

STB FD-33388 7-14-98 J ID-BUSINESS



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Tim Cox
Transportation/Distribution Manager
James Hardie Gypsum
794 Hwy 369 N.
P.O. Box 509
Nashville, AR 71852

Dear Mr. Cox:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

As you may know, as part of the Surface Transportation Board's (Board) review of the proposal by CSX and NS to acquire Conrail, the Board's Section of Environmental Analysis (SEA) conducted an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. SEA was fully aware that these issues were of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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I will have your letter and my response made a part of the public record for this proceeding. I appreciate your interest in this matter.

Sincerely,

Linda J. Morgan

Linda J. Morgan



**James Hardie
Gypsum**

FILE IN DOCKET

April 7, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423
Fax (202) 565-9015

James Hardie Gypsum

794 Hwy 369 N.
P.O. Box 509
Nashville, AR 71852
Telephone (800) 753-1123
(870) 845-7100
Fax (870) 845-7195

Subject: Conrail Integration - Cleveland OH.
CSX Transportation and Norfolk Southern Corporation

Honorable Chairman:

We are concerned about the dialogue surrounding the City of Cleveland, Ohio and the city's proposal to re-draw the original operating plan through the city.

CSX Transportation (CSX) and Norfolk Southern (NSC) have proposed a workable plan that minimizes congestion and offers reliable service into and around Cleveland.

Our concern is the overall impact this "re-tooling" will have on the smooth and timely integration of Conrail properties - which we support.

James Hardie Gypsum believes CSX and NS have the expertise and functional capacity to make the original plan work to the benefit of all involved - the communities, the carriers and the shipping public. We cannot afford service disruptions or increased costs to our Cleveland markets during the integration process.

We support the CSX / NS operating plan as originally proposed to the Surface Transportation Board.

Respectfully,

Tim Cox
Transportation / Distribution Manager

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CHAIRMAN MORGAN



**James Hardie
Gypsum**

James Hardie Gypsum

794 Hwy 369 N.
P.O. Box 509
Nashville, AR 71852
Telephone (800) 753-1123
(870) 845-7100
Fax (870) 845-7195

cc: The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Washington, D.C. 20590
Fax (202) 366-7202

The Hon. Jolene Molitoris
Administrator
Federal Railway Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005
Fax (202) 632-3700

The Hon. George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266
Fax (614) 466-9354

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation -J120
500 Water Street
Jacksonville, FL 32202
Fax (904) 359-7674



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Steve Herzic
Logistics Manager, Distribution
Montgomery Ward
Corporate Office
Montgomery Ward Plaza
Chicago, IL 60671

Dear Mr. Herzic:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

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Sincerely,

Linda J. Morgan

Linda J. Morgan

Corporate Offices

312-467-2000

FILE IN DOCKET

March 31, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, DC 20423

OFFICE OF
CHAIRMAN MORGAN

APR 7 3 53 PM '98

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BOARD

Dear Ms. Morgan:

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The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, be in conflict with the other railroad. This "flip," and the inherent conflict it creates, will result in a significant loss of the service improvements promised by the transaction. In fact, should the "flip" be implemented, east/west rail customers will see transit times increase compared to what's experienced today.

To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" - with unavoidable traffic curfews and train queuing east, west, north and south - would be devastating to efficient rail operations. In short, the creation of another "Houston," with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

Montgomery Ward

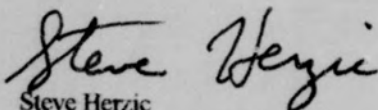
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The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,



Steve Herzic
Logistics Manager, Distribution
Montgomery Ward

cc: The Honorable Rodney Slater, Secretary, DOT
The Honorable Jolene Molitoris, Administrator, FRA
The Honorable George Voinovich, Governor, State of Ohio
Mr. John Q. Anderson, Chief Commercial Officer, CSX Transportation



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Kurt Pruitt
Western Regional Manager
Buyers and Shippers Enterprises, Inc.
12500 E. Slauson Avenue
Santa Fe Springs, CA 90670-2658

Dear Mr. Pruitt:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

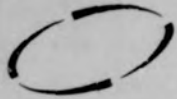
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Sincerely,

Linda J. Morgan
Linda J. Morgan



BUYERS

FILE IN DOCKET

A **Sea/Land** Company

Buyers and Shippers Enterprises, Inc.
12500 E. Slauson Avenue
Unit B-3
Santa Fe Springs, CA 90670-2658
(310) 945-9390
(310) 945-6190 (Fax)

May 27, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

Dear: Hon. Linda Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other

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CHAIRMAN MORGAN

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To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" -- with unavoidable traffic curfews and train queuing east, west, north and south -- would be devastating to efficient rail operations. In short, the creation of another "Houston," with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

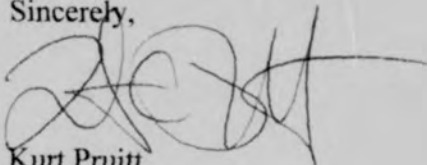
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Thank you for your assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kurt Pruitt', with a stylized, overlapping loop structure.

Kurt Pruitt
Western Regional Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Anthony Damelio
Aqua-Gulf Transport, Inc.
600 West Hillsboro Blvd.
Deerfield Beach, FL 33441

Dear Mr. Damelio:

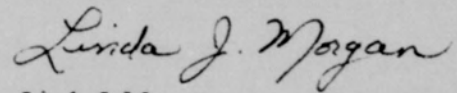
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is fluid and elegant, with the first and last names being more prominent than the middle initial.

Linda J. Morgan



AQUA-GULF TRANSPORT, INC.

600 West Hillsboro Blvd.
Deerfield Beach, FL 33441
Phone: (954) 420-0222
Fax: (954) 420-0889

FILE IN DOCKET

March 23, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

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SURFACE TRANSPORTATION
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OFFICE OF
CHAIRMAN MORGAN

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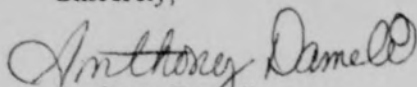
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Thank you for your assistance.

Sincerely,


Anthony D'Amelio

cc: The Hon. Rodney Slater
The Hon. Jolene Molitoris
The Hon. George Voinovich
Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Tom Hanson
Traffic Manager
Quad/Graphics
N63 W23075 Main Street
Sussex, WI 53089-2827

Dear Mr. Hanson:

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Linda J. Morgan

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QUAD/GRAPHICS

April 1, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

OFFICE OF
CHAIRMAN MORGAN

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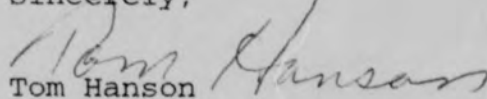
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Thank you for your assistance.

Sincerely,


Tom Hanson
Quad/Graphics, Inc.
Traffic Manager



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Ms. Heather J. Widmer
Transportation Manager
McGaw, Inc.
2525 McGaw Avenue
P.O. Box 19791
Irvine, CA 92623-9791

Dear Ms. Widmer:

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I will have your letter and my response made a part of the public record for this proceeding. I appreciate your interest in this matter.

Sincerely,

Linda J. Morgan

Linda J. Morgan

McGaw, Inc.

2525 McGaw Avenue

P.O. Box 19791

Irvine, California 92623-9791

Telephone: 714.660.2000

Fax: 714.660.2700

FILE IN DOCKET

McGaw

April 16, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

Via Fax: (202)565-9015

Dear Hon. Linda Morgan,

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

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Division of B. Braun Medical Inc.

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SURFACE TRANSPORTATION
BOARD
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OFFICE OF
CHAIRMAN MORGAN

The Hon. Linda Morgan
April 16, 1998
Page 2

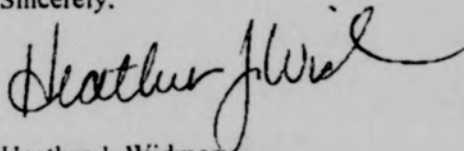
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Thank you for your assistance.

Sincerely,



Heather J. Widmer
Transportation Manager

HJW:hjw

cc: The Hon. Rodney Slater, Secretary, Fax (202)366-7202
The Hon. Jolene Molitoris, Administrator, Fax (202)632-3700
The Hon. George Voinovich, Governor, State of Ohio, Fax (614)466-9354
Mr. John Anderson, Chief Commercial Officer, CSX Transportation, Fax (904)359-7674



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Don Wilson
Director of Transportation
Birmingham Steel Corporation
Post Office Box 1208
Birmingham, AL 35201-1208

Dear Mr. Wilson:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

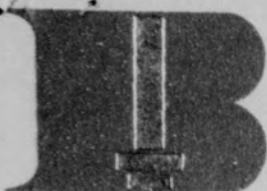
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Sincerely,

Linda J. Morgan
Linda J. Morgan



POST OFFICE BOX 1208
BIRMINGHAM, AL 35201-1208
PHONE (205) 970-1200
FAX (205) 970-1352

BIRMINGHAM STEEL CORPORATION

FILE IN DOCKET

OFFICE OF
CHAIRMAN MORGAN

APR 6 3 25 PM '98

RECEIVED
SURFACE TRANSPORTATION

April 2, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW, Suite 820
Washington, D.C. 20423

Dear Mrs. Morgan:

I am writing in response to the city of Cleveland's proposal to revise the operating plan submitted by the Norfolk Southern and CSX Railroads as part of the proposed Conrail acquisition. After review Birmingham Steel believes these changes to the original operating plan would have a significant adverse impact.

Birmingham Steel ships approximately 12,000 car loads of steel into and out of Cleveland annually, in addition to other rail traffic moving through Cleveland.

Our concerns are that the "flip" of the lines into Cleveland could create operating problems similar to or worse than the UP/SP experiences in the Houston area.

Also the costs and delays associated with the proposed fly-over would seriously negate the economies Birmingham Steel hopes to participate in with a NS/CSX Conrail acquisition.

Birmingham Steel appreciates your consideration of our views in this and any other proposed changes as originally presented to the Surface Transportation Board.

Sincerely,

Don Wilson
Director of Transportation

DW/rf



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. John E. Cumbee Sr.
President
Cumbee Freight Systems Inc.
P.O. Box 98
Orland Park, IL 60462

Dear Mr. Cumbee:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

As you may know, as part of the Surface Transportation Board's (Board) review of the proposal by CSX and NS to acquire Conrail, the Board's Section of Environmental Analysis (SEA) conducted an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. SEA was fully aware that these issues were of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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I will have your letter and my response made a part of the public record for this proceeding. I appreciate your interest in this matter.

Sincerely,

Linda J. Morgan
Linda J. Morgan



FREIGHT SYSTEMS INC.
"Simply the Best"

P.O. Box 98 • Orland Park, IL 60462
Phones (708) 229-0791 • Fax (708) 229-0797

FILE IN DOCKET

April 3, 1998

The Hon, Linda Morgan
Chairman
Surface Transportation Board
1925 K. Street, NW
Ste 820
Washington, D.C. 20423

RECEIVED
SURFACE TRANSPORTATION
BOARD
APR 6 3 26 PM '98
OFFICE OF
CHAIRMAN MORGAN

Dear Linda:

I write to express my serious concern about recent actions by the city of Cleveland Ohio that, if approved by the Surface Transportation Board (STB), would adversely affect shippers and customers who stand to benefit by the CSX/NS acquisition of Conrail.

As president of Cumbee I'm responsible for the annual movement of many Intermodal loads by CSX. We fear that the City of Cleveland's proposal to re-allocate lines previously assigned to NS and CSX could easily precipitate a traffic snarl similar to the current situation in Houston as each east/west train by either NS or CSX would run in conflict with the other.

Cleveland's proposal to relieve the line conflict (by building a 2 mile overhead bridge) will disrupt both rail and car/truck traffic for the 4 years it will take to complete. It's a complete mystery to us why the city seemingly wishes to do as much as it can to defeat the public benefits (enhanced service, better transit time, less truck traffic, reduced air pollution - highway maintenance -beneficial customer costs, etc.) which the original CSX/NS proposal deliver on Day 1.

Norfolk Southern has estimated that the state of Ohio alone could divert over 97 million truck miles to rail saving close to 12 million dollars in highway maintenance costs alone. Within three years of the CSX/NS plan implementation more than 1.1 million truckload of freight per year could be diverted from eastern and mid-western highways to the rails, saving 120 million gallons of diesel fuel annually.

CORPORATE OFFICE
P.O. Box 98
Orland Park, IL 60462
(800) 523-6177

BROKERAGE
1308 Trenton Avenue
Findlay, OH 45840
(800) 721-9771

EASTERN REGION
2099 Cherry Valley Road
Newark, OH 43055
(800) 809-3377

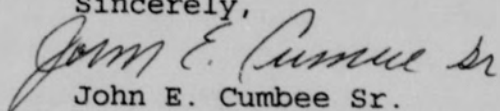
SOUTHERN REGION
P.O. Box 20752
St. Petersburg, FL 33702
(888) 428-6233

SOUTH WESTERN REGION
1237 East Utopia
Phoenix, AZ 85024
(888) 580-8099

The original CSX/NS filing with the STB represent the most effective line allocation and traffic routing through greater Cleveland. We would appreciate your timely assistance to ensure that the substantial benefits that would result from the Conrail acquisition are realized for both shippers and customers.

Thanks very much for your kind attention and support.

Sincerely,

A handwritten signature in cursive script, reading "John E. Cumbee Sr.", written in dark ink.

John E. Cumbee Sr.
Cumbee Freight Systems, Inc.
President



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Jaime Barba
Operations Manager
Buyers and Shippers Enterprises, Inc.
12500 E. Slauson Avenue
Unit B-3
Santa Fe Springs, CA 90670-2658

Dear Mr. Barba:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

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Linda J. Morgan

Linda J. Morgan



BUYERS

FILE IN DOCKET

A **SeaLand** Company

Buyers and Shippers Enterprises, Inc.
12500 E. Slauson Avenue
Unit B-3
Santa Fe Springs, CA 90670-2658
(310) 945-9390
(310) 945-6190 (Fax)

May 11, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

Dear: Hon. Linda Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

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To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" -- with unavoidable traffic curfews and train queuing east, west, north and south -- would be devastating to efficient rail operations. In short, the creation of another "Houston," with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

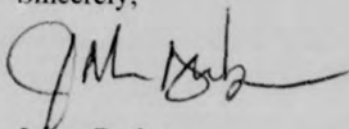
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The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most-effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jaime Barba', with a stylized flourish at the end.

Jaime Barba
Operations Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Patrick Briggs
Warehouse Administrator
Buyers and Shippers Enterprises, Inc.
12500 E. Slauson Avenue
Unit B-3
Santa Fe Springs, CA 90670-2658

Dear Mr. Briggs:

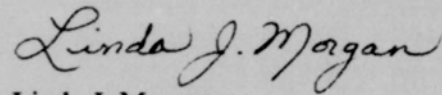
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Sincerely,

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Linda J. Morgan



BUYERS

FILE IN DOCKET

A **Sea/Land** Company

Buyers and Shippers Enterprises, Inc.
12500 E. Slauson Avenue
Unit B-3
Santa Fe Springs, CA 90670-2658
(310) 945-9390
(310) 945-6190 (Fax)

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1925 K Street, NW
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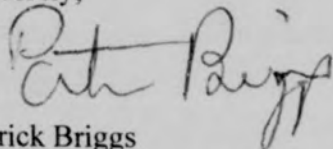
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Patrick Briggs
Warehouse Administrator

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. James R. Hurckes
Director of Transportation
Operations Pricing
Kraft Foods, Inc.
910 Mayer Avenue
Madison, WI 53704

Dear Mr. Hurckes:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

As you may know, as part of the Surface Transportation Board's (Board) review of the proposal by CSX and NS to acquire Conrail, the Board's Section of Environmental Analysis (SEA) conducted an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. SEA was fully aware that these issues were of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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Sincerely,

Linda J. Morgan

Linda J. Morgan



Kraft Foods

FILE IN DOCKET

CHAIRMAN MORGAN

APR 17 6 00 PM '98

RECEIVED
SURFACE TRANSPORTATION BOARD

James R. Hurckes
Director of Transportation
Operations Pricing
608.285.6730

April 13, 1998

The Honorable Linda Morgan, Chairman
Surface Transportation Board
1925 K Street NW Suite 820
Washington DC 20423

Dear Madam Chairman:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

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To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over", or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" -- with the unavoidable traffic curfews and train queuing east, west, north and south -- would be devastating to efficient rail operations. In short, the creation of another "Houston", with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

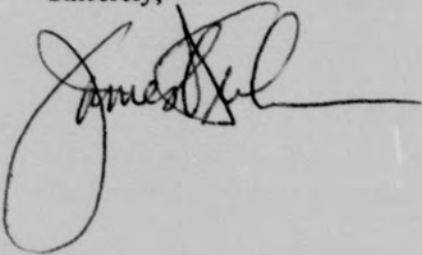
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The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "John Q. Anderson", with a large, sweeping loop at the end.

JRH28/dg

cc: John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville FL 32202



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Jeffrey L. Gunn
Transportation Manager
Corporate Office
Darling International Inc.
251 O'Connor Ridge Blvd., Suite 300
Irving, TX 75038

Dear Mr. Gunn:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

As you may know, as part of the Surface Transportation Board's (Board) review of the proposal by CSX and NS to acquire Conrail, the Board's Section of Environmental Analysis (SEA) conducted an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. SEA was fully aware that these issues were of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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I will have your letter and my response made a part of the public record for this proceeding. I appreciate your interest in this matter.

Sincerely,

Linda J. Morgan
Linda J. Morgan



FILE IN DOCKET

251 O'Connor Ridge Boulevard

Suite 300

Irving, TX 75038

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423
Fax (202) 565-0915
March 31, 1998

Subject: Conrail Integration – Cleveland OH.
CSX Transportation and Norfolk Southern Corporation

Honorable Chairman;

We are concerned about the dialogue surrounding the City of Cleveland, Ohio, and the city's proposal to redraw the original operating plan through the city.

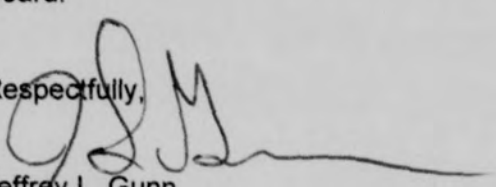
CSX Transportation (CSX) and Norfolk Southern (NSC) have proposed a workable plan that minimizes congestion and offers reliable service into and around Cleveland.

Our concern is the overall impact this "retooling" will have on the smooth and timely integration of Conrail properties – which we support.

Darling International believes CSX and NS have the expertise and functional capacity to make the original plan work to the benefit of all involved – the communities, the carriers and the shipping public. We cannot afford service disruptions or increased costs to our Cleveland markets during the integration process.

We support the CSX / NS operating plan as originally proposed to the Surface Transportation Board.

Respectfully,


Jeffrey L. Gunn
Corporate Office
Transportation Manager
251 O'Connor Ridge Blvd.
Suite 300
Irving, TX 75038
(972) 717-5520
Fax (972) 717-1959

972-717-0300

Fax: 972-717-1588

OFFICE OF
CHAIRMAN MORGAN

APR 8 1 41 PM '98

RECEIVED
SURFACE TRANSPORTATION
BOARD



251 O'Connor Ridge Boulevard

Suite 300

Irving, TX 75038

Cc: The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Washington, D.C. 20590
Fax (202) 366-7202

The Hon. Jolene Molitoris
Administrator
Federal Railway Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005
Fax (202) 632-3700

The Hon. George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266
Fax (614) 466-9354

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation – J120
500 Water Street
Jacksonville, FL 32202
Fax (904) 359-7674

972-717-0300

Fax: 972-717-1588



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. Wilson Lacy
Director, Operations
Marine Terminals Corporation
600 Harrison Street, Suite 200
San Francisco, CA 94107

Dear Mr. Lacy:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

As you may know, as part of the Surface Transportation Board's (Board) review of the proposal by CSX and NS to acquire Conrail, the Board's Section of Environmental Analysis (SEA) conducted an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. SEA was fully aware that these issues were of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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I will have your letter and my response made a part of the public record for this proceeding. I appreciate your interest in this matter.

Sincerely,

Linda J. Morgan
Linda J. Morgan

MARINE TERMINALS CORPORATION

600 HARRISON STREET • SUITE 200 • SAN FRANCISCO, CALIFORNIA 94107

PHONE (415) 777-5252 • (800) 676-5252 • FAX (415) 777-0106

Contracting Stevedores & Terminal Operators

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015

FILE IN DOCKET

OFFICE OF
CHAIRMAN MORGAN

APR 15 5 32 PM '98

RECEIVED
SURFACE TRANSPORTATION
BOARD

Dear: Hon. Linda Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

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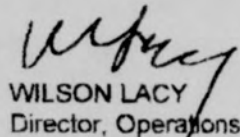
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Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,


WILSON LACY
Director, Operations

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. James R. Mishork
Manager
Rail & Intermodal Transportation
Del Monte Foods
P.O. Box 9004
Walnut Creek, CA 94598

Dear Mr. Mishork:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

As you may know, as part of the Surface Transportation Board's (Board) review of the proposal by CSX and NS to acquire Conrail, the Board's Section of Environmental Analysis (SEA) conducted an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. SEA was fully aware that these issues were of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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Sincerely,

Linda J. Morgan

Linda J. Morgan



James R. Mishork
Del Monte Foods
P. O. Box 9004
Walnut Creek, CA 94598

April 27, 1998

The Honorable Linda Morgan, Chairman
Surface Transportation Board
1925 K Street NW, Suite 820
Washington, D.C. 20423

FILE IN DOCKET

OFFICE OF
CHAIRMAN MORGAN

APR 30 4 46 PM '98

RECEIVED
SURFACE TRANSPORTATION
BOARD

Dear Madam Chairman:

Reference: Norfolk Southern/CSX Transportation Acquisition of Conrail // City of Cleveland Conditions

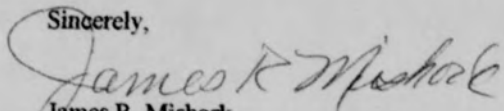
It has been brought to my attention that the city of Cleveland is attempting to impose certain limitations on the movement of rail traffic relative to the NS/CSXT acquisition of Conrail. These conditions include a swap of trackage between the NS and CSXT as well as a proposal to reroute rail traffic via a "fly over" bridge costing significant dollars and time to construct.

Del Monte Foods ships approximately 2,700 boxcars and 700 intermodal units annually between the West/Midwest and the Northeast that would be negatively impacted by Cleveland's proposal. It would add cost to the infrastructure that would undoubtedly be passed on to consumers. The disruption caused by such construction and massive changes in operations would create a nightmare situation similar to the one that continues to plague Del Monte Foods in Dallas and Houston with the Union Pacific/Southern Pacific merger.

I urge you to consider the negative impact on our transportation system when you deliberate on Cleveland's demands and oppose any plan that would further congest our rail infrastructure.

Thank you.

Sincerely,


James R. Mishork
Manager, Rail & Intermodal Transportation



Office of the Chairman

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

FILE IN DOCKET

July 14, 1998

Mr. George Schally
Vice President and General Manager
Olson Distribution Systems, Inc.
1144 North 62nd Street
P.O. Box 13069
Milwaukee, WI 53213

Dear Mr. Schally:

Thank you for your letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern (NS) and CSX, and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

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I will have your letter and my response made a part of the public record for this proceeding. I appreciate your interest in this matter.

Sincerely,

Linda J. Morgan

Linda J. Morgan



OLSON DISTRIBUTION SYSTEMS, INC.

1144 North 82nd Street
P.O. Box 13089
Milwaukee, Wisconsin 53213
(414) 778-3548
Fax (414) 778-3557

April 11, 1998

FILE IN DOCKET

The Hon. Linda Morgan,
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C., 20423

Dear Ms. Morgan:

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OLSON DISTRIBUTION SYSTEMS, INC.

1144 North 62nd Street
P.O. Box 13069
Milwaukee, Wisconsin 53213
(414) 778-3548
Fax (414) 778-3557

Page Two

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Thank you for you assistance.

Sincerely,

George Schally
Vice President & General Manager



OLSON TRUCK BROKERAGE

1144 North 62nd Street
P.O. Box 1069
Milwaukee, Wisconsin 53213
(414) 778-3520
(414) 778-3551

FAX TRANSMITTAL COVER SHEET

OUR FAX NO. IS (414-778-3557)

TOTAL NUMBER OF PAGES THREE INCLUDING COVER SHEET

DATE 4-11-98

TIME 5:45 P.M.

TO: THE HON. LINDA MORGAN

COMPANY SURFACE TRANSPORTATION BOARD

FROM GEORGE SCHALLY

WE ARE A NATIONALLY KNOWN SHIPPER'S AGENT

WE ARE A CERTIFIED COMMODITY BROKER, MC-168470-LTL & TRUCKLOAD

WE PROVIDE EXPERIENCED INDIVIDUALS TO EXPEDITE "OVER DIMENSIONAL"

RAIL CAR SHIPMENTS NATIONWIDE



STB FD-3388 7-6-88 JGDV



Office of the Chairman

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

FILE IN DOCKET

FD-33388

July 6, 1998

Mr. Curtis A. Wiley
Commissioner
Indiana Department of Transportation
100 North Senate Avenue, Room N755
Indianapolis, IN 46204-0238

Dear Commissioner Wiley:

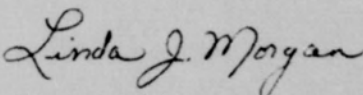
Thank you for your letter regarding the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding remains pending before the Surface Transportation Board (Board) as STB Finance Docket No. 33388.

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, as a condition of approval, the Board has voted to require CSX to implement several operational improvements and safety measures in the Four Cities Consortium area of Indiana to mitigate the environmental impacts resulting from the proposed transaction. These include installing constant time warning devices, rerouting several trains off the Pine Junction to Barr Yard rail line segment, and upgrading the track structure and signal systems to allow increased train speeds on the Pine Junction to Barr Yard rail line.

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



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue

Room N755

Indianapolis, Indiana 46204-2249

(317) 232-5533

FAX: (317) 232-0238

FILE IN DOCKET

FRANK O'BANNON, Governor

CURTIS A. WILEY, Commissioner

April 13, 1998

Writer's Direct Line

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

Dear Chairman Morgan:

I am writing to you on behalf of the Indiana Department of Transportation to share a concern that has come to my attention with regard to the pending application filed by CSX Transportation and Norfolk Southern Railroad and their proposed acquisition of Conrail. The acquisition filing is found in finance docket number 33388. The concerns relate to potential negative impacts on safety and roadway congestion in several communities in the northwest corner of Indiana.

In a recent meeting with officials from the communities of Gary, Hammond, East Chicago and Whiting, serious concerns were presented about potential crossing safety problems and congestion resulting from increasing train frequencies through the region. These communities (collectively, the Four City Consortium) have jointly filed comments and a request for conditions before the surface transportation board. The consortium has carefully studied the rail routing changes proposed in the acquisition filing and found several areas of concern.

They have identified several locations where train traffic levels are projected to increase significantly. Concerns have arisen because many of these locations have high numbers of at-grade highway-rail crossings. In the filing of comments and request for conditions, the Four City Consortium proposes an alternative routing plan through the region for the Surface Transportation Board to consider. The alternative routing would utilize a number of grade-separated tracks that could reduce congestion and improve safety.

The Indiana Department of Transportation supports the filing of comments and request for conditions presented by the Consortium. Northwest Indiana is one of the most highly developed manufacturing centers in the nation and contains some of the highest densities of highway and rail infrastructure. Safe, efficient rail

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BOARD
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OFFICE OF
CHAIRMAN MORGAN

The Honorable Linda J. Morgan

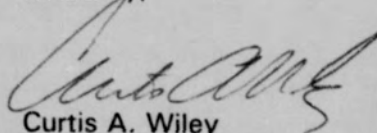
Page Two

April 13, 1998

service is critical to the continued strength of this region. INDOT feels that the alternative routing proposed by the Consortium deserves strong condition by the STB. We feel that the suggested changes could be beneficial to both the communities of Northwest Indiana and the railroads operating through them. INDOT wishes to encourage strong consideration of the proposal by the Consortium as it is reviewed by the Surface Transportation Board. INDOT stands ready to assist all parties in reaching a mutually beneficial solution.

Thank you for your consideration of this important matter.

Sincerely,



Curtis A. Wiley
Commissioner

CAW/pa

cc: The Honorable Robert Pastrick, Mayor of East Chicago
The Honorable Scott King, Mayor of Gary
The Honorable Duane Dedelow, Jr., Mayor of Hammond
The Honorable Robert Bercik, Mayor of Whiting
Cristine Klika, Deputy Commissioner, INDOT
Larry Goode, Chief, Intermodal Division
Ron Thomas, Manager, Rail Section

STB

FD-33388

6-1-98

J

ID-CITY

CSX CORPORATION

901 E. Cary Street, Richmond, VA 23219
(804) 782-1476

NORFOLK SOUTHERN CORPORATION

Three Commercial Place, Norfolk, VA 23510
(757) 629-2677

June 1, 1998

FD
33385

The Honorable Stanley J. Trupo
Mayor, City of Berea
11 Berea Commons
Berea, OH 44017

Dear Mayor Trupo:

The City of Berea, the Honorable Dennis Kucinich, CSX and Norfolk Southern have jointly developed this Agreement in Principle. This Agreement addresses issues raised about train operations proposed by CSX and NS through the City under the CSX and NS Operating Plans, for the Conrail transaction pending before the Surface Transportation Board. Underlying this Agreement is the parties' recognition that efficient rail transportation promotes economic development and the parties' desire for sound rail operations that promote the quality of life.

CSX and NS have reviewed various plans and options for the routing and the rerouting of train traffic in the Greater Cleveland area. After analysis of the options by CSX, NS, and others, the parties acknowledge the railroads' belief that the CSX and NS Operating Plans present the superior approach for train movements over Conrail's Lakeshore and Short Line routes, provided that the impacts associated with such movements can be mitigated in accordance with the principles outlined below. Accordingly, the parties adopt the following agreement and the City and Congressman Kucinich hereby state their support for the CSX and NS Application and their Operating Plans.

1. Funding of Capital Projects - CSX and NS agree to participate with the Federal government and the State of Ohio to fully fund construction of a rail-highway underpass at Front Street in Berea at an estimated total project cost of \$28 million. CSX further agrees to participate with the Federal government and State of Ohio to fully fund a rail-highway underpass at Bagley Road in Berea at an estimated total project cost of \$17 million. The Front Street and Bagley Road grade separations are referred to herein as the "Projects." These Projects will be consistent with, and complementary to, the CSX-NS Operating Plans as filed, and amended, with the Surface Transportation Board. In no case shall the combined CSX-NS obligations for these Projects be more than \$16 million. In no event is either CSX or NS responsible for any costs associated with studying or mitigating any environmental impacts from these Projects. However, by so agreeing, the signatories shall not be deemed to have waived rights as they may have with respect to

June 1, 1998

Page Two

mitigation ordered by the Surface Transportation Board irrespective of the agreed to Projects.

2. Hazardous Materials Safety - CSX and NS agree to develop hazardous materials safety programs in concert with the appropriate public agencies. These programs will include, but are not limited to, joint training and notification and response procedures designed to minimize risks which may result from the transportation of hazardous materials.

3. Noise Mitigation - Consistent with definitions and criteria used by the Surface Transportation Board in its environmental process, CSX and NS agree to work cooperatively with the City to mitigate, at no cost to the City, increased noise levels from increased train traffic which may occur in certain areas. CSX and NS have retained independent consultants to conduct studies to determine the extent to which increased train traffic will impact the communities. CSX and NS will apply the results of such studies to determine the location and type of noise mitigation measures warranted, if any, and will consult with the City over the scope of the study area, final design and maintenance of any noise mitigation should such mitigation measures be warranted.

4. The City has raised a concern with respect to the condition of the Rocky River railroad bridges. CSX and NS commit to inspect their respective bridges as to their structural integrity and discuss with the City appropriate measures that may be warranted, consistent with applicable laws, regulations, and contractual obligations governing the structures.

5. The Front Street grade separation project may involve the purchase of property. To the extent that either railroad takes title to such property, and subject to the railroads' requirement for such property, CSX and NS agree to discuss with the City the potential donation of unused, residual property to the City.

6. CSX, NS and the City further agree to develop a work plan for items 1-5 no later than 90 days from the Closing Date. CSX, NS and the City agree to establish an Official Advisory Committee which shall consist of a representative from CSX, NS, the office of the Hon. Stanley Trupo and the office of the Hon. Dennis Kucinich to oversee development of the work plan; implementation of items 1-5 above; and to review issues which may, from time to time, arise among the parties.

In exchange for these commitments, the City and Congressman Kucinich will indicate their support for the transaction before the Surface Transportation Board and other state and federal agencies. CSX, NS, the City and Congressman Kucinich will make a joint filing of these arrangements with the STB. Of course, these commitments are conditioned upon CSX and NS being able to secure the STB's approval of the Conrail transaction and to implement the CSX/NS Operating Plan, as proposed by CSX and NS, that will move CSX trains over the Short Line and to the Collinwood terminal, and NS trains over Conrail's Lakeshore Line and the Cloggsville Route. This agreement

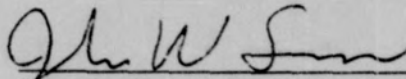
June 1, 1998

Page Three

supercedes any prior filings or requests for conditions made by the City of Berea or Congressman Kucinich with the STB relating to environmental effects of the transaction on Berea.

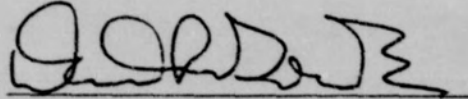
If this Agreement is acceptable, kindly indicate your agreement on or before 5:00 p.m. Tuesday, June 2, 1998, in the space provided below.

Sincerely,



John W. Snow, CSX

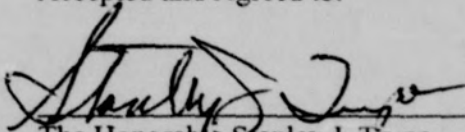
Chairman, President and Chief Executive Officer



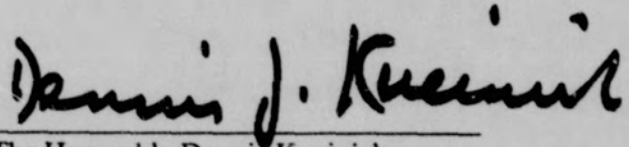
David R. Goode, Norfolk Southern

Chairman, President and Chief Executive Officer

Accepted and Agreed to:



The Honorable Stanley J. Trupo
Mayor, City of Berea



The Honorable Dennis Kucinich
United States House of Representatives

STB

FD-33388

4-28-98

J

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OF

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April 22, 1998

FILE IN DOCKET



40-33388

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015

3 Corporate Park Drive
Suite 240
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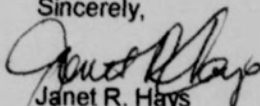
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Thank you for your assistance.

Sincerely,


Janet R. Hays
Intermodal Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998



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Chairman
Surface Transportation Board
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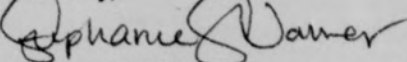
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Thank you for your assistance.

Sincerely,



Stephanie Vollmer
Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998



The Hon. Linda Morgan
Chairman
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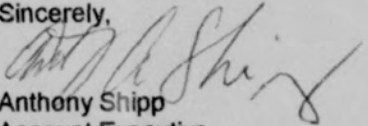
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Sincerely,



Anthony Shipp
Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

C. H. ROBINSON COMPANY

April 22, 1998



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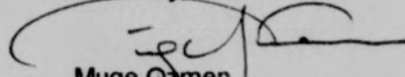
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Account Executive

cc: The Hon. Rodney Slater
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April 22, 1998



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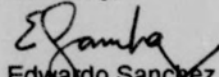
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Sincerely,


Eduardo Sanchez
International Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
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April 22, 1998



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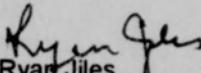
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Ryan Jiles
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cc: The Hon. Rodney Slater
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C. H. ROBINSON COMPANY

April 21, 1998



The Hon. Linda Morgan
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1925 K Street, NW
Suite 820
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Fax: (202) 565-9015

6727 Flanders Drive
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San Diego, CA
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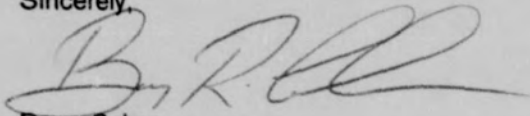
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Thank you for your assistance.

Sincerely,

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

Barry Cohen
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

C. H. ROBINSON COMPANY

April 22, 1998



The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
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Fax: (202) 565-9015

3 Corporate Park Drive
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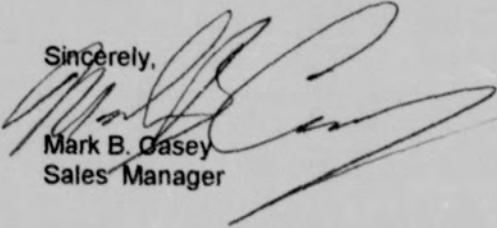
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Thank you for your assistance.

Sincerely,



Mark B. Casey
Sales Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



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Sincerely,

Ed Hidalgo
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

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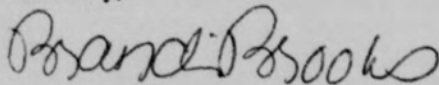
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Thank you for your assistance.

Sincerely,



Brandi Brooks
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

C. H. ROBINSON COMPANY

April 21, 1998



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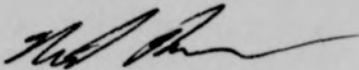
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Nick Harms
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



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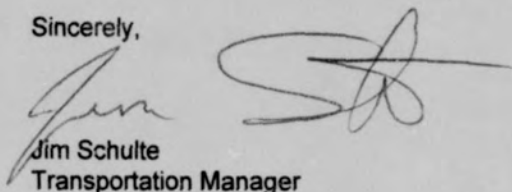
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Jim Schulte
Transportation Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



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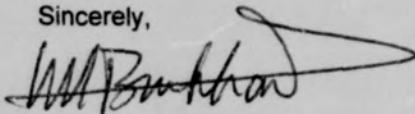
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Sincerely,

A handwritten signature in dark ink, appearing to read "Mike Burkhart", with a long, sweeping horizontal stroke extending to the right.

Mike Burkhart
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Monitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson



April 22, 1998

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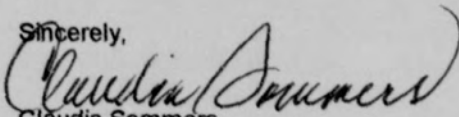
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Sincerely,



Claudia Sommers
Branch Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
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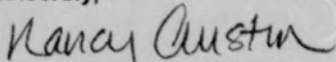
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Thank you for your assistance.

Sincerely,



Nancy Austin
Executive Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson



April 21, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015

6727 Flanders Drive
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fax 619.453.4868

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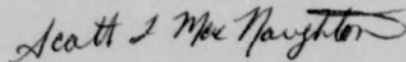
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Thank you for your assistance.

Sincerely,



Scott MacNaughton
LTL/Truckload Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

C. H. ROBINSON COMPANY

SURF.

TRANSPORTATION

APR 1

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CHAIR

MORGAN



March 24, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, N.W.
Suite 820
Washington, D.C. 20423

Executive Offices
8100 Mitchell Road
Eden Prairie, MN
55344-2248
612.937.8500
fax 612.937.7809

Dear Ms. Morgan:

My name is Thomas D. Perdue and I serve as Vice President Intermodal for C.H. Robinson Worldwide, one of the largest third party transportation and logistics companies in the world, with revenues approaching two billion dollars. My primary responsibility is the management of all aspects of Robinson's intermodal and rail business. This responsibility encompasses marketing, sales, operations, rail and truck negotiations, and equipment management. I am writing to express my concerns regarding actions by the City of Cleveland that would negatively impact the potential benefits of CSX and Norfolk Southern's acquisition of Conrail.

First of all, I believe that Cleveland's position and opposition to the Conrail acquisition plan represents a defacto challenge to the historic legal rights of interstate commerce over local concerns. It is the STB's responsibility to determine the ultimate benefits and values of the CSX and Norfolk Southern plans on a national transportation basis. It would be inappropriate to compromise those benefits in favor of local desires.

Further, Cleveland's proposed solution to "flip" some trackage and reroute trains is simply not practical, particularly from an economic perspective. Projected capital costs to support the Cleveland recommendation are prohibitive, not to mention the long term negative impact on operating expense. And the impact on competitiveness is not realistically addressed.

Their filing does not demonstrate that the Cleveland interests have analyzed the Conrail acquisition plan from a balanced transportation viewpoint. Specifically, the efficiencies to be gained from the acquisition should lead to a much more truck competitive rail network in the Northeast, and this can result in overall environmental gains due to significant diversion of truck traffic from the highway to the rails.

And finally, one has to ask, do the Cleveland proposals truly resolve the expressed concerns of the local groups or do they simply shift the problem elsewhere, potentially leading to further

Surface Transportation Board

March 24, 1998

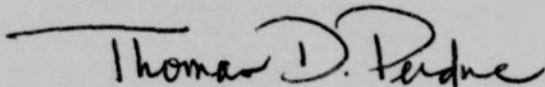
page 2

disputes? The most constructive path is for the Cleveland interests and the CSX and Norfolk Southern to develop a plan that addresses some of the local concerns while avoiding the outrageous cost and anti-competitive potential of the current Cleveland offered "solutions". This implies compromise, but that is the basis of "win, win" solutions.

In summary, we encourage the STB to not allow the potential benefits to the shipping community that will result from the CSX and NS acquisition of Conrail to be lost by resolving the local Cleveland concerns on their terms. The community and the railroads should be strongly encouraged to craft a compromise that ultimately avoids the negative cost and service impact of the present Cleveland proposal. Most importantly, the legal precedence of interstate commerce over local interests must be preserved.

Thank you for your assistance.

Sincerely

A handwritten signature in black ink, reading "Thomas D. Perdue". The signature is fluid and cursive, with a long horizontal line extending from the start of the name.

Thomas D. Perdue
Vice President Intermodal

cc: Mr. John Q. Anderson
Chief Commercial Officer CSXT

April 22, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
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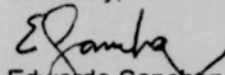
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Thank you for your assistance.

Sincerely,


Eduardo Sanchez
International Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998

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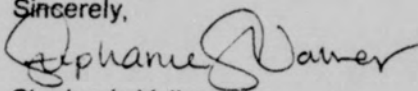
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Stephanie Vollmer
Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998

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 Chairman
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 1925 K Street, NW
 Suite 820
 Washington, D.C. 20423
 Fax: (202) 565-9015



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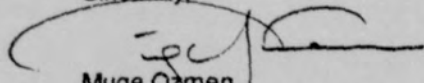
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cc: The Hon. Rodney Slater
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April 22, 1998



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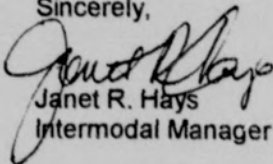
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Sincerely,


Janet R. Hays
Intermodal Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998

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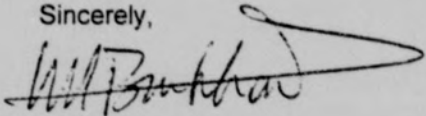
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Sincerely,

A handwritten signature in dark ink, appearing to read "Mike Burkhart", with a long, sweeping horizontal stroke extending to the right.

Mike Burkhart
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998

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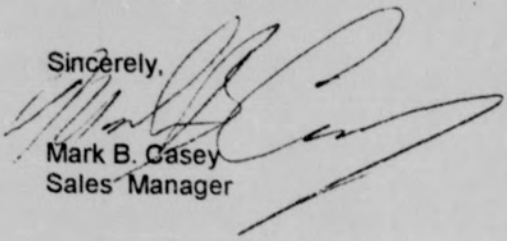
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Thank you for your assistance.

Sincerely,



Mark B. Casey
Sales Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015



6727 Flanders Drive
Suite 228
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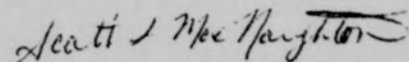
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Sincerely,



Scott MacNaughton
LTL/Truckload Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

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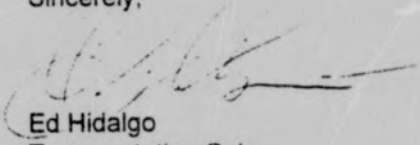
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Sincerely,


Ed Hidalgo
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
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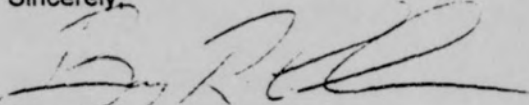
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Sincerely,



Barry Cohen
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

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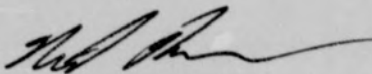
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Nick Harms
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998

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Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015



3 Corporate Park Drive
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92606-5111
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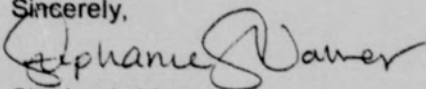
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Stephanie Vollmer
Account Executive

cc: The Hon. Rodney Slater
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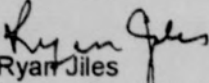
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Sincerely,


Ryan Jiles
Intermodal Sales

cc: The Hon. Rodney Slater
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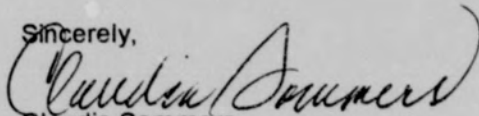
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Sincerely,



Claudia Sommers
Branch Manager

cc: The Hon. Rodney Slater
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Thank you for your assistance.

Sincerely,



Jim Schulte
Transportation Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998



The Hon. Linda Morgan
 Chairman
 Surface Transportation Board
 1925 K Street, NW
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 Washington, D.C. 20423
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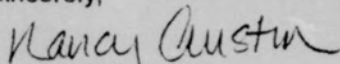
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Sincerely,



Nancy Austin
Executive Sales

cc: The Hon. Rodney Slater
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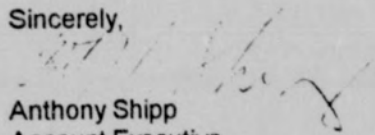
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Anthony Shipp
Account Executive

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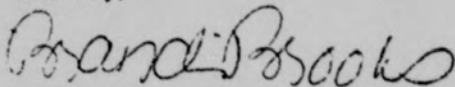
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Brandi Brooks
Transportation Sales

cc: The Hon. Rodney Slater
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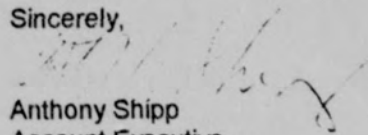
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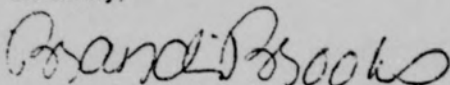
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Brandi Brooks
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

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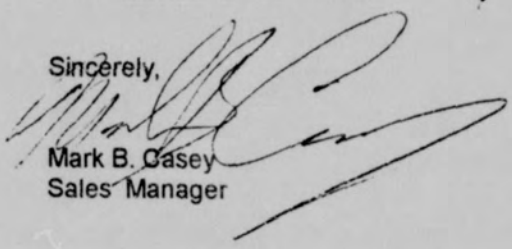
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Sincerely,



Mark B. Casey
Sales Manager

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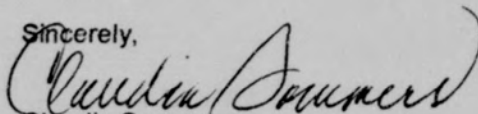
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Thank you for your assistance.

Sincerely,



Claudia Sommers
Branch Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015



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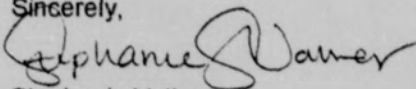
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Thank you for your assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Stephanie Vollmer".

Stephanie Vollmer
Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



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Chairman
Surface Transportation Board
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6727 Flanders Drive
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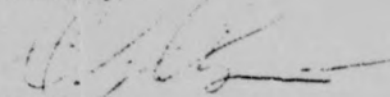
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Thank you for your assistance.

Sincerely,



Ed Hidalgo
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson



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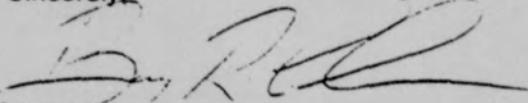
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Sincerely,



Barry Cohen
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

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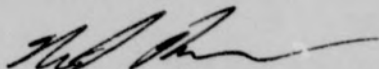
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Sincerely,



Nick Harms
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998



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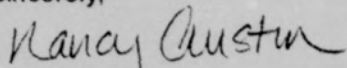
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Nancy Austin
Executive Sales

cc: The Hon. Rodney Slater
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cc: Mr. John Q. Anderson

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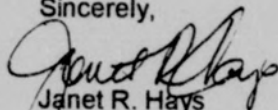
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Sincerely,


Janet R. Hays
Intermodal Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



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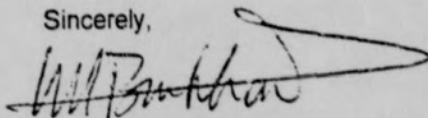
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A handwritten signature in dark ink, appearing to read "Mike Burkhart", with a long, sweeping horizontal stroke extending to the right.

Mike Burkhart
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

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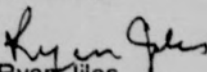
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Thank you for your assistance.

Sincerely,


Ryan Jiles
Intermodal Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998



The Hon. Linda Morgan
Chairman
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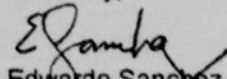
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Eduardo Sanchez
International Sales

cc: The Hon. Rodney Slater
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cc: Mr. John Q. Anderson

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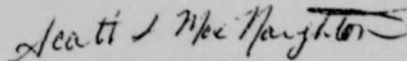
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Sincerely,



Scott MacNaughton
LTL/Truckload Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

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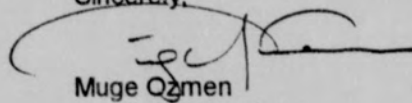
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Muge Ozmen
Account Executive

cc: The Hon. Rodney Slater
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cc: Mr. John Q. Anderson

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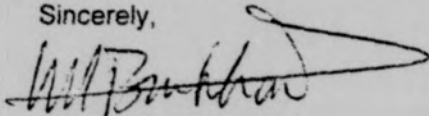
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A handwritten signature in dark ink, appearing to read "Mike Burkhart", with a long, sweeping horizontal stroke extending to the right.

Mike Burkhart
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



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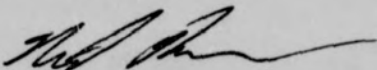
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Nick Harms
Transportation Sales

cc: The Hon. Rodney Slater
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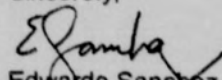
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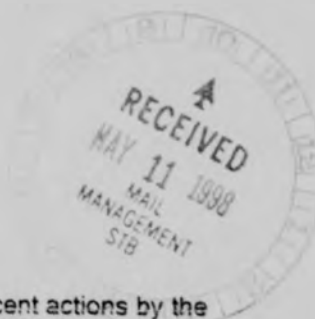
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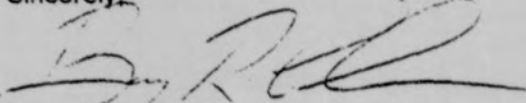
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Barry Cohen
Transportation Sales

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SURFACE TRANSPORTATION
BOARD
MAY 11 2 45 PM '98
OFFICE OF
CHAIRMAN MORGAN



the creation of another "Houston," with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

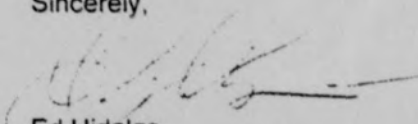
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Thank you for your assistance.

Sincerely,


Ed Hidalgo
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

6727 Flanders Drive
Suite 228
San Diego, CA
92121-2926
619.453.6699
800.347.7060
fax 619.453.4868

April 21, 1998



The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015



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CHAIRMAN MORGAN

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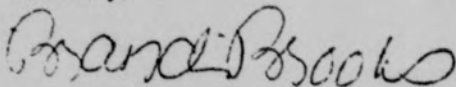
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Thank you for your assistance.

Sincerely,



Brandi Brooks
Transportation Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015



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Thank you for your assistance.

Sincerely,



Jim Schulte
Transportation Manager

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998



The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015



3 Corporate Park Drive
Suite 240
Irvine, CA
92606-5111
714.252.0251
800.999.2450
fax 714.252.1549

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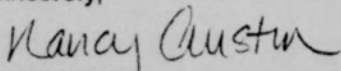
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Thank you for your assistance.

Sincerely,



Nancy Austin
Executive Sales

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 21, 1998



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Chairman
Surface Transportation Board
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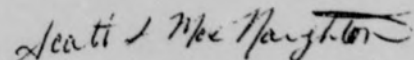
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Sincerely,



Scott MacNaughton
LTL/Truckload Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

April 22, 1998



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Chairman
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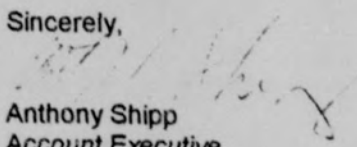
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Thank you for your assistance.

Sincerely,


Anthony Shipp
Account Executive

cc: The Hon. Rodney Slater
cc: The Hon. Jolene Molitoris Administrator
cc: The Hon. George Voinovich Governor
cc: Mr. John Q. Anderson

STB

FD-33388

4-15-98

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ID-BUSINESS



KINETIC RESOURCES U.S.A.

"ENERGY IN MOTION"

FILE IN DOCKET

FD-33388

April 6, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

FAX (202) 565-9015

OFFICE OF
CHAIRMAN MORGAN

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BOARD

RE: CSX / NORFOLK SOUTHERN (NS) ACQUISITION OF CONRAIL

It has come to our attention that the City of Cleveland has now proposed a "Flip" of the allocated Conrail lines in Cleveland, between CSX and NS, due to concern for increased traffic through residential communities.

As a major shipper of LPG's from the Sarnia, Ontario and Marysville Michigan area, the threat of costly delays is a grave concern. The allocation of lines and the routing of traffic through greater Cleveland should represent the most cost-effective, less disruptive plan. It is our belief that the original proposal contained in the CSX / NS filing with the STB would achieve these objectives.

The proposed "Flip" of lines and subsequent construction of a 2-mile long "fly-over" or overhead bridge can only cause a devastating bottleneck of our rail traffic. We all watch in horror as traffic problems continue to multiply on the UP/SP lines, and virtually has ground to a halt in the Houston area.

The severity of this situation has impacted Kinetic and our customers, we can only hope that the STB adopts the appropriate plan to ensure the free-flow of traffic with the least disruptive transition.

Sincerely

A handwritten signature in cursive script that reads "Diana L. Speed".

Diana L. Speed
General Manager, Transportation



R91561@aol.com on 06/06/98 03:52:08 PM

FILE IN DOCKET

To: Linda Morgan/STB
cc:
Subject: alternative solution to train problem

I would like for you to strongly consider the proposed Alternative Plan for the railroads. I live here in Hessville and the hours that are wasted on waiting for the trains to pass through are unlimited. A safety concern is the children that have to cross over the tracks in the morning to get to school on time, if there are more trains coming through we have the potential of more children getting hurt.

I just recently observed a fire truck trying to get through. He had to turn around and try to go around the train 3 blocks over. By the time he got to that point, the train was there. Hopefully, no one was bad hurt by the time the fire trucks got to the point of need. If you would vote for the alternative solution, I think lives could be saved yet the railroad transportation would not be decreased.

Thanking you in advance for your support,

Rhonda L. Warren
A Concerned Citizen

OFFICE OF
CHAIRMAN MORGAN

JUN 10 12 03 PM '98

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NLO4J@aol.com on 06/04/98 01:21:45 PM

FILE IN DOCKET

To: Linda Morgan/STB
cc:
Subject: Rail routes

Dear Chairman Morgan:

I am writing to you to voice my support of the Four Cities Consortium Alternative Plan regarding railroads in my area. Our area is already troubled with trains blocking crossings in our city every day and I support any plan which would reduce, not increase this number. It is very dangerous when emergency vehicles cannot get across the rail crossings.

Once again, I urge you to consider the Alternative rail route and not the one originally proposed. It could prove fatal to someone in need of help. Thank you for your time and consideration.

Sincerely,

Mrs. Nancy Orlando
Hammond, IN

OFFICE OF
CHAIRMAN MORGAN

JUN 10 12 03 PM '98

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SURFACE TRANSPORTATION

Author: lena7@stratos.net at Internet

Date: 3/12/98 7:27 AM

Priority: Normal

TO: Alice Alexander at OSTEXEC

Subject: please support cleveland families and neighborhoods!

FILE IN DOCKET

I am writing out of concern regarding the plans by CSX to send more trains through Cleveland's "railroad corridor". I live in Lakewood, Ohio, and my house is less than 750 feet from tracks which are already frequently used. Day and night, trains run through my neighborhood, often as many as 10-20 per day. I am asking that the Honorable Rodney Slater, Secretary of the Department of Transportation, not support the CSX plan. Currently, the plan is based upon a study that does not yet exist. CSX has also failed to inform the community how many Cleveland jobs will be added, if any by the plan. As well, noise levels (which are already fairly high due to the current train traffic) will be tripled, neighborhood traffic will be considerably slowed and clogged as we wait for up to 10 minutes at each crossing as more and more trains pass, and the transport of hazardous materials will increase by thousands of carloads. Obviously, the property values of many Cleveland neighborhoods will decrease substantially. Lakewood is where we live, let our children play, grow our gardens, and pay taxes. Please do not support CSX in their effort to make money by jeopardizing our living conditions and safety. I

thank you for your attention.

-Lena R. Liberman

OFFICE OF
CHAIRMAN MORGAN

APR 13 11 31 AM '98

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Phil Przybylinski <phillip@netnitco.net> on 06/05/98 12:25:24 AM

To: Linda Morgan/STB
cc:
Subject: Support for Four Cities Consortium in Northwest Indiana

FILE IN DOCKET

Chairman Linda Morgan,

My wife and I support the plans that the Four Cities Consortium have proposed for the relocation of the railroad lines through northwest Indiana communities. The acquisition of Conrail by the Norfolk Southern and the CSX railroads shouldn't be allowed to have an adverse effect on the people of northwestern Indiana! Since an alternate plan can eliminate traffic problems caused by increased railroad line usage, we urge the STB make it a requirement of the acquisition that both railroads be required to work out an agreeable route plan with all communities in northwest Indiana.

Yours truly,

Phil and Sharon Przybylinski

phillip@netnitco.net

OFFICE OF
CHAIRMAN MORGAN

JUN 10 12 03 PM '98

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"William J. Lunsford" <btlunsz@netnitco.net> on 06/05/98 11:10:48 AM

To: Linda Morgan/STB
cc:
Subject: Alternative Plan of the four cities

FILE IN DOCKET

Dear Chairman Linda Morgan:

I urge you not to allow the railroads to choke the life out of Northwest Indiana. Please adopt the Alternative Plan of the four cities. We have enough problems without adding more.

Sincerely,
William J. Lunsford
Munster, Indiana

OFFICE OF
CHAIRMAN MORGAN

JUN 10 12 03 PM '98

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BOARD



RTZACNY@aol.com on 06/05/98 02:41:18 PM

FILE IN DOCKET

To: Linda Morgan/STB
cc:
Subject: railroad traffic

Ms. Morgan:

It is inconceivable to me that train traffic could actually increase here in the Calumet Region. The current situation is nearly impossible. If traffic increases the quality of life, already low, will continue to decline. I've been a resident of Northwest Indiana for 44 years and the trains have been a continual cross to bear. If train traffic increases my family and I will give serious thought to relocation. Please help us. You cannot imagine the negative impact more train will have on safety and living standards.

Thank You,

Robert T. Zacny

OFFICE OF
CHAIRMAN MORGAN

JUN 10 12 03 PM '98

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SURFACE TRANSPORTATION



"e.simmons" <simmonem@juno.com> on 06/05/98 11:28:45 PM

Please respond to simmonem@juno.com

To: Linda Morgan/STB

cc:

Subject: Northwest Indiana rail crossings

FILE IN DOCKET

--Dear Ms. Morgan,

I am writing to urge you to accept the recommendation of the consortium of Mayors from the cities of Hammond, East Chicago, Gary, and Whiting to restrict the railroads to corridors designated by the cities.

As a Hammond resident, I have endured the frustration of waiting at many crossings while trains have passed (or idled) on the tracks. I've been late for class (I just graduated from Purdue Calumet), more than once. I've counted cars as I've waited (Some are more than 100 cars long).

I've watched as frustrated drivers weave around the lowered gates because they don't want to wait for the train. I've read news accounts of those who misjudge.

While I realize that trains are an integral part of the economy of Northwest Indiana, I also realize that moving them to certain alternative routes will not affect their bottom lines much.

Please consider the thousands of us who live with these trains daily, and listen to the pleas of Mayors Dedelow, Pastrick, King, and Bercik. In this case, I wholeheartedly agree with them.

Sincerely,

Elizabeth Morgan Simmons

MZ

CHAIRMAN
CHAIRMAN MORGAN

JUN 10 12 03 PM '98

RECEIVED
SURFACE TRANSPORTATION



Stoney Bozsiko <stojo@netnitco.net> on 06/08/98 05:43:05 PM

To: Linda Morgan/STB
cc:
Subject: Railroad increase!

FILE IN DOCKET

Dear Linda Morgan,

I am an individual that lives in Hessville in the 2700 block of Martha Street right behind Vantils food mart. I live right next to the tracks. First of all there has been a major increase in railroad traffic within the last few years. With this increase of trains there has been a significant increase of automobile traffic on this street, and on all surrounding streets at railroad crossings.

My street is a short street with one northern bound turn. We, just like other areas, have youngsters that play in their yards.

Because of the increase of trains, our street has received more cars, increasing the possibilities of accidents to not only us but to our children.

I understand the need for trains and economy, but with the other options the railroads have, I do not see increasing the traffic at at-grade crossings need to be the solution. We need to decrease this traffic so individuals, along with emergency vehicles, are able to travel through town and get to their destinations without these outrageous delays we are having now.

I, myself, have have seen a train to two trains at a time on just these tracks by my house every ten to fifteen minutes within a couple hour span. I was stopped by one train on 165th street for over an hour just last winter. These kind of delays are unnecessary, let alone frustrating.

For a change I agree with the mayors and feel the railroads can use the alternative plan.

Thank You

OFFICE OF
CHAIRMAN MORGAN

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10-30-97

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FD 333 88

BROTHERHOOD OF LOCOMOTIVE
ENGINEERS IN SHREVEPORT
1130 COMMERCE STREET
SHREVEPORT, LOUISIANA 71101



SURFACE TRANSPORTATION BOARD
1925 KAY ST. N.W.
WASHINGTON.DC 20423-0001

ATTN: VERNON WILLIAMS

Dear Mr. Williams,

Were writing to you in regards to U.P. takeover of S.P. and S.S.W. R railroads. This take has been disasterous ever since the railroads have been talking about it. This so called merger has disrupted families, crews, and even to the point where freinds and union members have lost ther lives..

The new Hub and Spoke system has caused members to relocate to areas where ther is no way they or there family are going to be happy. Many families are having to split up due to the fact that their spouses are working and established retirement rights with another company.

Besides the fact that that we have to put up with the harrassment of the crew callers and the officers we beg of you and committee to abolish this so called merger.

Mr. Williams please excuse the informal typing and spelling for this is not my cup of tea. As for this letter, I think that you get the point, for there are many-many people that feel this way.

THANK YOU FOR YOUR TIME
AND CONSIDERATION,

Rick G. Hudson