincerely,


Linda J. Morgan

JOHN BREAUX
LOUISIANA

MINORITY
CHIEF DEPUTY WHIP

COMMITTEES:

COMMERCE, SCIENCE, AND
TRANSPORTATION

FINANCE

SPECIAL COMMITTEE ON AGING

WASHINGTON OFFICE
(202) 224-4623
TDD (202) 224-1986

senator@breaux.senate.gov
http://www.senate.gov/~breaux

941000

United States Senate

WASHINGTON, DC 20510-1803

July 9, 1997

Mr. Dan King
Congressional Liaison
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

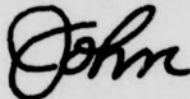
Dear Mr. King:

I have been sent a copy of a letter by Mr. James W. McFarland regarding the progress of the proposed merger involving Conrail, CSX, and Norfolk Southern railroads and his concern with the rail passenger service along the Gulf Coast Corridor.

Please investigate the enclosed information sent to me and provide me with a report with the appropriate information about the status of the merger's review. Please give the Transit Commission's concerns every appropriate consideration within the Board's guidelines. Your reply may be forwarded to the attention of Sara Traigle.

Thank you for your attention and assistance.

Sincerely,



JOHN BREAUX
United States Senator

JB/set
Enclosure

STATE OFFICES:

ONE AMERICAN PLACE, SUITE 2030
BATON ROUGE, LA 70825
(504) 382-2050

THE FEDERAL BUILDING
705 JEFFERSON STREET, ROOM 103
LAFAYETTE, LA 70501
(318) 262-6871

WASHINGTON SQUARE ANNEX BUILDING
211 NORTH 3RD STREET, ROOM 102A
MONROE, LA 71201
(318) 325-3020

HALE BOGGS FEDERAL BUILDING
501 MAGAZINE STREET, SUITE 1005
NEW ORLEANS, LA 70130
(504) 589-2531

CENTRAL LOUISIANA
(318) 487-8445

OFFICE OF
CHAIRMAN HOGAN

JUL 10 10 09 AM '97

RECEIVED
SURFACE TRANSPORTATION
BOARD

OFFICERS

JAMES W. McFARLAND
Chairman

CAROL CRANSHAW
Vice-Chairman

MICHAEL W. JANUS
Secretary-Treasurer

MEMBERS

LOUISIANA

GOV. M. J. "MIKE" FOSTER, JR.
SIDNEY J. BARTHELEMY
CAROL CRANSHAW
GEORGE DEMENT
WAYNE WADDELL
R. H. "BILL" STRAIN
A. B. "SONNY" WOODALL

MISSISSIPPI

GOV. KIRK FORDICE
LLOYD J. COMPTON
LEROY B. LETCHER, JR.
L. KAY JOHNSON
MICHAEL W. JANUS
ROBERT L. ROBINSON
CATHERINE J. STRANGE

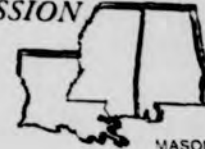
ALABAMA

GOV. FOB JAMES
J. DANNY COOPER
NOAH FLANAGAN
EVA GOLSON
TERRELL PAYNE
JAMES W. McFARLAND
JIMMY BUTTS

JOHN LeBOURGEOIS
Technical Liaison to Chairman

Staff
ELINOR DUNBAR

SOUTHERN RAPID RAIL TRANSIT COMMISSION



(504) 568-6633
SUITE 1100

MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE
NEW ORLEANS • LOUISIANA • 70130-3120

July 3, 1997

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing
Office of the Secretary, Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Dear Ms. Kaiser:

For some weeks now, this Commission has been following with interest, and some degree of concern, media reports of the progress of the proposed merger involving Conrail, CSX and Norfolk Southern railroads.

While we've been impressed with the air of cooperation and progress that seems to mark the private merger negotiations thus far, we also have serious concerns about the possible negative impact that this merger might have on rail passenger service along the Gulf Coast CSX corridor, both now and in the future. This concern is based in large measure on the Commission's recent experience with the *Gulf Coast Limited*, a demonstration rail passenger service that operated daily between New Orleans and Mobile during the nine (9) month period, 6/28/96 through 3/31/97.

During this period, . . . which actually included an initial three month demonstration period (July - September, 1996), plus a six month extension authorized by Congress (October, 1996 - March, 1997). . . this small (generally one locomotive and two coaches), fast train operating only two times per day, actually exceeded Amtrak's ridership criteria for a successful demonstration. . . despite numerous, virtually daily time delays imposed by CSX to accommodate freight movements. (See Train Delay report, attached.) The duration of the delays ranged in time from several minutes to several hours. It is obvious that delays of this magnitude and frequency represent unacceptable obstacles, or, indeed, fatal flaws, in the efficient operation of rail passenger service along this route. These facts obviously do not agree with statements made on page 129 of the Environmental Report submitted by CSX/Norfolk Southern which refers to

Ms. Elaine K. Kaiser
July 3, 1997
Page 2

Amtrak trains receiving "operating priority" over freight trains, now and in the future. This clearly was not the case during the nine (9) month operation of the *Gulf Coast Limited*.

The CSX position regarding rail passenger service along the Gulf Coast Corridor also was stated earlier at a meeting in Jacksonville, Florida, on April 8th. During this meeting, which was scheduled by the Rail Commission, Commission members met with CSX officials at the CSX office to discuss the prospects for rail passenger service along the corridor, in general, and, in particular, the problem of delays caused by freight movements. Although the CSX officials were most open and gracious, they made quite clear their position that there simply was no capacity on their track between Mobile and New Orleans for passenger rail, even with existing and proposed track improvements.

When and if the Conrail/CSX/NS merger is approved by the Surface Transportation Board (STB), to what extent, we wonder, will additional freight movements along the Gulf Coast Corridor (generated by the merger), even further aggravate an existing passenger rail situation that is intolerable, now, even before the merger has taken place. Are we to assume that with or without the merger, the prospect of moving passengers and freight on a shared track is too complex, or costly, or bothersome an issue to be resolved? Can we then never anticipate a world class national rail passenger system in the United States? And, finally, how, might we ask, can our nation ever hope to compete effectively in the global economy that will dominate the 21st Century, if we're unable or unwilling to establish and agree among ourselves on the proper use of existing, limited, basic infrastructure resources (i.e., shared tracks) that will be essential elements of effective competition in the global marketplace?

Please understand, we do not necessarily oppose the merger. But, neither are we very comfortable with it, at this point. Quite frankly, we don't feel that adequate information concerning the merger is available to us, or to the general public. We feel confident, however, that as the STB goes through its review process prior to making a decision on the merger, findings and data developed by the Board throughout the review process, will be provided to interested and/or affected parties.

In addition to the seemingly dim prospect of being able to implement reasonable rail passenger schedules and frequencies, on shared tracks,

with reasonable, minimum time delays, we also have related interests which touch on other issues associated with the merger pertaining to public safety, and environmental concerns (air pollution, energy conservation, land use, and economic development). We submit that in years past, when rail passenger service, nationwide, was much more far-reaching and dominant than it is today, "shared track conflicts" between passenger and freight service were not nearly so numerous and frequent as those we now experience.¹ We also note, in a more current view, that other freight rail carriers, . . . notably Norfolk Southern, . . . do not seem to experience such conflicts to nearly the same degree as does CSX. This suggests that, perhaps, the solution to the problem might actually be something as simple as a willingness by the affected parties to meet and work out a reasonable agreement or compromise.

This Commission is convinced that the movement of people and goods along this dynamic corridor, by rail, is and must continue to be a reasonable option offered to industry, and to the traveling public as a viable transportation alternative. To further emphasize the future need, and the potential national prominence of passenger rail in this Gulf Coast Corridor, the Tri-State Commission, in cooperation with the New Orleans Aviation Board and State Department of Transportation, currently has pending with the Federal Railroad Administration (FRA) a formal request for official federal (FRA) designation of a *Deep South High Speed Rail Corridor* that would connect Houston, Texas, and Jacksonville, Florida, generally along the CSX Gulf Coast Corridor. Also pending with FRA is an application submitted by the Rail Commission for federal (FRA) funds in the amount of \$200,000.00 (to be matched with an equal amount of local (state) funds) to initiate a *Phase II High Speed Corridor Analysis Study* along the proposed route. This application, if approved by FRA, would complement and expand the Commission's earlier \$70,000.00 Feasibility Study funded entirely with local (state) funds.

In conclusion, it is our hope that the Surface Transportation Board and the three freight rail carriers involved in the proposed merger, initiate with affected local, state and regional transportation agencies, . . . and with the public, . . . a

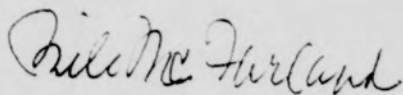
¹ In 1950, the following six (6) passenger trains provided daily rail passenger service along the Gulf Coast Corridor between New Orleans and Mobile: The Pan American, The Hummingbird, The Azalean, The New Crescent and The Piedmont Limited. Despite a much greater number of passenger trains on the track, and the total absence of today's highly sophisticated rail signal/communication technology, passenger/freight schedule conflicts were less frequent and severe then as they are now.

Ms. Elaine K. Kaiser
July 3, 1997
Page 4

continuing high level of dialogue and communication throughout the STB review process. This exchange of information, problems and objectives should be initiated at the earliest possible date, and should be conducted in an atmosphere of open, cooperative, good faith communication. With this in mind, we would ask that the STB kindly provide us with data or information compiled by the Board during the merger review process that is pertinent to our Deep South Gulf Coast area.

Finally, we respectfully suggest, regarding this merger issue, that all affected parties would do well to try to resolve, not highlight or exploit, our differences. We can, and must, find a mutually efficient, equitable way to coexist and to prosper.

Sincerely,



James W. McFarland
Chairman

JWMcF/JleB/pg
Enclosure

cc: Members, Rail Commission
Hon. Members, Louisiana, Mississippi, Alabama Congressional Delegations
Dames & Moore (for CSX Corp.)
Burs & McDonnell (for Norfolk Southern Corp.)

**TRAIN DELAYS
FOR
AMTRAK
TRAINS 23 & 24
RESULTING FROM
VARIOUS FREIGHT MOVEMENTS**

TOTALS

TRAIN	MONTH	DELAYS	TRAIN	MONTH	DELAYS
1 & 2	JUL	184	23 & 24	JUL	510
1 & 2	AUG	279	23 & 24	AUG	651
1 & 2	SEP	211	23 & 24	SEP	729
1 & 2	OCT	579	23 & 24	OCT	752
1 & 2	NOV	673	23 & 24	NOV	1427
1 & 2	DEC	1027	23 & 24	DEC	2517
1 & 2	JAN	1418	23 & 24	JAN	1699
GRAND TOTAL		4371	23 & 24	FEB	192
			GRAND TOTAL		8477

Frequency of Delays

Month	No. of Days		
	Delays	No Delays	Total
Jul.	20	11	31
Aug.	26	5	31
Sept.	27	3	30
Oct.	18	12	30
Nov.	30	0	30
Dec.	20	5	25 (Trk Closed 6 da)
Jan.	30	1	31
Totals:	171 da (82.2%)	37 da (17.8%)	208 da (100.0%)

DATE	TRAIN	MINUTES	LOCATION	REASON	Multiples Delays/Day
2-Jul	24	15	NE MICHOU	MAIN BLOCKED	
9-Jul	24	7	BEAUVOIR	MEET Q801	
	24	8	ST ELMO	Q145-09	2 delays, 15 min.
10-Jul	24	16	ORANGE GROVE	MEET ENG 7845	
11-Jul	24	5	BROOKLEY	MEET CSX R145	
13-Jul	24	5	LAKE CATHERINE	MEET Q579 ENG 7752	
14-Jul	24	6	NOUPT JCT	APPR... FOLLOWING CSX 602	
15-Jul	24	45	MICHOU	MY205 & Q815	
	24	17	MICHOU-N LK CATH	SIGS ACCT 618 ENG 7787 WAS AHEAD	2 delays, 12 min.
	24	10	ST ELMO	MEET SSW9701 Q801	
16-Jul	24	20	MP885.8-878	FOLLOWING TRAIN Q802-16	
17-Jul	24	30	BROOKLEY	MEET CSX 7730 & FOLLOW 572 ENG7754 BROOKLEY-MOE	
20-Jul	24	3	OCEAN SPRINGS	MEET ENG UP2408	
23-Jul	24	5	GAUTIER	MEET CSX Q815	
28-Jul	24	15	674-N BROOKLEY	TAKE SIDING MEET R101 ENG 5918	
1-Jul	23	7	ORANGE GROVE	TAKE SIDING MEET CSX 5917 & SP7833 N	
	23	15	OCEAN SPRINGS	TAKE SIDING MEET CSX 8324 Q612	2 delays, 22 min.
4-Jul	23	22	CLAIRBORNE	MEET 2 TRAINS CSX 9016 & Q606 3601	2 delays, 42 min.
	23	20	LAKE CATHERINE	MEET 8077	
5-Jul	23	2	HARBIN	MEET CSX 85N	
7-Jul	23	9	678-683	MEET CSX 7915	
	23	12	689-696	MEET CSX 5887 TRAIN101	2 delays, 26 min.
	23	5	GAUTIER	MEET UP3397	
8-Jul	23	13	BROOKLEY	TAKE SIDING MEET CSX TRAIN 606	
	23	6	BEAUVOIR	MEET CSX 156 57208	2 delays, 19 min.
11-Jul	23	12	OCEAN SPRINGS	MEET 144 ENG 9046	
13-Jul	23	15	ST ELMO	MEET CSX 9034	
14-Jul	23	2	GAUTIER	MEET 144 ENG 9007	
	23	10	HARBIN	MEET 572 ENG 7752	2 delays, 12 min.
15-Jul	23	5	OCEAN SPRINGS	MEET R144	
17-Jul	23	65	683-N. PAG	FOLLOW Q805 ENG 5882	
	23	11	OCEAN SPRINGS	TAKE SIDING MEET R144	3 delays, 15 min.
	23	9	777-S. LK CATH	MEET 2 TRAINS 7754 & 8015	
19-Jul	23	9	OCEAN SPRINGS	TAKE SIDING MEET Q572 ENG 7681	
21-Jul	23	8	OCEAN SPRINGS	MEET 144 ENG 9005 TAKE SIDING	
24-Jul	23	3	742-754	FOLLOW Q601-22	

July 20th - 20 days
11 - 1000
31

28-Jul	23	10	MOE-PAG	FOLLOW TRAIN 101 ENG 5913	
	23	20	PAG-BIX	FOLLOW TRAIN 101 ENG 5913	
	23	13	RIGOLETS-GENTILLY	FOLLOW Q815 ENG 7652	2 delays 43 min.
1-Aug	24	5	713-PAG	FOLLOW CSX 602	
	24	8	N. PAG-704	FOLLOW CSX 602	
2-Aug	24	4	NOL-BAS	FOLLOW CSX 618	
	24	2	S ST ELMO	FOLLOW CSX 145	
3-Aug	24	2	S. BEAUVOIR	MEET ENG 7747	
9-Aug	24	109	NE TOWER-PEARL R.	CSX Q61809 & Q60209	
11-Aug	24	6	OCEAN SPRINGS	MEET CSX Q601-10	
13-Aug	24	24	NOL-BAS	APPRS - - FOLLOW Q618	
14-Aug	24	12	NOL-BAS	FOLLOW & PASS Q618 @ CLAIRBORNE	
	24	14	HARBIN	RUN AROUND Q602 ENG SP8304	
15-Aug	24	2	S GAUTIER	MEET Q601 HI-WIDE	
19-Aug	24	2	HARBIN	FOLLOW 618 ENG 7566	
	23	4	BEAUVOIR	618 ENG 7566	
20-Aug	24	8	NOUPT JCT	BLOCKED BY Q605	
21-Aug	24	9	BROOKLEY	Q602 ENG 8480 AHEAD	
22-Aug	24	8	ORANGE GROVE	MEET R145	
23-Aug	24	9	BROOKLEY	ON ENG 8204 R145 JOB	
24-Aug	24	15	ST ELMO	MEET 145 ENG 9007	
25-Aug	24	9	724.5-722.5	APPRS - - A/C CSX 605 ENG 5912	
27-Aug	24	6	ST ELMO	TAKE SIDING MEET R101	
	24	5	IC 668.6	IC TRAIN XING INTERLOCKING	
29-Aug	24	14	NOUPT JCT	BLOCKED BY KCS ENG 638	
	24	20	IND CANAL-LK CATH	FOLLOW 618 CSX ENG 7750	3 delays 54 min.
	24	20	BROOKLEY	MEET R145 ENG 8227	
31-Aug	24	37	BROOKLEY	MEET Q601 ENG SSW9679	
1-Aug	23	2	ST ELMO	MEET Q 601 ENG SP7367 WITH HI-WIDE	
2-Aug	23	4	MICHOUD	YD JOB CSX SWITCHING	
5-Aug	23	6	OCEAN SPRING	TAKE SIDING MEET CSX606 ENG UP 6080	
	23	3	BEAUVOIR	APPRS A/C CSX 572 HEAD-IN	
7-Aug	23	8	ORANGE GROVE	MEET R102 & 144	
	23	6	N GENTILLY	RUN AROUND CSX606	
8-Aug	23	26	TO ORANGE GROVE	FOLLOW R101 ENG CSX 5878	
10-Aug	23	13	GAUTIER	MEET CSX 5839/5878	

	23	2	HARBIN	MEET CSX 7764	
11-Aug	23	5	ORANGE GROVE	MEET 9018	
	23	4	BEAUVOIR	572 ENG 7802	
12-Aug	23	14	ORANGE GROVE	CSX 5911 R102	
	23	15	OCEAN SPRINGS	Q612 ENG 7576	4 delays. 5 min.
	23	10	N CLAIRBORNE	Q606 UP9025	
	23	12	S CLAIRBORNE	Q615 ENG 7760	
13-Aug	23	8	OCEAN SPRINGS	R144 ENG 9050	
	23	12	BEAUVOIR	572 ENG 7764, Q606 ENG3479	
15-Aug	23	4	OCEAN SPRINGS	UP2482	
18-Aug	23	2	PAG-BIX	572 ENG 7571	
19-Aug	23	5	NOT TOWER	NS 294	
20-Aug	23	11	GENTILLY/LAKE CATH	FOLLOW Q615 ENG8480, MEET Q606ENG UP4148	
25-Aug	23	12	BROOKLEY	MEET R102 ENG 5808	
	23	12	ST ELMO	MEET CSX ENG 7687	
	23	55	BAS-NOL	MEET Q606 ENG 6834	
27-Aug	23	7	LAKE CATHERINE	MEET ENG 7792	
28-Aug	23	6	IC 668.6	IC COAL TRAIN XING INTERLOCKING	
	23	5	BEAUVOIR	MEET Q572	
	23	5	LAKE CATHERINE	MEET CSX ENG 5533	
29-Aug	23	11	ORANGE GROVE	MEET 144 ENG 9042	
30-Aug	23	12	CHOCTAW	BLOCKED BY R102-30	
1-Sep	24	8	IND CANAL-S LAKE CATH	FOLLOW Q618-01 ENG 7662	
3-Sep	24	10	IC INTERLOCK	IC TRAIN	
5-Sep	24	3	768-758	FOLLOW Q618	
	24	69	704-CHOCTAW	FOLLOW Q602+ X576-05	
6-Sep	24	9	ST ELMO	CSX 145&619 TRAINS 7685	
8-Sep	24	2	CHEF-S. LK CATH	FOLLOW 618	
12-Sep	24	3	E CITY	SP 9294	
	24	13	ST ELMO	MEET 601	3 delays. 30 min.
	24	14	ST ELMO-CHOCTAW	CSX 576	
13-Sep	24	10	N GAUTIER	MEET CSX 602	
	24	5	BROOKLEY	MEET CSX 7598	
15-Sep	24	2	790-784	CSX 618 AHEAD	
16-Sep	24	23	ST ELMO	MEET Q 601-15 SP8494	
17-Sep	24	3	N SDL-PEARL R	Q618ENG 8184 AHEAD	

LTD

18-Sep	24	28	ST ELMO	MEET Q601 ENG 8015	
19-Sep	24	6	GAUTIER	MEET R145 ENG 9014	
	24	6	ST ELMO	MEET 8627 Q601	
	24	11	S. BROCK-IC	602 ENG 9262 AHEAD	
20-Sep	24	15	GAUTIER	CSX 5854 & STOP SIG	
21-Sep	24	9	BROOKLEY	MEET R145 ENG 9022	
22-Sep	24	12	683-IC XING	FOLLOW Q602 ENG 7782	
23-Sep	24	31	NOL-BAS	FOLLOW Q618 ENG 8226 TO CLAIRBORNE	
29-Sep	24	6	BROOKLEY	TAKE SIDING CSX Q601-28	
30-Sep	24	20	TO LAKE CATH	Q618 ENG 8630	
1-Sep	23	14	MICHOUD	TAKE SIDING MEET Q606 ENG UP 3592	
3-Sep	23	5	BEAUVOIR	MEET Q572	
	23	15	BIX-GUF	FOLLOW ENG 9652 Q601	
5-Sep	23	10	HARBIN	MEET Q572 ENG 7676	
	23	14	LAKE CATH	MEET Q602 ENG 9053	
6-Sep	23	6	728-737	FOLLOW W877	
	23	1	GUF-N HARBIN	FOLLOW W877	
	23	10	LAKE CATH	MEET Q606 ENG UP 3264	
7-Sep	23	25	MADISON ST	STOP SIG/CSX R102	
8-Sep	23	28	ORANGE GROVE	MEET UP 2480 #576	
	23	17	INTO GENTILLY	FOLLOW CSX 7042#579	
9-Sep	23	13	PAG-S. OCEAN	FOLLOW CSX 579 ENG 84	
10-Sep	23	11	GAUTIER	TAKE SIDING MEET CSX ENG 9006 R144	
11-Sep	23	8	GAUTIER	TAKE SIDING MEET Q572 ENG 8580	
	23	8	LAKE CATH	TAKE SIDING MEET Q606	
12-Sep	23	10	ORANGE GROVE	TAKE SIDING MEET R144 ENG CSX 9048	
	23	8	HARBIN	MEET 2: CSX 7879, UP 3518	
14-Sep	23	14	GAUTIER	MEET CSX 9041/ STOP SIG, RES SPEED	
15-Sep	23	3	BEAUVOIR	MEET HI-WIDE X 57614	
17-Sep	23	5"	BAS-NOL	MEET M732 ENG CSX 5535	
18-Sep	23	6	BROCKLEY	TAKE SIDING MEET CSX 7506	
	23	22	ORANGE GROVE	TAKE SIDING MEET CSX 9048 & 7634	2 delays
20-Sep	23	26	ST ELMO	MEET CSX R144	28min.
23-Sep	23	8	BAYSIDE	LINE XOVER SW FOR U241 ENG 14	
24-Sep	23	8	ST ELMO	Q612 ENG 7528 TAKE SIDING	
	23	20	N MICHOUD	TAKE SIDING 572 ENG SSW 8053	
25-Sep	23	9	BROOKLEY	MEET R102 ENG 5942	

*Sept. -
30A - done
27 - Delay
30*

	23	5	ST ELMO	TAKE SIDING MEET 8257	
	23	5	GAUTIER	TAKE SIDING MEET ENG 8083 R144-25	
26-Sep	23	10	ST ELMO	MEET R102 ENG 7676	3 delays, 19 mins.
	23	5	TO CLAIRBORNE	FOLLOW 619	
27-Sep	23	12	678-N ST ELMO	FOLLOW R145 5939	
	23	10	MICHOUD	TAKE #2 TRACK FOR CSX606	
29-Sep	23	7	BEAUVOIR	MEET 572 ENG CSX 7057	
	23	2	HARBIN	MEET UP3815	
	23	10	BAS-NOL	MEET X576 ENG 5041	
30-Sep	23	26	799.3-IND CANAL	HEAD IN TRK RD-1 GENTILLY, TRAIN AHEAD, LINE XOVER	
1-Oct	23	3	BROOKLEY	PASS HI&WIDE X 10230	
	23	9	OCEAN SPRINGS	MEET R144 ENG CSX 9021	
2-Oct	24	2	CHEF MENTEUR	Q618--PASSED AT LK CATH	
4-Oct	24	9	N ST ELMO	STOP TRAIN Q615 ENG 7500	
14-Oct	24	20	TO LAKE CATH	FOLLOW 618	
15-Oct	24	5	NE-PUBLIC BELT	SP 8536 SWITCHING	
16-Oct	24	3	MICHOUD	Q615-14 HI&WIDE	
17-Oct	24	3	CARROLLTON JCT	BLOCKED BY NS TRAIN	
	24	7	BEAUVOIR	734 APPR, S BEAUV APPR, MEET CSX 7790	
19-Oct	24	7	ORANGE GROVE	MEET 579 ENG 7520	
20-Oct	24	4	758-N NICHOLSON	APPR 758, 756, RED 754 A/C MEET R101	
21-Oct	24	29	NOL-BAS	IN SIGS ACCT Q618-21 RUNNING AHEAD	
22-Oct	24	20	NE-784	...TRAIN AHEAD N GENTILLY TO 784 K526 ENG 7886	
24-Oct	24	3	NOL-BAS	APPR SIG 784 FOLLOW CSX 618-24	
	24	107	BAS-GUF	APPR SIG S HARBIN, STOP SIG N HARBIN, CSX 602-24 IN EMERG BETW	
	24	5	GUF-BIX	FOLLOW 602-24	
	24	7	OCEAN SPRINGS	TAKE SIDING, MEET Q238 ENG 7686	5 delays, 129 mins.
	24	17	PAG-MOE	FOLLOW CSX M732 ENG 5546	
26-Oct	24	32	N GENTILLY	ENG 9030 HEAD IN YARD R0101-25	
27-Oct	24	18		CSX R105 HEAD IN GENTILLY YD	
	24	2	ORANGE GROVE	MEET 605 WIDE LOAD	
	24	24	ST ELMO	TAKE SIDING MEET Q579	
29-Oct	24	133	LAKE CATH	Q618 AHEAD, Q579 IN EMERG	
	24	23	781.9-758	Q618 AHEAD, FLAGGING SIG	
31-Oct	24	2	NE TOWER	RED SIG THEN CLR A/C RAIL TRAFFIC AHEAD	

	24	5	PEARL R-758	FOLLOW CSX732 ENG 2708	
2-Oct	23	6	GAUTIER	MEET R144	
	23	6	RIGOLETS	RED SIG A/C TRAIN AHEAD, CSX 615 LK CATH	
4-Oct	23	14	MICHOUD	HEAD IN TRK 2 LET CSX 612 ENG 8488 N BY	
15-Oct	23	14	GAUTIER	MEET Q612 ENG 8442	
	23	14	GUF-BAS	APPR @ 742, S HARBIN, 749, RED @ BAS ACCT 605 ENG 3379 RUNNING	
	23	19	BAS-NOL	RED @ RIGOLETS DRAW ACCT 615 ENG 8037	
16-Oct	23	18	GAUTIER	MEET Q612 SP7804	
	23	4	CHEF-MICHOUD	TRAIN AHEAD K527-14	
18-Oct	23	15	742-749	TRAIN AHEAD R105-17 ENG 5824	
19-Oct	23	9	GUF-BAS	FOLLOW CSX105	
	23	5	BAS-NOL	FOLLOW R101	
23-Oct	23	12	CLAIRBORNE	TAKE SIDING MEET UP3170 Q606	
	23	12	MICHOUD	TAKE #2 TRK MEET CSX 8196	
26-Oct	23	11	PAG-BIX	APPR 720, RESTR N END OCEAN SPRINGS FOR TRAIN 7794 N	
	23	12	HARMON	TOOK SIDING ??	
	23	7	BAS-NOL	FOLLOW TRAIN 617	
	23	11	NOT	WAIT ON TRAIN TO CLEAR	
27-Oct	23	4	S ORANGE GROVE	ACCT Q615 ENG 7793 AHEAD	
	23	16	S. GAUTIER	Q615 ENG 7793 RUNNING AHEAD	
	23	6	GUF-BAS	Q615 ENG 7793 AHEAD	
28-Oct	23	19	669.8-683	FOLLOW CSX Q617	
	23	6	MICHOUD	FOLLOW Q619	
29-Oct	23	15	MICHOUD	TAKE SIDING MEET Q606 UP 3433	
2-Nov	23	17	MP713	FOLLOW CSX 619	
3-Nov	23	16	ORANGE GROVE	MEET 2 TRAINS - 612 ENG 146 & R144 ENG 5816	
	23	26	MICHOUD & L CATH	X576 ENG 6888 & R101 ENG 5073	
4-Nov	23	20	L CATH	MEET CSX X576 ENG 5513 & X550 ENG SP8373	
7-Nov	23	15	CLAIBORNE	MEET 579 ENG 9001	
8-Nov	23	5	ST ELMO	FOLLOWING R101	
9-Nov	23	5	BEAUVOIR	STOP SIG MEET CSX 572	
10-Nov	23	9	BROOKLEY	MET 3 TRAINS	
12-Nov	23	13	MOE-PAG	MEET R144 ENG 5919	
14-Nov	23	3	NICHOLS	MEET 572 ENG 7824	
16-Nov	23	11	O. GROVE	MEET CSX 5888	

CCH -
 12th - 1st
 18 u - 1st

	23	31	L CATH	MEET CSX 5848	
17-Nov	23	50	L CATH & MICHOU	MET TRAINS	
18-Nov	23	20	GAUTIER	MEET CSX R144 ENG 5919	
	23	21	OCEAN SPRING	MEET Q606 ENG 7638 & K526 ENG 8703	
	23	15	FRANCE RD	MEET SSW8077	
19-Nov	23	16	OCEAN SPRINGS	MEET K526	
	23	11	GENTILLY	FOLLOW R101	
20-Nov	23	80	BROOKLEY	MEET R102 & K526	
	23	28	GAUTIER	MEET X578 ENG 8077	
21-Nov	23	22	BEAUVOIR	MEET CSX ENG 8199 & ENG 7533	
	23	17	CLAIBORNE	MEET UP 3280	
	23	10	L CATH	MEET R102 CSX ENG 9031	
22-Nov	23	25	OCEAN SPRINGS	MEET CSX Q612 ENG 8557	
	23	12	BEAUVOIR	MEET CSX Q522 ENG 8504	
	23	9	HARBIN	MEET CSX R105 ENG 5901	
	23	6	CLAIBORNE	MEET CSX Q572 ENG 7650	
23-Nov	23	6	ST ELMO	PASS R10222	
	23	16	ORANGE GROVE	AROUND 7776, Q105 AHEAD	
	23	25	PAG-BIX	Q105 RUNNING AHEAD	
	23	8	HARBIN	IN SIDING AROUND Q105	
	23	15	BAS-NOL	K807 AHEAD	
24-Nov	23	9	CHOCTOW YD	BLOCKED BY CSX 579	
	23	19	MADISON	BLOCKED BY 602 CSX ENG 7615	
25-Nov	23	15	MADISON ST	MEET CSX K522-25 CSX 7582	
	23	30	BEAUVOIR	MEET CSX Q606 ENG 3645	
	23	13	L CAT	MEET R144 ENG 5819	
26-Nov	23	6	MOE	DELAYED BY CSX 615	
	23	11	BROOKLEY	FOLLOW CSX 615	
	23	25	GAUTIER	MEET CSX 7010 & 5949	
	23	7	OCEAN SPRINGS	MEET CSX 7547	
27-Nov	23	7	MOE	BLOCKED BY Q615	
	23	8	BROOKLEY	MEET CSX ENG 5860	
	23	34	TO PAG	FOLLOW Q615	
	23	34	GAUTIER	MEET CSX 144 ENG 8629, RUNAROUND Q615	
	23	3	PUBLIC BELT JCN	BLOCKED BY UP3916	
28-Nov	23	8	OCEAN SPRINGS	MEET Q572 ENG 7659	
	23	8	L CATH	Q601	

30-Nov	23	29	CLAIBORNE	MEET Q606 ENG 7454
1-Nov	24	58	GENTILLY YARD	Q618 AHEAD
	24	4	GAUTIER	#102 AHEAD
3-Nov	24	6	BROOKLEY	MEET CSX 7663 S
5-Nov	24	5	PEARL RIVER	FOLLOW Q618 ENG 7879
	24	9	N BROOKLEY	FOLLOW Q602
6-Nov	24	24	ST ELMO	SIGS ACCT #238 RUNNING AHEAD
7-Nov	24	12	S BROOKLEY-MOE	FOLLOW CSX 106-07
10-Nov	24	3	CLAIBORNE	MEET CSX 725 ENG 5544
	24	14	BROOKLEY	MEET CSX 619 ENG 8048
11-Nov	24	26	HARBIN	MEET Q615 ENG 7614
	24	11	ST ELMO	SIDING & PASS R106 ENG 5828
12-Nov	24	2	GAUTIER	MEET CSX Q601-10
	24	17	ST ELMO	MEET CSX Q601-11
13-Nov	24	34	GENTLY-CLAIB	FOLLOW 618 ENG 7571
	24	18	TO BROOKLEY	FOLLOW Q602 ENG 8291
15-Nov	24	3	HARBIN	MEET Q 60215 HI-WIDE
16-Nov	24	51	GENTLY-L CATH	FOLLOW 618 ENG 8263
17-Nov	24	6	BROOKLEY	FOLLOW CSX 602
18-Nov	24	31	GENTLY-L CATH	FOLLOW 602 ENG 7912
19-Nov	24	9	L CATH	MEET CSX R145 ENG 5870
21-Nov	24	15	IND CANAL-784	FOLLOW CSX Q602
	24	38	770 - S NICHOLS	SIGS FOLLOW CSX R106
	24	4	ST ELMO	FOLLOW X578-20
22-Nov	24	6	BROOKLEY	THRU SIDING AROUND Q601 ENG 7912
23-Nov	24	54	GENTLY-L CATH	BLOCKED BY 602 CSX ENG 7615
24-Nov	24	19	TO L CATH	FOLLOW Q602 ENG 8702
	24	8	BROOKLEY	PASS Q612
25-Nov	24	15	MICHOUD	MEET CSX 8175
29-Nov	24	37	N GENTILLY	MEET CSX 605
30-Nov	24	39	ORANGE GROVE	TAKE SIDING CSX 7538 Q601
2-Dec	24	10	CLAIBORNE	HEAD IN FOR M725 ENG 2578 TO PASS ON MAIN
	24	12	ST ELMO	TAKE SIDING FOR Q601 ENG 2578 TO PASS ON MAIN
3-Dec	24	18	NOL-BAS	APPR SIGS: FOLLOW Q618 TO L CATH
	24	17	PAG-MOE	APPR SIGS: FOLLOW 7631
4-Dec	24	81	NOL-BAS	FOLLOW #144 - 602 & 572

NEW -
D-None
30-Delays

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	24	3	GUF-BIX	FOLLOW #602	
	24	4	BIX-PAG	FOLLOW #602	
	24	50	PAG-MOE	FOLLOW #602	
5-Dec	24	16	NOL-BAS	FOLLOW 618 CSX ENG 8063	
	24	14	PAG-MOE	MEET 601 ENG CSX 8085 AND RUNAROUND CSX ENG 8047 @ ORANGE	
8-Dec	24	30	GAUTIER	MEET Q501 ENG 8072	
12-Dec	24	10	FRENCHMAN ST	NS TRAFFIC AHEAD	
2-Dec	23	10	MOE-PAG	RUNNING BEHIND 8070 S	
3-Dec	23	10	PAG-BIX	FOLLOW Q619 & Q579 AHEAD	
	23	3	BIX-GUF	FOLLOW Q619 & Q579 AHEAD	
	23	4	GUF-BAS	FOLLOW Q619 & Q579 AHEAD	
4-Dec	23	11	PAG-BIX	SIGS ... STOP S. OCEAN SPRINGS FOR 7659 N	
7-Dec	23	12	GAUTIER	RES SIG: MEET CSX 7659	
8-Dec	23	23	CLAIBORNE	MEET 2 TRAINS: W066 ENG 6472 & Q606 UP 3124	
9-Dec	23	14	BAS-NOL	HEAD IN PASS TRK TO MEET Q606 UP2358	
10-Dec	23	5	MOE-PAG	YELLOW SIG & FOLLOW K523	
	23	18	PAG-BIX	FOLLOW K523	
13-Dec	23	13	MOE	Q619 ENG 7640 DEPART BEFORE #23	
	23	35	MOE-PAG	FOLLOW Q619 ENG 7640	
	23	15	PAG-BIX	FOLLOW Q619 ENG 7640	
	23	23	GUF-BAS	FOLLOW Q619 ENG 7640 TO HARBIN & FOLLOW R145 - 5847 HARBIN-B	
	23	8	BAS-CLAIBORNE	FOLLOW R145 ENG 5847	
	23	21	CLAIBORNE	TAKE SIDING, MEET X550-13 & R106	
	23	6	CLAIBORNE - L CATH	FOLLOW R145	
	23	20	N GENTILLY-CUT OFF	HEAD THRU YD, WAIT FOR SP CUT & UP ENG TO CLEAR	
16-Dec	23	8	GAUTIER	MEET R144 ENG 5888	
	23	6	OCEAN SPRINGS	MEET CSX 572 ENG 8012	
	23	24	HARBIN	MEET X576 ENG UP 3345, THRU SIDING AROUND M579 SOUTHBOUND	
17-Dec	23	14	MOE-PAG	WAITING ON ORDERS AND THRU SIDING AT ST. ELMO	
	23	18	GUF-NOL	RED SIGNAL AT BAS BRIDGE AND GENTILLY YARD	
18-Dec	23	15	MOE	CSX TRAIN ORDERS MACHINE BROKEN	
	23	9	MICHOUD	TAKE TRACK 2 @ 606 ENGINE UP 349 BY THEN BACK TO TRACK 1	
19-Dec	24	3	NICHOLSON	SIGNAL FAILURE & RED SIGNAL N. OF NICHOLSON	
20-Dec	23	16	MOE - CHOCTAW	WAITING ON SIGNAL AND RED SIGNAL REASON UNKNOWN	
	23	22	742- BAS	APPROACH 742, RED N&S HARBIN RED 749 BAY DRAW	
	24	2	HARBIN	MEET CSX Q 605, HI-WIDE LOAD	
	24	11	MP P720	APPROACH SIGNAL / FOLLOW CSX Q 602	

*you delays - 20
NO delays - 6
TR closed - 31*

21-Dec	23	10	CLAIBORNE TO N.E. TOWER	APPROACH AND STOP SIGNALS
28-Dec	24	131	NOL-BAS	APPR. SIGNALS NE TOWER, INDSTRL. CANAL, N. GENT., 798- MICHOU, 790, 784, LK. CATHERINE, 763 FOLLOW 578-7501 N. TO NICHOLSON
29-Dec	23	30	MOE-PAG	STOP CHOCTAW CSX 9047 TO CLEAR
	23	47	BAS-NOL	APPR. 790 - RED MICHOU INTO SIDING @ 7657 BACKED OUT, RED GENTILLY, CROSS OVER TO MIDDLE YD. TO PASSING TRACK. WAITING FOR SP 8697 TO CLEAR
30-Dec	23	9	GAUTHIER	TAKE SIDING MEET Q 572-30 ENG 8024
30-Dec	24	85	LK. CATHERINE	MEET 431 - ENG. 7501
	24	26	LK. CATH.-NICHOLSON	FOLLOW TRAIN 806 - ENGINE 2462
	24	6	MP720-713	APPR. SIGNAL FOLLOW?
	24	12	N.PAG - O. GROVE	FOLLOW TRAIN 106 ENGINE 7604
31-Dec	23	13	HARBIN	MEET CSX 5887 - TOOK SIDING
	23	57	CLAIBORNE	MEET CSX 572 - ENG 3172
1-Jan	23	9	IC TO BROOKLEY	APPR. IC INTERLOCKING, RED BROOKLEY
2-Jan	23	6	MOE-PAG	DARK SIGNAL 683
1-Jan	24	10	BAS-749	APPR. LEAVING BAS, RED-BAY DRAW
3-Jan	23	5	ST. ELMO	MEET CSX 8610 NORTH
	23	17	P.B.R.R. TO N.E.	APPR. PB, RED NE TOWER, A/C 384 ENG. SP 7313 XING
	24	14	MP689 - ST. ELMO	APPR 689, ST.ELMO MEET CSX 5504
4-Jan	23	6	OCEAN SPRINGS	APPROACH SIGNAL, STOP SIGNAL MEET CSX 606
	23	30	NORTH EAST TOWER	STOP SIGNAL - NS SWITCHER
	23	5	BROOKLEY	TS & MEET CSX FREIGHT ENGINE 9510
5-Jan	23	8	BROOKLEY	HOLD MAIN AND MEET R144
	23	4	GENTILLY	RED SIGNAL CAUSE UNKNOWN
	24	30	NOL-BAS	STOP SIG. CSX S. MAIN TO NE TOWER, LOUISA SP AHEAD, STOP PROCEED SIGNAL 777, RED SIG. RIGOLETS THRU SIDING NICHOLSON.
6-Jan	24	35	NOL-GENTILLY	FOLLOWING CBXT SP TRAIN
7-Jan	24	32	NOL-BAS	FOLLOWING TRAIN AN 23 AHEAD ON S. SRN, GENT. KCS 604 AHEAD.
8-Jan	23	14	MOE-PAG	SIGNAL 693 STOP AND PROCEED - 696 CLEAR
	23	100	BAS-NOL	RED SIGNALS RIGOLETS, RED SIGNALS N. E. TOWER N.O.T. WAIT FOR TRACK EQUIPMENT TO CLEAR N. MAIN
8-Jan	24	61	PAG-MOE	TAKE SIDING O. GROVE, & MEET UP9023 (606) FOLLOWING

				CSX 602, APPR. SIGNAL 689,687, STOP SIGNAL N. ST. ELMO	
				683-678, APPR SIGNAL 674, RESTRICTING S. BROOKLEY,	
				TAKE SIDING AND MEET CSX 7690 (619), APPROACH SIGNAL	
9-Jan	23	34	MOE-PAG	I. C. CROSSING, STOP SIGNAL CHOCTAW FOLLOWING 602	
				APPR. I. C. XING, RESTRICTING SIGNAL N. BROOKLEY	
				TAKE SIDING MEET 614 CSX ENG 7558, STOP SIGNAL	
9-Jan	24	5	N.E. TOWER	BROOKLEY 8674.	
	24	7	LAKE CATHERINE	STOP SIGNAL	
	24	4	N. ST. ELMO /BROOKLEY	TAKE SIDING AND MEET CSX TRAIN ENGINE 9692	
10-Jan	23	8	BROOKLEY/ST. ELMO	SUSPENSION OF SIGNALS NE. ST. ELMO TO BROOKLEY	
				STOP SIGNAL, SUSPENSION OF SIGNAL BROOKLEY TO	
	23	6	ST. ELMO	N. ST. ELMO,	
	23	5	N. E. TOWER	MEET CSX Q572	
	23	9	N. O. T.	STOP SIGNAL	
10-Jan	24	5	N. O. T.	STOP SIGNAL	
	24	7	CLAIBORNE	STOP SIGNAL / REDUCE SPEED	
11-Jan	23	18	GENTILLY	APPROACH SIGNAL /FOLLOWING CSX Q618	
				APPROACH SIGNAL, STOP SIGNAL /WAITING ON CSX 615	
	23	3	NE TOWER	TO CLEAR MAIN	
	23	31	ST. ROCK	APPROACH SIGNAL WAITING ON CSX 615 TO CLEAR MAIN	
	23	5	EAST CITY	STOP SIGNAL NS TRAIN	
11-Jan	24	8	FRENCHMEN	RES. SIGNAL	
	24	3	N. E. TOWER	APPROACH RESTRICTED SPEED	
	24	11	PUBLIC BELT	RED SIGNAL	
	24	13	N. GAUTIER	RED SIGNAL	
12-Jan	23	10	ST. ELMO	LINE SWITCH AND PUT IN MOTOR	
12-Jan	24	20	ST. ELMO	SAWBY CSX 615 - ENGINE CSX 7875 - HEAD THUR SIDING	
13-Jan	24	25	NOL-BAS	MEET R105 - ENGINE 5901	
				APPR. FRENCHMEN ST., RESTRICTED NOT PULLED INTO	
				CSX INTERCHANGE TO CLEAR FOR TRAIN, WHEN CLEARED	
				BACKED OUT TO NOT, TO TOWER THEN PROCEED NORTH	
				APPROACH 758- SLOW APPROACH 758 WENT INTO	
				SIDING AT NICHOLSON FOR ENGINE 5587 S., SLOW CLEAR	
				NTH OF NICHOLSON	
13-Jan	24	41	PAG-MOE	APPROACH 689, APPROACH S. ST. ELMO, STOP N. ST. ELMO	
13-Jan	24	41	PAG-MOE	TO CLEAR 683 APPROACH 678 STOP PROCEED 674,	
				APPROACH N. BROOKLEY, STOP IC XING IC TRAIN PASSING	

13-Jan	23	15	MICHOUD	APPROACH CHOCTAW.	
	23	3	NOT	MEET UP 3153	
14-Jan	24	17	N GENTILLY-CHEF	NS 3203	
	24	13	784-N. SIDE	STOP SIG FOLLOWING 618	
	24	3	S. GAUTIER	APPR, FOLLOW 618	
	24	5	N. PAG	RESTRICTING, TAKE SIDING	
	24	3		STOP SIG, TRAIN 802 AHEAD	
15-Jan	24	30	OLIVER TOWER	704 STOP SIG, TRAIN 802 AHEAD	
	24	5	LK CATH	MEET NS 131 ENG CONNTON BELT 9632	
	24	4		MEET CSX 2687	
17-Jan	24	6	NE TOWER	704 APPR SIG 7884	
	24	25	N GENTILLY	STOP SIG, N/S FREIGHT	
	24	10	LK CATH	MEET CSX 145, STOP SIG 7878	
18-Jan	24	5		PRES SIG, MEET CSX 8079	
	24	10	LK CATH	796 STOP & PROCEED MEET 619 ENG 7846 & 615 E 8098	
20-Jan	24	54	PAG-MOE	FOLLOWING 618 ENG 7728	
	24	29	PAG-MOE	STOP @ N ORANGE GROVE A/C 602 ENG 8213N STOPPED BY PECAN	
21-Jan	24	8	787-784	602 8213N	
22-Jan	24	9	GENTILLY YD	APPR FOLLOWING 578, MEET M725	
23-Jan	24	8	BROOKLEY	BLUE FLAG ON MAIN TRACK	
25-Jan	24	20	NOL-BAS	MEET UP617 & HEAD THRU SIDING FOR UP602	
	24	20	NOL-BAS	APPR SIG N GENTILLY, STOP & PROCEED 796, MEET CSX 615, ENG 82	
	24	48	NOL-BAS	APPR SIG MICHOUD 790, CHEF DB, 784, S LK CATH FOLLOWING 618 C	
27-Jan	24	24	796 2-784	STOP SIG N LK CATH, STOP & OPERATE SW PER DISP, STOP & PROC	
30-Jan	24	15	BROOKLEY	FOLLOW 7868	
31-Jan	24	5	BAS-GUF	HEAD IN & MEET 601 & BACK OUT	
	24	2	GUF-BIX	APPR 749, APPR S HARBIN, APPR N HARBIN, RED @ 742 A/C 7686N	
13-Jan	23	6	ORANGE GROVE	APPR 737, RED @ 734 FOLLOWING TRAIN 7686N	
	23	15	MICHOUD	MEET CSX ENG 5815 #R144	
14-Jan	23	24	MOE-PAG	MEET UP 3153	
	23	45	MOE-PAG	APPR N BROOKLEY, RED S BROOKLEY, STOP FOR ENG 5833N	
	23	4	BIX-GUF	DELAY IN BLK TO NEXT FAV SIG, 674 STOP & PROCEED, 678 STOP & F	
	23	56	BAS-NOL	APPR 728, APPR N BEAUVOIR, A/C UP 2417 606 N	
15-Jan	23	8	BROOKLEY	RESTR N LK CATH, STOP S LK CATH & PROCEED WITH PERMISSION.	
16-Jan	23	9	668 MP	TAKE SIDING & MEET R102 WITH WIDE LOAD	
17-Jan	23	14	BROOKLEY TO 683	IC INTERLOCKER RED SIG	
				FOLLOWING CSX 8030	

	23	7	S BEAUVOIR	BROKEN RAIL MP 741	
	23	94	S. CLAIBORNE	PEARL R. DRAW UNABLE TO LINE	
	23	11	GENTILLY	HEAD THRU YD & WRONG MAIN	
	23	22	FRENCHMAN ST	STOP SIG	
18-Jan	23	8	IND CANAL	STOP SIG, CK & INSPECT BRIDGE	
19-Jan	23	13	674-ST ELMO	FOLLOW 579 ENG 7658	
	23	14	CLAIBORNE	MEET 144 ENG 5918	
20-Jan	23	12	BEAUVOIR	MEET CSX 7518	
21-Jan	23	2	MOE-PAG	APPR 696, APPR N ORANGE GROVE A/C 5852N	
22-Jan	23	5	RIGOLETS	STOP SIG	
23-Jan	23	19	MOE-PAG	SLOW ORDERS & FOLLOWING 579 ENG 7844S @ ST ELMO	
	23	16	PAG-BIX	720 APPR, APPR N OCEAN SPRING, STOP S OCEAN SPRING, STOP BIL	
	23	10	BIX-GUF	728 APPR, APPR S END BEAUVOIR, 734 APPR	
	23	4	GUF-BAS	742 STOP SIG, MEET Q615 ENG 7864S @ HARBIN	
	23	5	BAS-NOL	STOP IND CANAL, STOP NOT	
25-Jan	23	6	MP 713	APPR SIG, FOLLOW R101 5940	
	23	2	MP 728	SAME	
	23	1	MP734	SAME	
	23	2	KCS	SAME	
	23	27	MICHOUD	STOP SIG, SEE-SAW WHEN CSX 606 ???	
26-Jan	23	7	OCEAN SPRINGS	TAKE SIDING & MEET CSX 144 ENG 5940	
	23	12	HARBIN	TAKE SIDNG & MEET CSX 572 ENG 8232	
	23	20	CLAIBORNE	TAKE SIDING & MEET ENG CON 6770 & ENG SP 7507	
	23	5	BAS-NOL	APPR SIG MICHOUD, N GENTILLY, NE TOWER	
27-Jan	23	14	787.3 & 790	STOP SIG TRAIN AHEAD	
28-Jan	23	3	734-742	FOLLOWED 615 ENG 7903 'TILL HE CLEARED @ HARBIN	
29-Jan	23	6	777.9&LK CATH	APPR/ TAKE SIDING & MEET SP8540	
30-Jan	23	15	PAG-BIX	FOLLOWING 615 TRAIN	
31-Jan	23	55	GENTILLY	BLOCKED BY CSX FREIGHTS.	
		1699			

Jan: 1dr
 NO DELAYS 30 dr
 DELAYS 31 dr

DATE	TRAIN	MINUTES	LOCATION	REASON
2-Feb	24	17	BROOKLEY	STOP SIG FOLLOWING 802
4-Feb	24	11		MEET 725 & BACK OUT
5-Feb	24	7	NOL-BAS	APPR 758, TAKE SIDING @ NICHOLSON FOR F725 CSX 5554
1-Feb	23	28	BAS-NOL	APPR 777 APPR N LK CATH, STOP S LK CATH, APPR 790, STOP
2-Feb	23	6	MOE-PAG	MICHOUD ENTER SIDING FOR 8232 N
	23	9	PAG-BIX	APPR 693 ON Q579 CSX 7621
	23	8	BIX-GUF	TAKE SIDING N OCEAN SPRINGS FOR Q2572 CSX 8030
3-Feb	23	7	N OCEAN SPRINGS	APPR 728, APPR N BEAUVOIR ON 576 UP 3196 Q 606 UP 3292
	23	3	RIGOLETS	MEET CSX 601
	23	10	MICHOUD	STOP SIG CSX 605 AHEAD
4-Feb	23	21	BIX-GUF	MEET CSX 572 & BACK OUT TRAIN AHEAD
6-Feb	23	35	BAS-NOL	APPR MP 728 RESTRICTING N BEAUVOIR TAKE SIDING Q572
		23	FRENCHMAN ST	CSX 8234 & Q806 CSX 3152
7-Feb	23	7	OCEAN SPRINGS	APPR PUBLIC BELT, STOP SIG NE TOWER
		192		NS ENG 5056
				MEET CSX 606

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7-14-97

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MOCs



Office of the Chairman

7-14
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
STB-33388*

July 24, 1997

The Honorable Alphonse M. D'Amato
James M. Hanley Federal Building
100 South Clinton Street
P.O. Box 7216
Syracuse, NY 13261-7216

Dear Senator D'Amato:

Thank you for your communication forwarding a letter from Mr. Irwin L. Davis, Executive Vice President of the Metropolitan Development Association of Syracuse and Central New York. Mr. Davis raises a number of issues and concerns related to the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The Surface Transportation Board (Board) has docketed this proceeding as STB Finance Docket No. 33388.

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their application on June 23, 1997, and the Board published notice of its acceptance of the application on July 23, 1997. The notice provided the due dates for public comments and other future filings in the proceeding. I have enclosed a copy of the Board's notice for your, and Mr. Davis', convenience. If Mr. Davis' organization would like to present its views formally on the record for this proceeding, he may wish to contact the Board's Office of Public Services at 202-565-1592 for information on that process. Because this proceeding is pending before the Board, it would be inappropriate for me to comment further on the specific merits of the case.

I am having your letter and Mr. Davis' letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosures

ALFONSE M. D'AMATO
NEW YORK

JAMES M. HANLEY FEDERAL BUILDING
100 SOUTH CLINTON STREET
P.O. BOX 7216
SYRACUSE, NY 13261-7216
(315) 423-5471

United States Senate
WASHINGTON, DC 20510-3202

118988

July 9, 1997

Ms. Linda Morgan
Chairperson
Surface Transportation Board
12th Street & Constitution, N.W.
Washington, D.C. 20423

RECEIVED
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OFFICE OF
CHAIRMAN MORGAN

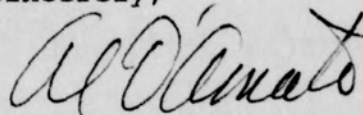
Dear Ms. Morgan:

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached is requested.

Your findings and views, in duplicate form, will be appreciated.

Please reply to my Syracuse office.

Sincerely,



Alfonse M. D'Amato
United States Senator

AMD:gr
Enclosure

MDA

METROPOLITAN DEVELOPMENT ASSOCIATION OF SYRACUSE & CENTRAL NEW YORK INC.

STEPHEN ROGERS • CHAIRMAN

June 12, 1997

H. DOUGLAS BARCLAY • PRESIDENT

IRWIN L. DAVIS • EXECUTIVE VICE PRESIDENT

Ms. Linda Morgan
Chairperson
Surface Transportation Board
12th Street & Constitution, NW
Washington, D.C. 20423

Dear Ms. Morgan:

The Metropolitan Development Association of Syracuse and Central New York (MDA) is a private, not-for-profit corporation which seeks to encourage the growth and development of the region. The MDA's membership includes the chief executive officers of the leading businesses in Central New York.

The purpose of this letter is to express our concerns with the impending sale of Conrail to CSX and Norfolk Southern. There are several major issues we would like to see resolved as part of this transfer:

1. Since the creation of Conrail Syracuse and Central New York have had little effective rail competition, Conrail dominates our market. We believe that the region's development would be enhanced by introducing a greater element of competition to the market.
2. We are therefore concerned with not only the sale of the Conrail mainline (Water Level Route) through Syracuse, but the ultimate disposition of the Montreal Secondary (which links Syracuse to Montreal) and the Southern Tier Route which runs to Buffalo through Binghamton. These lines offer the potential to create a more competitive network for our shippers.
3. We would like to see a reduction in reciprocal switching charges, which would make rail traffic more competitive.
4. We would like the acquiring railroad (CSX) to outline its plans for the East Syracuse yard currently operated by Conrail.

Ms. Linda Morgan

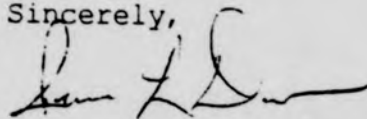
Page 2

June 12, 1997

5. We would like to have the acquiring lines address their plans for relations with the regional railroads, including the Delaware-Otsego in Cooperstown and the Fingerlakes Railway which serves shippers in our region. An acquisition plan should strengthen these regional railroads, and not weaken them such that they could no longer serve our members who are not located on Class I railroads.

I would ask that these issues be addressed at the upcoming STB hearings. We will be contacting CSX and Norfolk Southern directly with our concerns. We do ask that the STB use this opportunity however, to increase real railroad competition in Syracuse and Central New York.

Sincerely,



Irwin L. Davis
Executive Vice President

cc: The Hon. Alfonse D'Amato, U.S. Senator ✓
The Hon. Daniel P. Moynihan, U.S. Senator
The Hon. James Walsh, Member of Congress
The Hon. George Pataki, Governor, New York State
The Hon. Nicholas Pirro, County Executive
The Hon. Roy Bernardi, Mayor, City of Syracuse
The Hon. John DeFrancisco, NYS Senator
The Hon. Nancy Larraine Hoffmann, NYS Senator
The Hon. Michael Bragman, Assembly Majority Leader
The Hon. Harold Brown, Assemblyman
The Hon. Joan Christensen, Assemblywoman
The Hon. Bernard Mahoney, Assemblyman
Mr. Joseph Boardman, Acting Commissioner, NYS
Department of Transportation
Mr. Charles Moynihan, Regional Director, NYS Dept. of
Transportation

STB

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33388

7-14-97

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD - 33388*

July 24, 1997

The Honorable Saxby Chambliss
U.S. House of Representatives
Washington, D.C. 20515-1008

Dear Congressman Chambliss:

Thank you for your letter supporting the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application on July 23, 1997. That notice provides due dates for public comments and other future filings in the proceeding. I have enclosed a copy of the Board's notice for your convenience. Because this proceeding is pending before the Board, it would be inappropriate for me to comment on the specific merits of the case.

I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosure

REPUBLICAN STEERING COMMITTEE

COMMITTEE ON AGRICULTURE
GENERAL FARM COMMODITIES
RISK MANAGEMENT AND SPECIALTY CROPS

COMMITTEE ON NATIONAL SECURITY
MILITARY PERSONNEL
MILITARY PROCUREMENT
MORALE, WELFARE AND RECREATION PANEL
VICE CHAIRMAN

CONGRESSIONAL SPORTSMEN'S CAUCUS
VICE CHAIRMAN



SAXBY CHAMBLISS
8TH DISTRICT, GEORGIA

Congress of the United States
House of Representatives

July 10, 1997

179795
1019 LONGWORTH OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6531

DISTRICT OFFICES:
3312 NORTHSIDE DRIVE
BUILDING D, SUITE 232
MACON, GA 31210
(912) 475-0665

208 TEBEAU STREET
WAYCROSS, GA 31501
(912) 287-1180

TOLL FREE: 1-800-234-4208
<http://www.house.gov/chambliss/>

Chairman Linda J. Morgan
United States Surface Transportation Board
The Mercury Building
1925 K Street, NW
Washington, D.C. 20423

Dear Chairman Morgan:

On June 23, 1997, the CSX Corporation and the Norfolk Southern Corporation filed their operating plans for integrating the rail lines of Conrail into their respective systems. I am writing in support of this joint application.

Conrail was created by the federal government in 1976 as the solution to the devastating bankruptcies and service collapse of the Penn Central Transportation Company and five other northeastern railroads in the early 1970s. CSX and Norfolk Southern are working to ensure this transaction, if approved, will provide more reliable and efficient rail service, shift freight from highways to railroads, and promote economic growth.

The joint acquisition of Conrail by CSX and Norfolk Southern will mean balanced competition in the Eastern United States between two major railroads of roughly equal size and scope. Both will reach most major markets over owned tracks, assuring carrier control over service quality. Also, and most important, this merger is in the best interest of the American people.

For these reasons I request the Surface Transportation Board approve this transaction. Thank you for your time and consideration.

Very truly yours,

Saxby Chambliss
Saxby Chambliss
Member of Congress

SC:bg

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OFFICE OF
CHAIRMAN MORGAN

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
JD-33388*

July 29, 1997

The Honorable Peter J. Visclosky
U.S. House of Representatives
Washington, D.C. 20515-1401

Dear Congressman Visclosky:

Thank you for your correspondence forwarding letters from the Mayors of several cities in Indiana. The Mayors raise a number of issues and concerns, with which you concur, related to the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The Surface Transportation Board (Board) has docketed this proceeding as STB Finance Docket No. 33388.

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their application on June 23, 1997, and the Board published notice of its acceptance of the application on July 23, 1997. The notice provided the due dates for public comments and other future filings in the proceeding. I have enclosed a copy of the Board's notice for your convenience. Any of the Indiana communities that would like to present views formally on the record for this proceeding may wish to contact the Board's Office of Public Services at 202-565-1592 for information on that process. Because this proceeding is pending before the Board, it would be inappropriate for me to comment further on the specific merits of the case.

I am having your letter and attachments made a part of the public docket in this proceeding, and will have your name added to the service list to ensure that you receive all future Board decisions in this case. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosure

PETER J. VISCIOSKY
1ST DISTRICT, INDIANA

COMMITTEE ON APPROPRIATIONS
CONGRESSIONAL STEEL CAUCUS
EXECUTIVE COMMITTEE CHAIRMAN
NORTHEAST MIDWEST
CONGRESSIONAL COALITION
MIDWEST VICE CHAIR
WHIP-AT-LARGE

94948

Congress of the United States
House of Representatives
Washington, DC 20515-1401

June 27, 1997

Ms. Amy Northcutt
Chief Executive Officer
Surface Transportation Board
U.S. Department of Transportation
12th and Constitution Avenue, N.W.
Washington, D.C. 20423

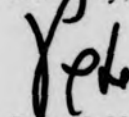
Dear Ms. Northcutt:

I write on behalf of the mayors of Gary, East Chicago, and Whiting, Indiana, who contacted me to express their concerns about the proposed acquisition and control of Conrail by the Norfolk Southern Corporation and the CSX Corporation. Enclosed, please find copies of the correspondence I received from them.

I share their concerns about the possible economic impact this merger could have on Northwest Indiana. Specifically, I believe that: (1) public investment in grade-separated rail corridors should be preserved and utilized; (2) consolidation of rail services along Lake Michigan must not infringe upon public access to the shore; and (3) competitive rail prices and quality rail service must be maintained in Northwest Indiana. It is my understanding that, on June 23, Norfolk Southern and CSX submitted a merger proposal to the Surface Transportation Board for approval. Please keep these issues in mind as the approval process proceeds.

Thank you for your serious consideration of my concerns. Do not hesitate to let me know if you have any questions or need additional information.

Sincerely,



Peter J. Visclosky
Member of Congress

PJV:sl
Enclosures

2464 RAYBURN BUILDING
WASHINGTON, DC 20515-1401
(202) 225-2461

215 WEST 35TH AVENUE
GARY, IN 46408
TTY-TDD SERVICE AVAILABLE
(219) 884-1177

PORTAGE CITY HALL
6070 CENTRAL AVENUE
PORTAGE, IN 46368
(219) 763-2904

VALPARAISO CITY HALL
166 LINCOLNWAY
VALPARAISO, IN 46383
(219) 464-0315

CHAIRMAN MORGAN

RECEIVED
JUN 29 1997
OFFICE OF
THE CLERK
U.S. HOUSE OF REPRESENTATIVES

ROBERT J. BERCIK, MAYOR



1443 119th Street
P.O. Box 591
Whiting, Indiana 46394
(219) 659-7700

CITY OF WHITING, INDIANA

June 16, 1997

A. R. Carpenter, CEO
CSX Corporation
500 Water Street
Jacksonville, FL 32202

Dear Mr. Carpenter:

The City of Whiting along with the other three principle cities of Northwest Indiana, East Chicago, Gary and Hammond, wish to also express our concern regarding the acquisition and control of Consolidated Rail Corporation and its interest in the Indiana Harbor Belt Railroad by Norfolk Southern Corporation and CSX Transportation Company. As you are aware these four railroads move millions of tons of freight through our cities each year and railroad operations play a significant role in our economic development, public safety and the quality of life in our communities.

Our particular concerns regarding the acquisition and control of Conrail are:

- Consolidation of rail services along the Lake Michigan water front must guarantee and facilitate public access to the water as well as efficient use of infrastructure and land development;
- Major public investment in grade separated rail corridors and other infrastructure facilities must be protected and utilized; and
- This acquisition must guarantee that completion between the carriers in our communities is maintained in order to promote economic growth, competitive rail prices, and the best service possible to our constituency.

As the acquisition and consolidation moves forward, and into the future, the railroads must consult with the communities to become full cognizant of our economic development plans in order to incorporate our communities needs into your plans. Most importantly, any consolidation among the rail lines in our communities must occur in grade separated corridors to insure safety and security of the public.

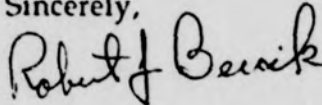
June 16, 1997
A. R. Carpenter, CEO
CSX Corporation
Page 2

Through the three-city planning initiative including the City of Whiting, we have determined significant direct, economic development benefits to the State, Lake County and our communities. This initiative will positively benefit the railroad companies in our community, should they cooperate with our initiatives in a fashion which maximizes their infrastructure and our economic development. Alternatively, if railroad consolidation at the national level causes your companies to lose sight of locally driven economic initiatives, a negative economic may result for all concerned.

Our cities intend to become active participants in the acquisition proceeding before the Surface Transportation Board in order to fully evaluate the impact of the proposed acquisition on our communities and to express our concerns to that agency.

The communities of Whiting, Hammond, East Chicago and Gary are willing to fully support the acquisition of Conrail by NS and CSXT, providing our concerns are adequately addressed by your companies. The City of Whiting along with our adjacent cities would welcome the opportunity to meet with representatives of your companies to discuss our economic development plans and your companies participation in our initiatives.

Sincerely,



Robert J. Bercik
Mayor

RJB:mr
IC: Governor Frank O'Bannon
State House Room 206
Indianapolis, IN 46204

Hon. Peter J. Visclosky
215 West 35th Avenue
Gary, IN 46408

ROBERT J. BERCIK, MAYOR



1443 119th Street
P.O. Box 591
Whiting, Indiana 46394
(219) 659-7700

CITY OF WHITING, INDIANA

June 16, 1997

David R. Goode, Chairman,
President & CEO
Norfolk Southern Corporation
3, Commercial Place
Norfolk, VA 23510-2199

Dear Mr. Goode:

The City of Whiting along with the other three principle cities of Northwest Indiana, East Chicago, Gary and Hammond, wish to also express our concern regarding the acquisition and control of Consolidated Rail Corporation and its interest in the Indiana Harbor Belt Railroad by Norfolk Southern Corporation and CSX Transportation Company. As you are aware these four railroads move millions of tons of freight through our cities each year and railroad operations play a significant role in our economic development, public safety and the quality of life in our communities.

Our particular concerns regarding the acquisition and control of Conrail are:

- Consolidation of rail services along the Lake Michigan water front must guarantee and facilitate public access to the water as well as efficient use of infrastructure and land development;
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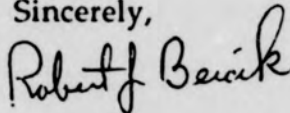
June 16, 1997
David R. Goode, Chairman,
President & CEO
Norfolk Southern Corporation
Page 2

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Sincerely,



Robert J. Bercik
Mayor

RJB:mr
PC:

Governor Frank O'Bannon
State House Room 206
Indianapolis, IN 46204

Hon. Peter J. Visclosky
215 West 35th Avenue
Gary, IN 46408

4527 INDIANAPOLIS BLVD.
EAST CHICAGO, INDIANA 46312

Robert A. Pastrick

MAYOR

June 10, 1997

David R. Goode, Chairman, President & CEO
Norfolk Southern Corporation
3, Commercial Place
Norfolk, VA 23510-2199

Dear Mr. Goode:

The four principle cities of Northwest Indiana, East Chicago, Gary, Hammond and Whiting, wish to express our concern regarding the acquisition and control of Consolidated Rail Corporation and its interest in the Indiana Harbor Belt Railroad by Norfolk Southern Corporation and CSX Transportation Company. As you are aware these four railroads move millions of tons of freight through our cities each year and railroad operations play a significant role in our economic development, public safety and the quality of life in our community.

Our particular concerns regarding the acquisition and control of Conrail are:

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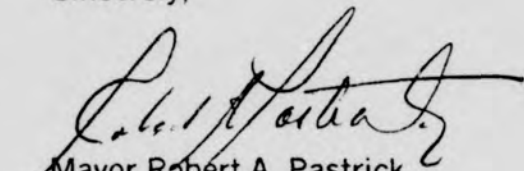
D. Goode, President & CEO, 2

Through our four-city planning initiative, we have determined significant direct, economic development benefits to the State, Lake County and our communities. This initiative will positively benefit the railroad companies in our community, should they cooperative with our initiatives in a fashion which maximizes their infrastructure and our economic development. Alternatively, if railroad consolidation at the national level causes your companies to lose sight of locally driven economic initiatives, a negative economy may result for all concerned.

Our cities intend to become active participants in the acquisition proceeding before the Surface Transportation Board in order to fully evaluate the impact of the proposed acquisition on our communities and to express our concerns to that agency. We have retained economic consultants to assist us in our evaluation of the acquisition and with our participation in the acquisition proceedings.

Our communities are willing to fully support the acquisition of Conrail by NS and CSXT, providing our concerns are adequately addressed by your companies. We would welcome the opportunity to meet with representatives of your companies to discuss our economic development plans and your companies participation in our initiatives.

Sincerely,



Mayor Robert A. Pastrick
City of East Chicago

cc: Frank C Bannon, Governor
Joseph Kernan, Lt. Governor
Curt Wiley, Director of Indot
Richard G. Lugar, Senator
Daniel Coats, Senator
Peter Visclosky, Representative
David M. McIntosh, Representative
Timothy Roemer, Representative
Mark Souder, Representative
Steve Buyer, Representative
Dan Burton, Representative
John Myers, Representative
John Hostettler, Representative
Lee H. Hamilton, Representative
Andrew Jacobs, Jr., Representative

4527 INDIANAPOLIS BLVD.
EAST CHICAGO, INDIANA 46312

Robert A. Pastrick

MAYOR

June 10, 1997

A. R. Carpenter, CEO
CSX Corporation
500 Water Street
Jacksonville, FL 32202

Dear Mr. Carpenter:

The four principle cities of Northwest Indiana, East Chicago, Gary, Hammond and Whiting, wish to express our concern regarding the acquisition and control of Consolidated Rail Corporation and its interest in the Indiana Harbor Belt Railroad by Norfolk Southern Corporation and CSX Transportation Company. As you are aware these four railroads move millions of tons of freight through our cities each year and railroad operations play a significant role in our economic development, public safety and the quality of life in our community.

Our particular concerns regarding the acquisition and control of Conrail are:

- Consolidation of rail services along the Lake Michigan waterfront must guarantee and facilitate public access to the water as well as efficient use of infrastructure and land development.
- Major public investment in grade separated rail corridors and other infrastructure facilities must be protected and utilized.
- This acquisition must guarantee that competition between the carriers in our communities is maintained in order to promote economic growth, competitive rail prices and the best service possible to our constituency.

As the acquisition and consolidation moves forward, and into the future, the railroads must consult with the communities to become fully cognizant of our economic development plans in order to incorporate our communities needs into your plans. Most importantly, any consolidation among the rail lines in our communities must occur in grade separated corridors to insure the safety and security of the public.

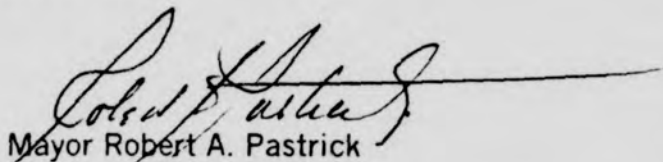
A.R. Carpenter, CEO, 2

Through our four-city planning initiative, we have determined significant direct, economic development benefits to the State, Lake County and our communities. This initiative will positively benefit the railroad companies in our community, should they cooperative with our initiatives in a fashion which maximizes their infrastructure and our economic development. Alternatively, if railroad consolidation at the national level causes your companies to lose sight of locally driven economic initiatives, a negative economy may result for all concerned.

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Sincerely,



Mayor Robert A. Pastrick
City of East Chicago

cc: Frank O'Bannon, Governor
Joseph Kernan, Lt. Governor
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Richard G. Lugar, Senator
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Peter Visclosky, Representative
David M. McIntosh, Representative
Timothy Roemer, Representative
Mark Souder, Representative
Steve Buyer, Representative
Dan Burton, Representative
John Myers, Representative
John Hostettler, Representative
Lee H. Hamilton, Representative
Andrew Jacobs, Jr., Representative



OFFICE OF THE MAYOR
GARY, INDIANA 46402 - 1236

SCOTT L. KING
MAYOR

(219) 881-1301
FAX (219) 881-1337

June 9, 1997

A.R. Carpenter, CEO
CSX Corporation
500 Water Street
Jacksonville, FL 32202

Dear Mr. Carpenter:

The three (3) principle cities of Northwest Indiana, East Chicago, Gary and Hammond, wish to express our concern regarding the acquisition and control of Consolidated Rail Corporation, and its interest in the Indiana Harbor Belt Railroad, by Norfolk Southern Corporation and CSX Transportation Company. As you are aware these four (4) railroads move millions of tons of freight through our cities each year and their operations play a significant role in our economic development, public safety and the quality of life in our communities.

Our particular concerns regarding the acquisition and control of Conrail are:

- ▶ Consolidation of rail services along the Lake Michigan waterfront must guarantee and facilitate public access to the water, as well as efficient use of infrastructure and land development.
- ▶ Major public investment in grade separated rail corridors and other infrastructure facilities must be protected and utilized.
- ▶ This acquisition must guarantee that competition between the carriers in our communities is maintained in order to promote economic growth, competitive rail prices and the best service possible to our constituency.

As the acquisition and consolidation moves forward, and into the future, the railroads must consult with the communities to become fully cognizant of our economic development plans in order to incorporate our communities' needs into your plans. Most importantly, any consolidation among the rail lines in our communities must occur in grade separated corridors to insure the safety and security of the public.

Through our three-city planning initiative, we have determined significant direct, economic

A.R. Carpenter, CEO

June 9, 1997

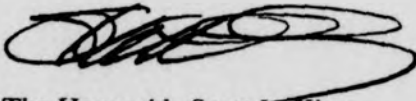
Page -2-

development benefits to the State, Lake County and our communities. This initiative will positively benefit the railroad companies in our community, should they cooperate with our initiatives in a fashion which maximizes their infrastructure and our economic development. Alternatively, if railroad consolidation at the national level causes your company to lose sight of locally driven economic initiatives, a negative economic impact may result for all concerned.

Our cities intend to become active participants in the acquisition proceeding before the Surface Transportation Board in order to fully evaluate the impact of the proposed acquisition on our communities and to express our concerns to that agency. We have retained economic consultants to assist us in our evaluation of the acquisition and with our participation in the acquisition proceedings.

Our communities are willing to fully support the acquisition of Conrail by NS and CSXT, providing our concerns are adequately addressed by your company. We would welcome the opportunity to meet with representatives of your company to discuss our economic development plans and your company's participation in our initiatives.

Sincerely,



The Honorable Scott L. King
Mayor

SLK/bh

cc: Governor Frank L. O'Bannon
Senator Richard G. Lugar
Senator Dan Coats
Congressman Peter J. Visclosky
Congressman David McIntosh
Congressman Tim J. Roemer
Congressman Mark Souder
Congressman Steve Buyer
Congressman Dan Burton
Congressman Edward A. Pease
Congressman John N. Hostettler
Congressman Lee H. Hamilton
Congresswoman Julia M. Carson

File:

STB

FD-33388

ID-MOCH

6-18-97

J



Office of the Chairman

179859

Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
JS-33388*

July 29, 1997

The Honorable Ed Bryant
U.S. House of Representatives
Washington, D.C. 20515-4207

Dear Congressman Bryant:

Thank you for your letter forwarding correspondence from your constituent, William Vaughn, supporting the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application on July 23, 1997. That notice provides due dates for public comments and other future filings in the proceeding. I have enclosed a copy of the Board's notice for your convenience. Because this proceeding is pending before the Board, it would be inappropriate for me to comment on the specific merits of the case.

I have written directly to Mr. Vaughn, as you requested. Also, I am having your letter, and that of your constituent, made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosure



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

July 29, 1997

Mr. William Vaughn
Executive Director
Tennessee Coal Association
Post Office Box 12248
Knoxville, TN 37912

Dear Mr. Vaughn:

Thank you for your letter, forwarded to me by Congressman Bryant, expressing your support for the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

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I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

ED BRYANT

7TH DISTRICT, TENNESSEE

COMMITTEE ON THE JUDICIARY

SUBCOMMITTEES:

COMMERCIAL AND ADMINISTRATIVE LAW

CONSTITUTION

IMMIGRATION AND CLAIMS

COMMITTEE ON AGRICULTURE

SUBCOMMITTEE:

RISK MANAGEMENT AND SPECIALTY CROPS

Congress of the United States
House of Representatives
Washington, DC 20515-4207

WASHINGTON OFFICE:

408 CANNON HOUSE OFFICE BUILDING

WASHINGTON, DC 20515-4207

202-225-2811

DISTRICT OFFICES:

330 N. SECOND ST., SUITE 111

CLARKSVILLE, TN 37040-3210

615-503-0391

5909 SHELBY OAKS DRIVE

SUITE 213

MEMPHIS, TN 38134

901-382-5811

810 1/2 SOUTH GARDEN ST.

COLUMBIA, TN 39401

615-381-8100

June 18, 1997

The Honorable Linda J. Morgan
Chairwoman, U.S. Surface Transportation Board
12th & Constitution Ave, N.W.
Washington, DC 20423

Dear Chairwoman Morgan:

I recently received a letter from a constituent, William Vaughn, regarding the acquisition proposal of Conrail by CSX Transportation and Norfolk Southern.

I have enclosed a copy of his letter for your information. In order to ensure that my constituent receives the most timely response, please respond directly to Mr. Vaughn and forward a copy of your reply to my Washington office.

I appreciate your addressing the concerns of my constituent.

Sincerely,



Ed Bryant, M.C.

enclosure

EB:lk

Linda J. Morgan
Chairman



JUN 06 1997

12th & Constitution Ave)
Tennessee Coal Association
FACT

N.W.

Washington, D.C.

Post Office Box 12248
Knoxville, Tennessee 37912
615-688-6080
FAX 615-544-0777

~~Thomas E. Petri,~~
~~Chairman~~

May 30, 1997 20423

The Honorable Ed Bryant
408 Cannon House Office Building
Washington, D.C. 20515-4207

~~2262 Rayburn~~
~~House Office Building~~

Dear Congressman Bryant:

I'm writing to ask for your vocal support of the acquisition proposal of Conrail by CSX Transportation and Norfolk Southern, now before the U.S. Surface Transportation Board.

This acquisition can make a major difference in the competitive strength of our industry, a major Tennessee employer and corporate taxpayer. And it is a change that will mean a lot to every region and many sectors of the Tennessee economy.

Why is the Tennessee Coal Association taking such a strong stand?

You may recall that when a Tennessee governor wanted to attract Japanese investment to our state, he presented them with a satellite photo of the United States taken at night. Blobs of light clearly showed the major urban centers of the Mid-Atlantic region, the Midwest and East Coast. All the governor had to do was to point to the short distance between all these major markets and Tennessee. The point was well taken and a new factory was opened.

Yet the truth is that this map means little for the coal industry and many other Tennessee industries (at times, including our neighbors who make autos, buy grain or manufacture paper). This map means little because we heavily rely on freight rail transportation.

We're so close to the big markets of the Mid-Atlantic, Northeast and Midwest. And yet increasingly we find that our coal - which is superior in grade, environmental quality and cost--is at a geographic disadvantage. The reason is that since 1976, we've had to put up with a costly, difficult, time-consuming process of navigating our coal through one interchange after another. Sometimes it seems as if it is easier to get coal from the other side of the Rockies than it is from the other side of the Appalachians.

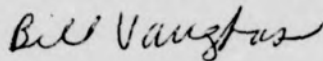
Clearly what is lacking is direct access to major markets. We need to allow the railroads to reduce empty-freight car miles, shorten and eliminate much of the delay at the interchanges. And in many cases, we need to eliminate the interchanges all together.

CSX Transportation and Norfolk Southern can do this. Both railroads are well known to us. We believe that if their acquisition proposal is allowed to go through, and these two railroads reach roughly equal size and scope, Tennessee coal will enjoy direct, single-line service.

In short, they can let us use our strategic position. They can let us take full advantage of that map.

I ask you to write the STB and let them know where you stand. Your leadership has been important to us, and we're looking forward to counting on you once again.

Sincerely,

A handwritten signature in cursive script that reads "Bill Vaughan".

William Vaughan
Executive Director

STB

FD

33388

6-30-97

J

MOCS



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
JD - 33388*

July 24, 1997

The Honorable Charles S. Robb
United States Senate
Washington, D.C. 20510-4603

Dear Senator Robb:

Thank you for your letter supporting the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application on July 23, 1997. That notice provides due dates for public comments and other future filings in the proceeding. I have enclosed a copy of the Board's notice for your convenience. Because this proceeding is pending before the Board, it would be inappropriate for me to comment on the specific merits of the case.

I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosure

CHARLES S. ROBB
VIRGINIA

WASHINGTON OFFICE:
Russell Senate Office Building
First and Constitution Avenue, NE Room 154
Washington, DC 20510
(202) 224-4024
Email: senator@robb.senate.gov

112330

United States Senate

WASHINGTON, DC 20510-4603

COMMITTEES:
ARMED SERVICES
FOREIGN RELATIONS
INTELLIGENCE
JOINT ECONOMIC COMMITTEE
Vice Chairman
Democratic Policy Committee

June 23, 1997

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

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

Dear Mr. Williams:

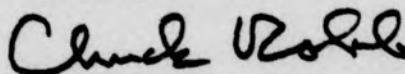
I am writing to express my support for the CSX/Norfolk Southern acquisition of Conrail, Inc. As you know, both CSX and Norfolk Southern maintain major operations in the Commonwealth of Virginia and the Eastern United States. As a consequence, I recognize the importance of the railroads maximizing their efficiency to better serve their customers and the public.

With the acquisition of Conrail's rail routes in the northeast, CSX and Norfolk Southern will be able to provide extended single-line service from transportation centers deep in the South to ports in the upper Northeast and across to the Midwest. The consolidation would allow virtually seamless transportation of valuable freight and commodities which will significantly benefit the businesses that ship their products to the customers that purchase them. A balanced consolidation will also benefit vital commuter passenger rail services that operate on the affected rail routes.

I also think that the proposed acquisition will result in increased rail markets and additional job creation.

I'm hopeful that the Surface Transportation Board will move quickly in evaluating and ultimately approving the acquisition.

Sincerely,



Charles S. Robb

State Office:

The Ironfronts, Suite 310
1011 East Main Street
Richmond, VA 23219
(804) 771-2221

Regional Offices:

Domunion Towers, Suite 107
999 Waterside Drive
Norfolk, VA 23510
(804) 441-3124

First Union Bank Building
Main Street
Crittwood, VA 24228
(540) 926-4104

Signet Bank Building
530 Main Street
Danville, VA 24541
(804) 791-0330

Crestar Bank Building
310 First Street SW, Suite 102
Roanoke, VA 24011
(540) 985-0103

