

STB

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PUBLIC



Office of the Chairman

86 . . .
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

August 7, 1997

Ms. Maryann E. Pettit
128 Printz Avenue
Norwood, PA 19074

Dear Ms. Pettit:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

August 1, 1997

Surface Transportation Board
Attn: Linda Morgan
1925 K Street, NW
Washington, D.C. 20423

OFFICE OF
CHAIRMAN MORGAN

AUG 6 3 21 PM '97

RECEIVED
SURFACE TRANSPORTATION

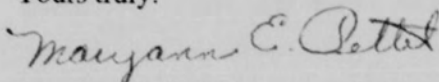
Subject: Acquisition of Conrail by CSX & Norfolk Southern

As we agreement employees see all the written word about how management will receive ample (to say the least) sums of money in severance packages I wonder what the agreement employees will finally receive. With over 37 years of service going from PRR, PC to Conrail, many sacrifices were made by ALL employees to make Conrail the profitable company that it is today. It really is discouraging when nothing is even mentioned about the agreement employee, it's almost like we don't exist.

I hope everyone involved in the acquisition of Conrail takes the agreement employees into consideration when distributing financial packages. Please work for the best interest of ALL employees.

Thank you.

Yours truly.



Maryann E. Pettit
128 Printz Avenue
Norwood, Pa. 19074

STB

FD

33388

8-5-97

J

PUBLIC

Eve Abraham
8930 Blade Circle
Columbia, MD



The City College of New York • CUNY • 150TH ANNIVERSARY



U.S. Surface Transport Board
1925 K St, NW Suite 700
Washington, DC

20423



Re: Docket # FD 33388 7/30/97

I am writing to express my support for the CSX/Norfolk Southern acquisition of Conrail. This will make highways safer and our air cleaner by diverting freight traffic from truck to rail.

Thank you,
Eve Abraham

STB

FD

33388

8-5-97

J

PUBLIC



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Locket
FD-33388

August 6, 1997

Ms. Verdi M. Muchison
25 Hepburn Lane
Willingbord, NJ 08046

Dear Ms. Muchison:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:
CHAIRWOMAN LINDA MORGAN.
1925 K STREET, NW
WASHINGTON D.C. 20423

FROM:
VERDI NI NICH/SDN
25 HEPBURN LANE
WILMINGTON N.J. 08046

THE HONORABLE LINDA MORGAN, CHAIRWOMAN,

I am a member of the Transportation Communications Union - a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$ 22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1983, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, "Without it, we could not have saved the company."

We worked just as hard as management to make this Railroad a success and now that we have succeeded, the union employees are on the outside looking in.

Management claims that union members will be receiving six years salary under the labor agreement called New York Dock. Past history has shown that it is extremely difficult to fulfill the requirements of that agreement in order to collect anything.

You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Verdi N. Nichol

RECEIVED
SURFPORT ADMINISTRATION
AUG 5 10 10 AM '91

TO:
CHAIRWOMAN LINDA MORGAN.
SURFACE TRANSP. BOARD
1925 K. STREET, NW
WASHINGTON, D.C. 20423

FROM:
VERDI M. NICHISON
25 HEPBURN LANE
WILMINGTON N.J. 08046

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Sincerely Yours,

Verdi M. Nicholson



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 6, 1997

Mr. Carl Walp
337 Frankford Ave.
Blackwood, NJ 08012

Dear Mr. Walp:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

FROM:

LINDA MORGAN
1925 K STREET NW
WASHINGTON DC 20423

CARL WALP
337 FRANKFORD AVE
BLACKWOOD NJ 08012

THE HONORABLE CHAIRWOMAN LINDA MORGAN

I am a member of the Transportation Communications Union - a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Carl Walp
34 YEARS SERVICE



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 6, 1997

Mr. Robert M. Kloter
8426 Strahle Terrace
Philadelphia, PA 19111

Dear Mr. Kloter:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Surface Transportation Board
Chairwoman Linda Morgan
1925 K Street NW
Washington, D.C. 20423

FROM:

Robert M. Kloter
8426 Stashe Terrace
Philadelphia Pa.
19111

THE HONORABLE

Linda Morgan :

I am a constituent of yours and have been for many years. I am writing to you because, as you are aware, Philadelphia-based Consolidated Rail Corporation will be split by two other railroads the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

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Sincerely Yours,

Robert M. Kloter
Consolidated Rail Corp.

RECEIVED
SURFACE TRANSPORTATION
BOARD
AUG 5 1987



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 6, 1997

Ms. Jacqueline J. Crowe
111 Aberdare Lane
Exton, PA 19341

Dear Ms. Crowe:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

Linda Morgan, Chairwoman
Surface Transportation Board
1925 K Street, N.W.
Washington, D. C. 10423

111 Aberdare Lane
Exton, Pennsylvania, 19341
July 3, 1997

CHAIRMAN MORGAN

AUG 5 10 14 AM '97

RECEIVED
SURFACE TRANSPORTATION

CHAIRWOMAN, Linda Morgan

I am writing to you because, as you are aware, the Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CST.

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Sincerely yours,

Jacqueline J. Crowe
Jacqueline J. Crowe



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Rocket-
FD-33388

August 6, 1997

P. Van Hekle
803 Penna Ave.
New Castle, DE 19720

Dear P. Van Hekle:

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:
SURFACE TRANSPORTATION BOARD
LINDA MORGAN
1925 K STREET N.W.
WASHINGTON, D.C. 20423

FROM: P. VAN HECKE
803 PENNA AVE
NEW CASTLE - DEL
19720

THE HONORABLE LINDA MORGAN :

I am writing to you because, as you are aware, the Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion.

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Sincerely Yours,

P. Van Hecke

RECEIVED
SURFACE TRANSPORTATION
AUG 5 10 11 AM '87



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Locket
FD - 33388

August 6, 1997

C.F. Stepnowska
1355 East Montgomery Ave.
Philadelphia, PA 19125

Dear C.F. Stepnowska:

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Linda Morgan Chairwoman
Surface Transportation Board
1925 K Street NW
Washington DC 20423

FROM:

C.F. STEPNOWSKA
1355 East MONTGOMERY Ave
PHILA. PENNA
19125

THE HONORABLE

Linda Morgan

I am a constituent of yours and have been for many years. I am writing to you because, as you are aware, Philadelphia-based Consolidated Rail Corporation will be split by two other railroads the Norfolk Southern and the CSXT.

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C.F. Stepnowska

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Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Lockit
FD-33388

August 6, 1997

Ms. Margaret L. Rogers
5658 Windsor Avenue
Philadelphia, PA 19143

Dear Ms. Rogers:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan.

TO:

FROM:

CHAIRWOMAN LINDA MORGAN
1925 K STREET, NW
WASHINGTON, D.C. 20423

Margaret L. Rogers
5658 Windsor Avenue
Philadelphia, PA 19143

THE HONORABLE LINDA MORGAN :

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Margaret L. Rogers

RECEIVED
SUPERVISOR'S ATTENTION
JUN 5 10 10 AM '97



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket -
FD - 33388

August 6, 1997

Ms. Frances Schoen
100 Isabel Ave.
Glenolden, PA 19036

Dear Ms. Schoen:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

You express concern over the impact of the proposed transaction on Conrail employees. In deciding whether a control transaction such as the one being proposed here is in the public interest, the Board by law must consider the interest of rail carrier employees affected by the proposed transaction. Let me assure you that the Board will give full consideration to the interest of affected rail employees, as well as the other factors required by law, in deciding whether to approve the proposed transaction. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Linda Morgan
1925 K St. NW
Washington, DC.
20423

FROM:

FRANCES Schoen
100 ISABEL AVE.
GLENOLDEN, PA.
19036

THE HONORABLE

Chairwoman Linda Morgan

I am a member of the Transportation Communications Union - a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, **"Without it, we could not have saved the company."**

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Frances J. Schoen

RECEIVED
SURFACE TRANSPORTATION

AUG 5 10 10 AM '97

STB

FD

33388

8-5-97

J

BUSINESS

CLF

Conservation Law Foundation

August 4, 1997



Mr. William A. Vernon
Office of the Secretary
Case Control Branch
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

Re: Conrail Merger
STB Finance Docket #33388

Dear Mr. Vernon:

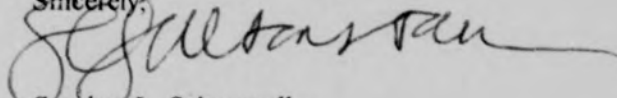
By this letter, the Conservation Law Foundation ("CLF") gives notice of its intention to participate in the comment process with respect to the proposed Conrail merger (the division of Conrail assets between CSX and Norfolk Southern).

CLF is New England's oldest environmental law organization, with offices in Boston, Massachusetts, Montpelier, Vermont, Concord, New Hampshire, and Rockland, Maine. On behalf of its 12,000 members, CLF has long supported rail revitalization efforts in New England as an alternative to endless highway construction and the environmental problems and urban sprawl which invariably result. CLF seeks to comment on the merger primarily because it may have a significant impact on rail freight service in the New England region.

I would appreciate it if you would send me copies of all documents necessary to an understanding of the implications of the proposed merger, including, without limitation, the application of CSX and NS.

Thank you for your assistance.

Sincerely,


Stephen L. Saltonstall
Staff Attorney

cc: Stephen Burrington, Richard Kennelly, Esqs., CLF Boston office

July 31, 1997

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



RE: Acquisition of Conrail by CSX and Norfolk Southern

Dear Secretary Williams:

I am writing to express my strong support for the agreement between CSX Corporation and Norfolk Southern Corporation on the acquisition of Conrail assets.

In recent months CSX and Norfolk Southern have engaged in intense negotiation to acquire the rail lines and assets of Conrail, Inc. The two corporations have reached an agreement on the division of Conrail which will split its routes and other properties. Both CSX and NS will acquire certain trackage and equipment that will build two viable, strong railroads to anchor America's transportation needs in the northeast and Midwest.

The resulting rail networks of this division will reach every major market east of the Mississippi. This will improve service, increase speed of delivery and establish reliability by eliminating the costs and delays associated with interchange points. For example, transit times for rail shipments between Detroit and Chicago will be reduced to 24 hours from the current 48 hours or more.

CSX already serves as a critical link delivering raw materials to Michigan industries which supply finished products to the rest of the nation and the world. Automotive, agricultural, metals, minerals, chemicals, and furniture are among the major commodities which rely on dependable rail transportation to and from Michigan. The joint CSX-NS acquisition will enhance the ability of Michigan job providers to have better rail service options at competitive rates.

I urge the Surface Transportation Board to approve the joint acquisition of Conrail assets by CSX and Norfolk Southern. The Michigan economy will be strengthened by the competition of two strong, balanced and highly regarded railroads.

Sincerely,

Kathie Vander Ploeg
Kathie Vander Ploeg
President

KVP:pb

Date: August 4, 1997

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



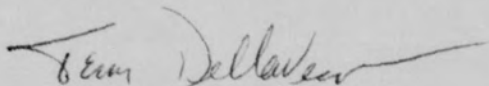
33388
Re: Finance Docket No. 33220, Acquisition of Conrail by CSX and Norfolk Southern.

Dear Secretary Williams:

Please include Millennium Inorganic Chemicals as a "Party of Record" for this docket. We are currently captive CSX at our plant in Baltimore and captive Conrail at our two plants in Ashtabula, Ohio. All information pertaining to this should be sent to my attention.

Thank you for your help in this matter.

Sincerely,



Terry DellaVecchia
Transportation Manager

RAIL MANAGEMENT & CONSULTING CORPORATION

July 28, 1997

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

Re: Proposed CSX/NS Conrail Transaction - STB Finance Docket No. 33388

Dear Secretary Williams:

My name is K. Earl Durden and I am President of Rail Management and Consulting corporation, owner and operator of twelve shortlines. Eight of our railroads connect with CSX and five connect with NS. Collectively, our railroads total 622 route miles throughout 10 states including Alabama, Arkansas, Arizona, Florida, Georgia, Kentucky, North Carolina, Tennessee, Texas and Wisconsin.

Our railroads handle about 360,000 carloads during a normal year, and some of our major commodities, are: Paper, Coal, Copper, Clay, Chemicals and Forest Products. Altogether, our shortline railroad group employs 230 people and maintains a motive power fleet of 86 locomotives.

Our railroads connect with CSX at 9 locations and NS at 6 locations. Interchanges with CSX are located at Dothan, AL, Cottondale, FL, Savannah and Valdosta, GA, Sanford and Wilmington, NC, Providence, KY and Bruceton and Johnson City, TN. Interchanges with NS are located at Valdosta, Dublin and Macon, GA, Sanford, NC, Johnson City, TN and Dothan, AL.

The expanded single line service which will be available on CSX and NS should benefit our customers through reduced transit times and more reliable consistent service to and from former Conrail territory. Hopefully these improvements will enable us to better compete for traffic which is currently hauled by motor carriers between our stations and stations on the Conrail lines which are being acquired by

CSX and NS. Shortlines desperately need improved service on general merchandise traffic handled in connection with CSXT and NS.

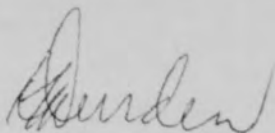
There are several unknowns at this time. Two of our shortlines will experience a shift in traffic from CSXT to NS where both shortlines connect with CSXT and NS today and traffic moves via CSXT - CR. The CR destinations will become NS local destinations. We need NS to provide our shortlines with same divisions as experienced with CSXT so our railroad is not a victim of the CR split-up whereby revenue losses occur as a result of the CR split-up.

The above situation in a reverse (NS, CSXT) manner exists on one of our shortlines so we need both CSXT and NS help to maintain our revenues following the split-up of Conrail.

Both CSXT and NS have told us they would be fair and reasonable in the above described situation. No commitments from either company.

Assuming we are not hurt revenue-wise, we wholeheartedly support the proposed acquisition and control of Conrail by CSX and Norfolk Southern which is before the Board in the captioned proceeding.

Yours truly,



K. Earl Durden
President and CEO

cc:: Mark Bennett
Brian Wotring

KED/kkw

STB

FD

33388

8-5-97

J.

PUBLIC



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
JS-33388

August 6, 1997

Mr. Michael DiVece
31 Luray Lane
Marlton, NJ 08053

Dear Mr. DiVece:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Linda Morgan
SURFACE TRANSPORTATION BOARD
1925 K STREET, NW
WASHINGTON, D.C. 20423

FROM:

Michael DiVice
31 LORAY LANE
MARTON NJ
08053

THE HONORABLE

Linda Morgan

I am a constituent of yours and have been for many years. I am writing to you because, as you are aware, Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

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Sincerely Yours,

Michael DiVice

CHAIRMAN

AUG 5 10 15 AM '88

STANDARD TIME



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 6, 1997

Ms. Janice M. Lee
111 Evergreen Rd.
Stratford, NJ 08084

Dear Ms. Lee:

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Linda Morgan
Surface Transp. Board
1925 K Street NW
Washington DC 20423

FROM:

James M. Lee
111 Breigreen Rd
Stuart Ford, VA
28084

THE HONORABLE

Linda Morgan :

I am a constituent of yours and have been for many years. I am writing to you because, as you are aware, Philadelphia-based Consolidated Rail Corporation will be split by two other railroads the Norfolk Southern and the CSXT.

This impending takeover will result in a \$ 22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$ 1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$ 500 million.

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

James Lee

CHAIRMAN MORGAN

AUG 5 10 15 AM '88

RECEIVED
SURFACE TRANSPORTATION



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 6, 1997

Ms. Ann Sheldon
837 Finch Dr.
Bensalem, PA 19020

Dear Ms. Sheldon:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Linda Morgan
1925 K Street, NW
Washington, DC
20423

FROM:

Ann Sheldon
837 Finch Dr
Bensalem, Pa
19020

THE HONORABLE

Linda Morgan :

CHAIRMAN
LINDA MORGAN

Aug 5 10 45 AM '87

RECEIVED
STATION

I am a constituent of yours and have been for many years. I am writing to you because, as you are aware, Philadelphia-based Consolidated Rail Corporation will be split by two other railroads the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

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Sincerely Yours,

Ann Sheldon



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Locket
FD-33388

August 6, 1997

Ms. Elizabeth R. Hunter
2636 Bittersweet Drive
Wilmington, DE 19810

Dear Ms. Hunter:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

LINDA MORGAN
1925 K. STREET, NW
WASHINGTON, D.C. 20423

FROM:

ELIZABETH R. HUNTER
2636 BITTERSWEET DRIVE
WILMINGTON, DE. 19810

THE HONORABLE LINDA MORGAN :

I am a writing to you because, as you are aware, the Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

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Sincerely Yours,

Elizabeth R. Hunter

CHAIRMAN
LINDA MORGAN

AUG 5 10 15 AM '88

RECEIVED
SURFACE TRANSPORTATION



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 6, 1997

Mr. Matthew Rubba
407 Kresson Rd.
Voorhees, NJ 08043

Dear Ms. Rubba:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Linda MORGAN S.T.B. Chin
1925 K STREET NW
Washington, D.C. 20423

FROM:

Matthew RUBBA
407 Kresson Rd.
MOOREHEAD, N.J. 08043

THE HONORABLE Ms. MORGAN :

I am a writing to you because, as you are aware, the Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$ 22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$ 1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$ 500 million.

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Sincerely Yours,

Matthew Rubba

RECEIVED
SUPERVISOR'S OFFICE
AUG 5 1985



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Hockett
FD-33388

August 6, 1997

Mr. Joseph A. Finnegan, Jr.
2923 Wilder St.
Philadelphia, PA 19146

Dear Mr. Finnegan:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

CHAIRWOMAN LINDA MORGAN
SURFACE TRANSPORTATION BOARD
1925 K STREET, NW
WASHINGTON, D.C. 20423

FROM:

JOSEPH A. FINNEGAN JR
2923 WILDER ST
PHILA, PA. 19146
(215) 755 7427

THE HONORABLE LINDA MORGAN :

I am a writing to you because, as you are aware, the Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$ 22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, **"Without it, we could not have saved the company."**

We worked just as hard as management to make this Railroad a success and now that we have succeeded, the union employees are on the outside looking in.

Management claims that union members will be receiving six years salary under the labor agreement called New York Dock. Past history has shown that it is extremely difficult to fulfill the requirements of that agreement in order to collect anything.

You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Joseph A. Finnegan Jr

CHAIRWOMAN MORGAN

AUG 5 10 14 AM '87

RECEIVED
SURFACE TRANSPORTATION



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Rocket
FD-33388

August 6, 1997

Ms. Minda S. Limjoco
931 Edgemoor Road
Cherry Hill, NJ 08034

Dear Ms. Limjoco:

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:
STB CHAIRWOMAN LINDA MORGAN
1925 K STREET NW
WASHINGTON, D.C.
20423

FROM:
MINDA S. LIMJOCO
931 EDMOND ROAD
CHERRY HILL, NJ
08034

THE HONORABLE LINDA MORGAN :

I am a member of the Transportation Communications Union a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Minda S. Limjoco



Office of the Chairman

8-5
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
JD-33388

August 6, 1997

Mr. William J. Hopkins
420 Evergreen Ave.
Folsom, PA 19033

Dear Mr. Hopkins:

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

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Sincerely,

Linda J. Morgan

Linda J. Morgan

TO:

Linda Morgan
1925 N Street N.W.
Washington D.C. 20423

FROM:

William J. Hopkins
420 Evergreen Pl.
Folsom Ca 95033

THE HONORABLE

Linda Morgan :

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This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

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Sincerely Yours,

William J. Hopkins

STB

FD

33388

8-4-97

J

PUBLIC



Office of the Chairman

8-4
Surface Transportation Board
Washington, D.C. 20423-0001

File in
Docket
FD-33388

August 6, 1997

Ms. Grace Benner
55 Williams Way
Sellersville, PA 18960

Dear Ms. Benner:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388. The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

SURFACE TRANSPORTATION

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

AUG 11 11 21 AM '97
CHAIRMAN HUNGAN

GRACE BENNER
55 Williams Way
Sellersville, PA.
18960
(Return Address)

Dear Mr. Scardelletti:

I have been an avid and strong supporter of our Union since I was hired on the Railroad over twenty five years ago, however, the events of the past three weeks have left me and my co-workers totally devastated, disillusioned and absolutely outraged and incensed that Dave Levan and his Executive Members are giving away over a BILLION dollars to only management employees.

How is it that a Management person hired off the street, who has less than fifteen years on the railroad and who has never paid a dime in union dues is walking away with over three hundred thousand in cash (\$300,000) from the sale of Conrail Stock. Many of these so called Management employees have not even been here when Conrail was formed. Many of the management employees have less than fifteen years on the railroad and they are walking away with the "Platinum Parachute" of close to half a million dollars.

I have been paying Union Dues for over twenty five years and I am an employee of this railroad and I am NOT walking away with any of this \$300,000 dollars from the so-called E.S.O.P. Why doesn't Dave Levan and his executive members have the honesty to call this plan by its correct name the "MANAGEMENT" Stock Ownership Plan M.S.O.P.

I am an employee of this company and I am NOT getting any of this money.
Why Not ?? Why Not ?? Why Not ??

These Management employees have a 401K with matching contributions; most of these people have never paid a dime in Union dues and they have over \$120,000 in their 401K's. I pay union dues and I do not get a matching 401K.

How can the Union allow the corporate elitists of this company to treat its union employees as fourth class citizens. Why hasn't our Union leadership filed an injunction against Conrail to prevent the premature distribution of hundreds of millions of dollars of cash from this so-called E.S.O.P. until / unless they allow the union employees to receive a significant portion of the cash that was received from the sale of this Conrail Stock.

Members of Congress and members of the Surface Transportation Board should be made aware of what the management employees are receiving in this multi Billion dollar give-away:

Approximately \$300,000 Dollars in cash from the Distribution of the E.S.O.P.

Approximately \$120,000 Dollars in a Matching 401K.

Approximately \$180,000 Dollars in Two and a half years salary.

Grand Total of at least \$600,000 .

Many Management Employees are actually receiving more than \$600,000.

It is appalling and outrageous that some of these management employees with less than five years on the Railroad will be walking away with a quarter of a million dollars (\$250,000).

I have been on the railroad in Philadelphia for over twenty five years and will be losing my job due to this buyout by the CSX and Norfolk Southern Railroads and I will be extremely disappointed if I leave here with one dime less than Three Hundred Thousand Dollars (\$300,000).

It is imperative that each and every union employee have the option of receiving the financial severance package or relocating with his/her job to another state.

It is we the Union employees who have sacrificed thruout the years and "have brought Conrail out of the Abyss" to be the successful railroad that it is today. As our International President and leader of our Union, I urge you NOT to accept any financial package that is less than \$300,000 Dollars.

If anyone asks you where the money is to come from, then you tell them- it will come from Dave Levan and his 73 Vice Presidents and Assistant Vice-Presidents and from the Conrail Board of Directors !

In view of the huge sums of money that the management people are receiving , I believe it is only fair and just that we the Union employees who have given 25, 30, 35 or more years of service to Conrail and its predecessor railroad(s) receive no less than \$300,000 Dollars.

Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,

Grace Benner

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

8-4

File in Pocket
JD-33388

10661 CARVER DRIVE
CUPERTINO, CA 95014-3606
07-31-1997 (THURSDAY)

SURFACE TRANSPORTATION BOARD

% MRS. LINDA J. MORGAN

CHAIRMAN

1201 CONSTITUTION AVENUE, N.W.

WASHINGTON, D.C. 20423

DEAR MADAM CHAIRMAN,

I WOULD LIKE TO EXTEND A "GOOD LUCK" MESSAGE TO CSX TRANSPORTATION, INC., AND TO NORFOLK SOUTHERN CORPORATION MY VERY BEST TO THEM WAITING FOR THE JUNE 17TH, 1998 "DECISION DAY" FOR THEIR TAKE-OVER OF THE SOON-TO-BE FORMER CONSOLIDATED RAIL CORPORATION. I HOPE THAT ALL GOES WELL.

I AM NOT SURE ABOUT THE POSSIBILITIES(?) OF BEING ABLE TO RECEIVE UPDATED INFORMATION IN REGARDS TO THIS PENDING CASE BEFORE YOU. WOULD YOU BE SO KIND TO "POLITELY ASK" BOTH PARTIES IF THEY ARE GOING TO BE ISSUING NEWLY EXPANDED SYSTEM-WIDE EMPLOYEE TIME-TABLES?

I AM WAITING TO HEARING FROM BURLINGTON NORTHERN-SANTA FE RY. CO., AS WELL AS WITH UNION PACIFIC R.R. CO. QUESTION: DO YOU THINK THAT TWENTY-TWO(22) YEARS (JUNE 17TH, 1975) TWO(2) MONTHS AS OF SUNDAY, AUGUST 17TH, 1997 IS INDEED A VERY LONG TIME TO BE WAITING EVER-SO-PATIENTLY FOR A JOB? JUST THOUGHT I'D ASK. IT WOULD BE NICE TO WORK FOR UNION PACIFIC R.R. CO. IF UNION PACIFIC DOESN'T TAKE TOO LONG A TIME TO DECIDE THE MATTER BEFORE THEM.

RESPECTFULLY YOURS,

ROBERT J. DILL

408 255-6353

CHAIRMAN MORGAN

AUG 4 3 06 PM '97

RECEIVED
SURFACE TRANSPORTATION
BOARD

HEARING FROM THEM ABOUT THEIR NEWLY EXPANDED SYSTEM-
WIDE EMPLOYEE TIME-TABLES.

STB

FD

33388

8-1-97

J

PUBLIC



Office of the Chairman

8-1
Surface Transportation Board
Washington, D.C. 20423-0001

Lockett
FD- 33388

August 6, 1997

Ms. Barbara Swider
528 N. 22nd Street
Philadelphia, PA 19130

Dear Ms. Swider:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

RECEIVED
SURFACE TRANSPORTATION

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

CHAIRMAN MORGAN

July 24, 1997

BARBARA A. SWIDER
528 N. 22ND STREET
PHILADELPHIA, PA. 19130

(Return Address)

Dear Mr. Scardelletti:

I have been an avid and strong supporter of our Union since I was hired on the Railroad over twenty five years ago, however, the events of the past three weeks have left me and my co-workers totally devastated, disillusioned and absolutely outraged and incensed that Dave Levan and his Executive Members are giving away over a BILLION dollars to only management employees.

How is it that a Management person hired off the street, who has less than fifteen years on the railroad and who has never paid a dime in union dues is walking away with over three hundred thousand in cash (\$300,000) from the sale of Conrail Stock. Many of these so called Management employees have not even been here when Conrail was formed. Many of the management employees have less than fifteen years on the railroad and they are walking away with the "Platinum Parachute" of close to half a million dollars.

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Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,

Barbara A. Swider

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

TO:

Chairwoman Linda Morgan
Surface Transportation Board
1425 K Street, N.W.
Washington, D.C. 20423

The Honorable Linda Morgan:

FROM:

Barbara Swider
528 N. 22nd Street
Philadelphia, Pa. 19130

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Sincerely yours,

Barbara Swider



Office of the Chairman

8-1
Surface Transportation Board
Washington, D.C. 20423-0001

Lockett -
FD-33388

August 6, 1997

Ms. Bernadette Richmond
3805 Fairdale Road
Philadelphia, PA 19154

Dear Ms. Richmond:

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

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Sincerely,

Linda J. Morgan
Linda J. Morgan

RECEIVED
SURFACE TRANSPORTATION

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

AUG 1 4 50 PM '97
CHAIRMAN MORGAN

July 29, 1997

Bernadette M. Richmond
3805 Fairdale Rd.
Phila, PA 19154

(Return Address)

Dear Mr. Scardelletti:

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Members of Congress and members of the Surface Transportation Board should be made aware of what the management employees are receiving in this multi Billion dollar give- away:

Approximately \$300,000 Dollars in cash from the Distribution of the E.S.O.P.

Approximately \$120,000 Dollars in a Matching 401K.

Approximately \$180,000 Dollars in Two and a half years salary.

Grand Total of at least \$600,000 .

Many Management Employees are actually receiving more than \$600,000.

It is appalling and outrageous that some of these management employees with less than five years on the Railroad will be walking away with a quarter of a million dollars (\$250,000).

I have been on the railroad in Philadelphia for over twenty five years and will be losing my job due to this buyout by the CSX and Norfolk Southern Railroads and I will be extremely disappointed if I leave here with one dime less than Three Hundred Thousand Dollars (\$300,000).

It is imperative that each and every union employee have the option of receiving the financial severance package or relocating with his/her job to another state.

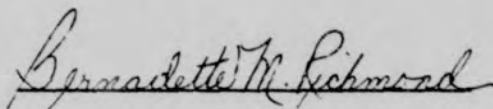
It is we the Union employees who have sacrificed thruout the years and "have brought Conrail out of the Abyss" to be the successful railroad that it is today. As our International President and leader of our Union, I urge you NOT to accept any financial package that is less than \$300,000 Dollars.

If anyone asks you where the money is to come from, then you tell them- it will come from Dave Levan and his 73 Vice Presidents and Assistant Vice-Presidents and from the Conrail Board of Directors !

In view of the huge sums of money that the management people are receiving , I believe it is only fair and just that we the Union employees who have given 25, 30, 35 or more years of service to Conrail and its predecessor railroad(s) receive no less than \$300,000 Dollars.

Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,



cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

TO:

Linda Morgan
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

FROM:

Bernadette Richmond
3805 Fairdale Road
Philadelphia, PA 19154

The Honorable Linda Morgan:

I am a member of the Transportation Communications Union, a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

On the other hand, most union employees have dedicated more than twenty-five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, **"Without it, we could not have saved the company."** We worked just as hard as management to make this Railroad a success and now that we have succeeded, the union employees are on the outside looking in.

Management claims that union members will be receiving six years salary under the labor agreement called New York Dock. Past history has shown that it is extremely difficult to fulfill the requirements of that agreement in order to collect anything.

You have shown your concern for the working people many times in the past. I am asking you help to stop this corporation greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely yours,

Bernadette Richmond



Office of the Chairman

8-1
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 6, 1997

Mr. Alfio Riela
2016 Ripley St.
Philadelphia, PA 19152

Dear Mr. Riela:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

You express concern over the impact of the proposed transaction on Conrail employees. In deciding whether a control transaction such as the one being proposed here is in the public interest, the Board by law must consider the interest of rail carrier employees affected by the proposed transaction. Let me assure you that the Board will give full consideration to the interest of affected rail employees, as well as the other factors required by law, in deciding whether to approve the proposed transaction. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

JULY 30, 1997

MS. LINDA MORGAN

ATTACHED IS A COPY OF CONRAIL EXECUTIVES YTD COMPENSATION AS OF JULY 1, 1997. THE NUMBER ON THE LIST IS 25, BUT I AM SURE THERE ARE PLENTY MORE WHOSE YTD ARE JUST AS LUCRATIVE. TO ME IT IS A JOKE 18 AT OF THE 25 HAVE LEST THAN 20 YRS. OF SERVICE ON THE RAILROAD. THAT INCLUDES MR. LEVAN WHO HAS 19.

I AM A UNION EMPLOYEE AND I AM APPALLED ABOUT THE MISJUSTIC THAT IS GOING ON AT CONRAIL. I FEEL THAT THE UNIONS NEVER EVEN WORK AT CONRAIL... THIS MANAGEMENT HAS JUST RAPED THE COMPANY OVER THE YEARS LEAVING NOT EVEN CRUMBS FOR THE UNION FORCE. I AM ASHAMED TO BE PART OF THIS EXPERIENCE. I HAVE 32 YRS OF SERVICE AND THERE ARE PLENTY MORE JUST LIKE ME WHO FEEL THE SAME. I WISH YOU WOULD TAKE A GOOD LONG LOOK AT THE SEVERANCE PACAKAGES THAT WERE GIVEN TO MANAGEMENT AND WHAT IS GOING TO BE OFFERED TO THE UNIONS. THERE IS \$900 MILLION SURPLUS WHICH IS BEING DIVIDED AMONG 2100 NON-AGREEMENT EMPLOYEES, AND NOT ONE PENNY FOR UNION PERSONNEL. I FEEL THE UNION HELP MAKE THE SURPLUS AND THEREFORE SHOULD BE ENTITLED TO SAME. TO ME THEY ARE GETTING BONUS MONIES AT THE UNION'S EXPENSE.

IN REGARD TO THE ABOVE SURPLUS DOES IT MAKE SENSE THAT AN EMPLOYEE BE IN THE UNION FOR 25YRS AND THE LAST 2 AS NON-AGREEMENT AND SHARE IN THIS BONUS; IF THAT'S THE CASE THEY MIGHT AS WELL GIVE IT TO ALL THE UNION PEOPLE. THERE ARE PLENTY HERE WHO HAVE WELL OVER THE 20 YRS, REMEMBER IT WAS THE UNION FORCE WHO HELP KEEP CONRAIL PUBLIC. INSTEAD OF IT BEING TAKEN OVER BY NORFOLK SOUTHERN. UNFORTUNATELY WHEN THAT HAPPENED IT GAVE MANAGEMENT A LICENSE TO STEAL. I FEEL THAT THE UNION FORCE HELP MAKE THE SURPLUS NOT 2,000 MANAGEMENT.

AS FAR AS OUR UNION GOES IMAGINE THE PRESIDENT OF THE TCU MR. SCARDELETTI HAS NOT TO MY KNOWLEDGE BEEN TO THE CONRAIL HEADQUARTERS IN PHILADELPHIA. WASN'T EVEN HERE WHEN THE CHANGE IN CEO 'S TOOK PLACE, WHAT DOES THAT TELL YOU. WE ARE PEOPLE WITHOUTH REPRESENTATION AND NOW IT LOOKS LIKE WERE ARE GOING TO BE HUNG OUT TO DRY WHILE MANAGEMET GETS RICH.

TO ME THIS NOT ONLY ONLY A FINANCIAL ISSUE BUT A MORAL ONE AS WELL. SO PLEASE WHEN YOU ARE LOOKING INTO THE FINANCIAL PACKAGES, SEE WHAT IF AT POSSIBLE YOU CAN GET A FAIR SEVERENCE FOR THE UNIONS.

I HOPE YOU TAKE THE TIME TO READ THIS, AND IF YOU DO I WOULD APPRECIATE A RESONSE.

FRUSTRATED UNION CLERK

MR. ALFIO RIELA
2016 RIPLEY ST
PHILA., PA. 19152

CHAIRMAN MORGAN

AUG 1 4 55 PM '97

RECEIVED
SURFACE TRANSPORTATION

EMPLOYEE #	LAST NAME	INITIALS	YTD SALARY AS OF 7/1/97
994664	Amerman	L. S.	1,012,911.44
994443	Archer	C. A.	1,383,332.51
990014	Arouca	D. A.	368,144.27
942025	Bielan	J. T.	621,229.69
992344	Brown	H. W.	
601610	Conway	R. J.	2,392,647.16
680187	Dwyer	T. P.	718,336.13
905510	Gates	G. T.	633,846.91
715357	Kiley	H. J.	680,495.15
990394	Levan	D. M.	9,555,684.66
990246	MacQueen	C. R.	865,136.31
992381	Marshall	C.	501,368.56
992042	Mattson	D. W.	1,971,191.33
992690	McFadden	T. J.	357,457.48
905897	M. Geehan	J. D.	224,680.55
992069	McKelvey	J. A.	2,543,171.69
994570	Newman, Jr.	W. B.	324,863.24
995502	Nichols	F. H.	2,806,682.84
992890	O'Toole	T. T.	2,401,735.89
102313	Passa	L. M.	1,387,080.77
994167	Polinsky	A. M.	1,150,263.95
293743	Pyson	R. S.	
994035	Sammon	J. P.	1,497,294.92
990278	Samuels	J. M.	579,188.34
905812	Schimmel	A. D.	
886888	Spiegel	G. M.	1,162,157.99
638457	Turner	G. P.	3,118,401.16
900716	VonDemHagen	R.	658,355.35
905873	Williams	G. M.	
994075	Wilson	B. B.	465,571.31
		TOTAL	39,381,229.60

Management severance is double their 1997 salary plus ESOP.

But nothing for union employees except New York Dock — maybe.

TO: Linda Morgan
1925 K Street NW
Washington, DC 20423

FROM: Mr. Alfio Auletta
2016 Arzley St.
Chula Pa 19152

THE HONORABLE

Linda Morgan

I am a member of the Transportation Communications Union - a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$ 22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$ 1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$ 500 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$ 10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, **"Without it, we could not have saved the company."**

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Mr. Alfio Auletta

STB

FD

33388

7-30-97

J.

PUBLIC



Office of the Chairman

7-30
Surface Transportation Board
Washington, D.C. 20423-0001

Docket -
JD-33388

August 1, 1997

Ms. Miriam Murray
613 Montana Ave.
Aldan, PA 19018-3218

Dear Ms. Murray:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388. The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

CHAIRMAN MORGAN

JUL 30 3 11 PM '97

RECEIVED
SURFACE TRANSPORTATION

Dear Mr. Scardelletti:

I have been an avid and strong supporter of our Union since I was hired on the Railroad over twenty five years ago, however, the events of the past three weeks have left me and my co-workers totally devastated, disillusioned and absolutely outraged and incensed that Dave Levan and his Executive Members are giving away over a BILLION dollars to only management employees.

How is it that a Management person hired off the street who has less than fifteen years on the railroad and who has never paid a dime in union dues is walking away with over three hundred thousand in cash (\$300,000) from the sale of Conrail Stock. Many of these so called Management employees have not even been here when Conrail was formed. Many of the management employees have less than fifteen years on the railroad and they are walking away with the "Platinum Parachute" of close to half a million dollars.

I have been paying Union Dues for over twenty five years and I am an employee of this railroad and I am NOT walking away with any of this \$300,000 dollars from the so-called E.S.O.P. Why doesn't Dave Levan and his executive members have the honesty to call this plan by its correct name the "MANAGEMENT" Stock Ownership Plan M.S.O.P.

I am an employee of this company and I am NOT getting any of this money.
Why Not ?? Why Not ?? Why Not ??

These Management employees have a 401K with matching contributions; most of these people have never paid a dime in Union dues and they have over \$120,000 in their 401K's. I pay union dues and I do not get a matching 401K.

How can the Union allow the corporate elitists of this company to treat its union employees as fourth class citizens. Why hasn't our Union leadership filed an injunction against Conrail to prevent the premature distribution of hundreds of millions of dollars of cash from this so-called E.S.O.P. until / unless they allow the union employees to receive a significant portion of the cash that was received from the sale of this Conrail Stock.

Members of Congress and members of the Surface Transportation Board should be made aware of what the management employees are receiving in this multi Billion dollar give-away:
Approximately \$300,000 Dollars in cash from the Distribution of the E.S.O.P.
Approximately \$120,000 Dollars in a Matching 401K.
Approximately \$180,000 Dollars in Two and a half years salary.
Grand Total of at least \$600,000 .

Many Management Employees are actually receiving more than \$600,000.

It is appalling and outrageous that some of these management employees with less than five years on the Railroad will be walking away with a quarter of a million dollars (\$250,000).

I have been on the railroad in Philadelphia for over twenty five years and will be losing my job due to this buyout by the CSX and Norfolk Southern Railroads and I will be extremely disappointed if I leave here with one dime less than Three Hundred Thousand Dollars (\$300,000).

It is imperative that each and every union employee have the option of receiving the financial severance package or relocating with his/her job to another state.

It is we the Union employees who have sacrificed thruout the years and "have brought Conrail out of the Abyss" to be the successful railroad that it is today. As our International President and leader of our Union, I urge you NOT to accept any financial package that is less than \$300,000 Dollars.

If anyone asks you where the money is to come from, then you tell them- it will come from Dave Levan and his 73 Vice Presidents and Assistant Vice-Presidents and from the Conrail Board of Directors !

In view of the huge sums of money that the management people are receiving , I believe it is only fair and just that we the Union employees who have given 25, 30, 35 or more years of service to Conrail and its predecessor railroad(s) receive no less than \$300,000 Dollars.

Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,

Miriam Murray

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

STB

FD

33388

7-29-97

J

PUBLIC



Office of the Chairman

7-29
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 1, 1997

Ms. Helen R. Garrity
510 N. Lemon St. D-4
Media, PA 19063

Dear Ms. Garrity:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

RECEIVED
SURFACE TRANSPORTATION

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

JUL 23 3 25 PM '97
CHAIRMAN MORGAN

Helen R. Garity
510 N. Lemon St. D-4
Media, PA. 19063

(Return Address)

Dear Mr. Scardelletti:

I have been an avid and strong supporter of our Union since I was hired on the Railroad over ^{Forty (40)} ~~twenty~~ years ago, however, the events of the past three weeks have left me and my co-workers totally devastated, disillusioned and absolutely outraged and incensed that Dave Levan and his Executive Members are giving away over a BILLION dollars to only management employees.

How is it that a Management person hired off the street, who has less than fifteen years on the railroad and who has never paid a dime in union dues is walking away with over three hundred thousand in cash (\$300,000) from the sale of Conrail Stock. Many of these so called Management employees have not even been here when Conrail was formed. Many of the management employees have less than fifteen years on the railroad and they are walking away with the "Platinum Parachute" of close to half a million dollars.

I have been paying Union Dues for over ⁴⁰ ~~twenty five~~ years and I am an employee of this railroad and I am NOT walking away with any of this \$300,000 dollars from the so-called E.S.O.P. Why doesn't Dave Levan and his executive members have the honesty to call this plan by its correct name the "MANAGEMENT" Stock Ownership Plan M.S.O.P.

I am an employee of this company and I am NOT getting any of this money
Why Not ?? Why Not ?? Why Not ??

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I have been on the railroad in Philadelphia for over ⁴⁰ ~~twenty~~ five years and will be losing my job due to this buyout by the CSX and Norfolk Southern Railroads and I will be extremely disappointed if I leave here with one dime less than Three Hundred Thousand Dollars (\$300,000).

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Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,

Alex R. Garrity

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

I feel betrayed and disillusioned by Conrail after giving the company 40 years of being a loyal and dedicated employee. As a union employee I have given up many prizes in order to make Conrail survive. I feel I am entitled to some of the profits from the sale of Conrail !! Alex R. Garrity



Office of the Chairman

7-29
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 1, 1997

Mr. Jack Waldron
303 Crystal Lake Ave.
Haddonfield, NJ 08033

Dear Mr. Waldron:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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Sincerely,

Linda J. Morgan
Linda J. Morgan

RECEIVED
SURFACE TRANSPORTATION BOARD

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

JUL 29 3 25 PM '97
CHAIRMAN MORGAN

JACK WALLARON
303 CRYSTAL LAKE AVE
HADDONFIELD, NJ 08033
(Return Address)

Dear Mr. Scardelletti:

I have been an avid and strong supporter of our Union since I was hired on the Railroad over twenty five years ago, however, the events of the past three weeks have left me and my co-workers totally devastated, disillusioned and absolutely outraged and incensed that Dave Levan and his Executive Members are giving away over a BILLION dollars to only management employees.

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Grand Total of at least \$600,000 .

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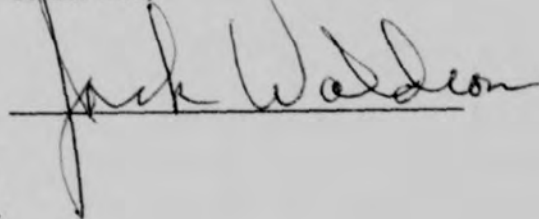
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Thank You,



cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board



Office of the Chairman

7-29
Surface Transportation Board
Washington, D.C. 20423-0001

Lochit
FD-33388

August 1, 1997

Ms. Susan J. Caione
818 Cambridge Circle
Clifton Hts., PA 19018

Dear Ms. Caione:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

RECEIVED
JUL 23 3

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

CHAIRMAN

Susan J. Casone
818 Cambridge Circle
Clifton, NJ, Pa 19018

(Return Address)

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H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

What happen to 'CQI' where we were to work together and share, also giving up money so 'conrail' could be 'conrail'. I think I should be getting as much as management. The only thing different is they should get their 401K match only.

7-29

July 7, 1997

Docket-
FD-33388

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International President T.C.U.
2 Research Place
Rockville, Md. 20850

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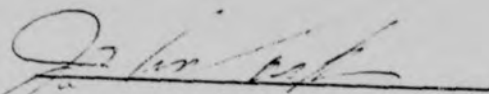
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A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

CHAIRMAN MORGAN

JUL 29 3 25 PM '97

RECEIVED
SURFACE TRANSPORTATION

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PUBLIC



Office of the Chairman

7-24
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
LD-33388

August 1, 1997

Ms. Tonya A. Lewis
250 JFK Blvd.
Lawnside, NJ 08045

Dear Ms. Lewis:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

RECEIVED July 7, 1997
SURFACE TRANSPORTATION

JUL 24 1 30 PM
Tanya A Lewis
250 SFK BLVD
Lawnside, N. S. 08045
CHAIRMAN MORGAN

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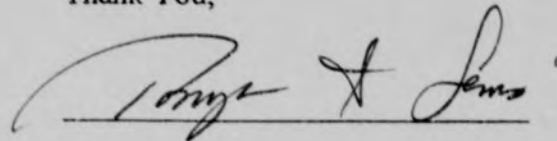
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C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

P.S. I would appreciate a response



Office of the Chairman

7-24
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 1, 1997

M.E. Scalzo
470 Walnut Ave.
Bensalem, PA 19020

Dear M.E. Scalzo:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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Linda J. Morgan
Linda J. Morgan

SURFACE TRANSPORTATION BOARD
RECEIVED

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
3 Research Place
Rockville, Md. 20850

JUL 24 1 35 PM '97
CHAIRMAN MORGAN

McAlister
470 Walnut Ave
Jerusalem Pa 19020
MC#847301
(Return Address)

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McSeal
470 Walnut Ave
Bensalem Pa
19020
MC # 867301

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✓ Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board



Office of the Chairman

7-24
Surface Transportation Board
Washington, D.C. 20423-0001

Locket
FD-33388

August 1, 1997

Ms. June S. Freeman
1752 Brandywine Drive
Southampton, PA 18966

Dear Ms. Freeman:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

OFFICE
CHAIRMAN MORGAN

JUL 21 1 30 PM '97

RECEIVED
SURFACE TRANSPORTATION
BOARD

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It is imperative that each and every union employee have the option of receiving the financial severance package or relocating with his/her job to another state.

It is we the Union employees who have sacrificed thruout the years and "have brought Conrail out of the Abyss" to be the successful railroad that it is today. As our International President and leader of our Union, I urge you NOT to accept any financial package that is less than \$300,000 Dollars.

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Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,

Jane S Freeman

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

TCU
BOARD 086
DISTRICT 587
CARD No 167306236



Office of the Chairman

7-24
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 1, 1997

Mr. Maurice Scallatino
1 E. Kennedy Dr.
Laurel Springs, NJ 08021

Dear Mr. Scallatino:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388. The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

SURFACE

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

JUL 2

CHAIRMAN

MAURICE SCARDILLETTO
1 E KENNEDY DR
LAUREL SPRING NJ 08021

(Return Address)

Dear Mr. Scardelletti:

I have been an avid and strong supporter of our Union since I was hired on the Railroad over twenty five years ago, however, the events of the past three weeks have left me and my co-workers totally devastated, disillusioned and absolutely outraged and incensed that Dave Levan and his Executive Members are giving away over a BILLION dollars to only management employees.

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CHAIRMAN MORGAN

JUL 24 1 27 PM '97

RECEIVED
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H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

STB

FD

33388

7-22-97

J

PUBLIC



Office of the Chairman

7-22
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 1, 1997

Ms. Denise Romano-Faust
201 Park Place
Cherry Hill, NJ 08002

Dear Ms. Romano-Faust:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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Sincerely,

Linda J. Morgan
Linda J. Morgan

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

CHAIRMAN MORGAN

JUL 22 1 01 PM '97

RECEIVED
SURFACE TRANSPORTATION

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Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,

Denise Roman-Frost

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board ✓
Gus Owen - Surface Transportation Board

STB

FD

33388

7-21-97

J

PUBLIC



Office of the Chairman

7-21
Surface Transportation Board
Washington, D.C. 20423-0001

Locket
FD-33388

August 1, 1997

Ms. Patricia McCann
615 Crescent Drive
Glenolden, PA 19036-1601

Dear Ms. McCann:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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Sincerely,

Linda J. Morgan
Linda J. Morgan

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

OFFICE
CHAIRMAN MORGAN

JUL 21 4 30 PM '97

RECEIVED
SURFACE TRANSPORTATION

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Thank You,

Patricia McCann

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

PATRICIA MCCANN
615 CRESCENT DRIVE
GLENDALE, CA

19036-1601

7-21

File in Docket
JD - 33388

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

1-202-565-1650

Chairwoman: Linda Morgan
Member: Gus Owen

OFFICE OF
CHAIRMAN MORGAN

JUL 21 4 30 PM '97

RECEIVED
SURFACE TRANSPORTATION
BOARD

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

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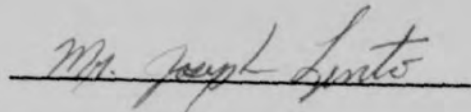
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A.P. Santoro, Gen Chm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

7-21

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

1-202-565-1650

Chairwoman: Linda Morgan
Member: Gus Owen

July 7, 1997

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2 Research Place
Rockville, Md. 20850

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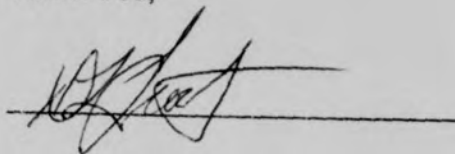
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A handwritten signature in dark ink, appearing to be "L.E. Boshier", written over a horizontal line.

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
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Linda Morgan - Surface Transportation Board
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7-21

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

1-202-565-1650

Chairwoman: Linda Morgan
Member: Gus Owen

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Rockville, Md. 20850

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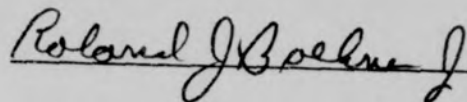
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7-21

**Surface Transportation Board
1925 K Street, NW
Washington, DC 20423**

1-202-565-1650

**Chairwoman: Linda Morgan
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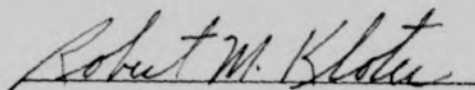
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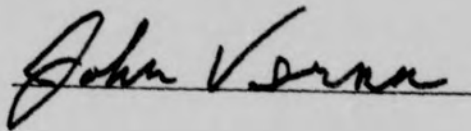
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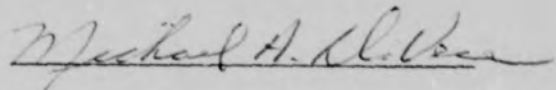
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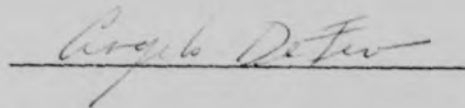
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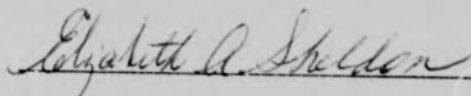
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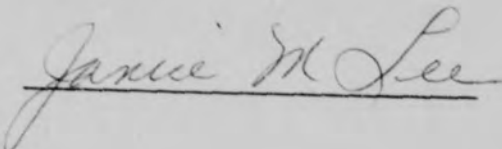
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7-21

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

1-202-565-1650

Chairwoman: Linda Morgan
Member: Gus Owen

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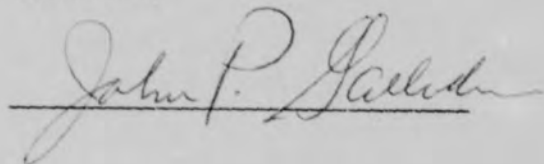
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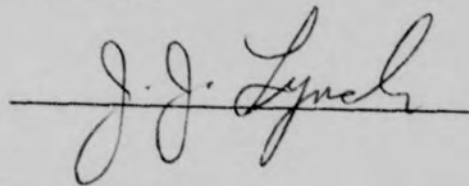
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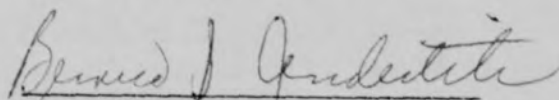
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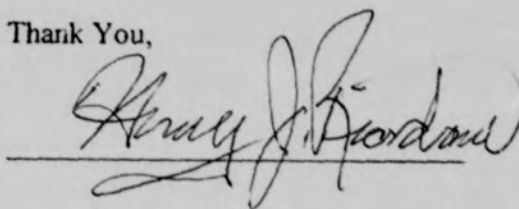
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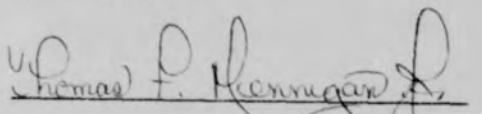
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I have been paying Union Dues for over twenty five years and I am an employee of this railroad and I am NOT walking away with any of this \$300,000 dollars from the so-called E.S.O.P. Why doesn't Dave Levan and his executive members have the honesty to call this plan by its correct name the "MANAGEMENT" Stock Ownership Plan M.S.O.P.

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Why Not ?? Why Not ?? Why Not ??

These Management employees have a 401K with matching contributions; most of these people have never paid a dime in Union dues and they have over \$120,000 in their 401K's. I pay union dues and I do not get a matching 401K.

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Members of Congress and members of the Surface Transportation Board should be made aware of what the management employees are receiving in this multi Billion dollar give-away:
Approximately \$300,000 Dollars in cash from the Distribution of the E.S.O.P.
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Grand Total of at least \$600,000 .

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It is imperative that each and every union employee have the option of receiving the financial severance package or relocating with his/her job to another state.

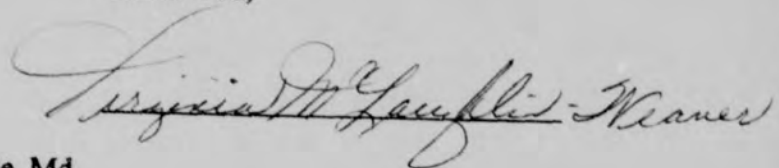
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If anyone asks you where the money is to come from, then you tell them- it will come from Dave Levan and his 73 Vice Presidents and Assistant Vice-Presidents and from the Conrail Board of Directors !

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Please do NOT let me walk away from my career with less than \$300,000 Dollars.

Thank You,



40+ years service

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

7-21

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

1-202-565-1650

Chairwoman: Linda Morgan
Member: Gus Owen

OFFICE OF
CHAIRMAN MORGAN

JUL 21 4 30 PM '97

RECEIVED
SURFACE TRANSPORTATION

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

Dear Mr. Scardelletti:

I have been an avid and strong supporter of our Union since I was hired on the Railroad over twenty five years ago, however, the events of the past three weeks have left me and my co-workers totally devastated, disillusioned and absolutely outraged and incensed that Dave Levan and his Executive Members are giving away over a BILLION dollars to only management employees.

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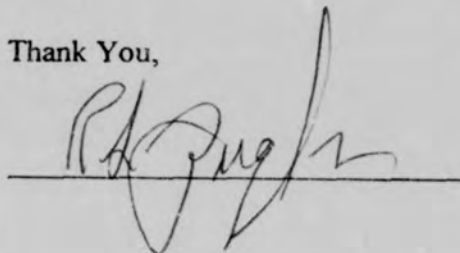
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A.P. Santoro, Gen Chrm. T.C.U. System Board 86
Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board



Office of the Chairman

7-21
Surface Transportation Board
Washington, D.C. 20423-0001

Filed
Docket
FD-33388

August 1, 1997

Ms. June Brazas
2001 Market Street
Philadelphia, Pa 19101

Dear Ms. Brazas and Conrail Employees:

Thanks to all of you for sending me copies of your letters to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388. The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

In deciding whether a control transaction such as the one being proposed here is in the public interest, the Board by law must consider the interest of rail carrier employees affected by the proposed transaction. Let me assure you that the Board will give full consideration to the interest of affected rail employees, as well as the other factors required by law, in deciding whether to approve the proposed transaction. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

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

Sincerely,

Linda J. Morgan

Linda J. Morgan

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

1-202-565-1650

Chairwoman: Linda Morgan
Member: Gus Owen

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

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Thank You,

Jane Brazas

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
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Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board



Office of the Chairman

7-21
Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
JD-33388

August 1, 1997

Ms. Joan A. Martin
3235 Tara Road
Philadelphia, PA 19154

Dear Ms. Martin:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

You express concern over the impact of the proposed transaction on Conrail employees. In deciding whether a control transaction such as the one being proposed here is in the public interest, the Board by law must consider the interest of rail carrier employees affected by the proposed transaction. Let me assure you that the Board will give full consideration to the interest of affected rail employees, as well as the other factors required by law, in deciding whether to approve the proposed transaction. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

TO: Surface Transportation Board
1925 K St NW
Washington, DC 20423
Attn: Chairman Linda Morgan

FROM:

Joan A. Martin
3235 Tara Road
Philadelphia, PA 19154

THE HONORABLE

Linda Morgan :

I am a member of the Transportation Communications Union - clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, "Without it, we could not have saved the company."

We worked just as hard as management to make this Railroad a success and now that we have succeeded, the union employees are on the outside looking in.

Management claims that union members will be receiving six years salary under the labor agreement called New York Dock. Past history has shown that it is extremely difficult to fulfill the requirements of that agreement in order to collect anything.

You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Joan A. Martin

RECEIVED
SURFACE TRANSPORTATION
JUL 28 4 30 PM '97
CHAIRMAN MORGAN

TO:

Filer Pocket
FD-33382
LINDA MORGAN
1925 K STREET NW
WASHINGTON DC 20423

FROM:

MAURICE SCALATINO
1 E KENNEDY DRIVE
LAUREL SPRINGS NJ 08021

THE HONORABLE LINDA MORGAN :

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Sincerely Yours,

Maurice Scalatino

RECEIVED
SURFACE TRANSPORTATION
AUG 5 10 1987

TO: File in DOCKED
SURFACE TRANSP BOARD
1925 K. STREET NW
WASHINGTON D.C. 20423
LINDA MORGAN

FROM: FO-33388
JUNE S. FREEMAN
1752 BRANDYWINE PK
SOUTHAMPTON PA 18966

THE HONORABLE CHAIRWOMAN LINDA MORGAN

I am a constituent of yours and have been for many years. I am writing to you because, as you are aware, Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

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Sincerely Yours,

June S. Freeman

AUG 5 10 14 AM '91

RECEIVED
SURFACE TRANSPORTATION

STB

FD

33388

7-21-97

J

PUBLIC



Office of the Chairman

7-21
Surface Transportation Board
Washington, D.C. 20423-0001

Docket -
JD-33388

August 1, 1997

Mr. John J. Volz
9 Aquila Lane
Sewell, NJ 08080

Dear Mr. Volz:

Thank you for sending me a copy of your letter to Mr. Scardelletti 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. You express concern over the impact of the proposed transaction on Conrail employees.

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Sincerely,

Linda J. Morgan
Linda J. Morgan

July 7, 1997

Mr. Robert A. Scardelletti
International President T.C.U.
2 Research Place
Rockville, Md. 20850

JOHN J. VOLZ
9 AQUILA LANE
SEWELL, NJ. 08080

CHAIRMAN MORCAR

JUL 21 4 30 PM '97

RECEIVED
SURFACE TRANSPORTATION

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Please do NOT let me walk away from my career with less than \$300,000 Dollars.

COULD YOU PLEASE RESPOND

Thank You,

John J. Voz

cc: L.E. Boshier Vice President T.C.U. Rockville, Md
C.H. Brockett Vice President T.C. U. Rockville, Md.
J.M. Parker Vice President T.C.U. Rockville, Md.
H.W. Randolph Vice President T.C.U. Rockville, Md.
A.P. Santoro, Gen Chrm. T.C.U. System Board 86
→ Linda Morgan - Surface Transportation Board
Gus Owen - Surface Transportation Board

STB

FD

33388

7-18-97

J

BUSINESS



Office of the Chairman

7-18
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

July 29, 1997

Mr. Donald R. Krause
Manager, Purchasing & Transportation
Owens-Illinois
One SeaGate
Toledo, OH 43666

Dear Mr. Krause:

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

OWENS-BROCKWAYGLASS CONTAINERS
a unit of Owens-Illinois

June 24, 1997

File: #08
278-CR
278-CSXT
278-NS

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

OFFICE OF
CHAIRMAN MORGAN

JUL 16 10 40 AM '97

RECEIVED
SURFACE TRANSPORTATION

Dear Secretary Williams:

This has reference to the breakup of Consolidated Rail Corporation to both the Norfolk Southern and to CSX Transportation. While there are a number of areas of concern involving this breakup for Owens-Illinois, Inc. and/or affiliated/subsidiary companies, one area of concern is with respect to the line and rail yard involving Anderson, IN.

Our Lapel, IN glass container facility is served by the Central Indiana & Western Railroad Company. Currently raw materials destined to our glass container facility are routed over the gateway Chicago, IL to Consolidated Rail Corporation where the traffic is then hauled to Anderson, IN and given to the Central Indiana & Western Railroad (CEIW) for delivery to our plant.

In the writings and maps that I've seen, it appears that the Anderson yard will have joint carriers having access to it, both CSX Transportation and Norfolk Southern. We at this time respectfully request and strongly urge that the Surface Transportation Board in its decision gives or allows joint access to the Central Indiana & Western Railroad Company of both Norfolk Southern and CSX Transportation as they will both be in Anderson yard.

Your cooperation and assistance in this regard will be greatly appreciated and will most definitely go a long way in maintaining a viable rail system and benefit our Lapel, IN through true access to rail competition. Please keep me advised as to your handling in this regard.

Very truly yours,

Donald R. Krause
Manager, Purchasing & Transportation
Owens-Illinois

cc: Linda Morgan, Esq.
Chairman
Surface Transportation Board
1201 Constitution Avenue NW Room 4126
Washington, DC 20423

Mark Brown
General Manager
Central Indiana & Western Railroad Company
P. O. 456
Lapel, IN 46051

Richard C. Rose
Account Executive, Sales & Marketing
CSX Transportation
12780 Levin Road
Livonia, MI 48150-1241

Rudy Dowe
National Account Manager
Norfolk Southern Corporation
1991 Crocker Road - Suite 500
Westlake, OH 44145-1993

J. D. Cathcart - Lapel
J. H. Hudson - Lapel
Dudley Olson - Lapel
Jim Baehren, Esq - 8 OSG
R. A. Jun - 26 OSG

STB

FD

33388

7-14-97

J

PUBLIC



Office of the Chairman

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

Docket
FD-33388

August 1, 1997

Ms. Mamie L. McCullough
6239 Gardenia Street
Philadelphia, PA 19144

Dear Ms. McCullough:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

You express concern over the impact of the proposed transaction on Conrail employees. In deciding whether a control transaction such as the one being proposed here is in the public interest, the Board by law must consider the interest of rail carrier employees affected by the proposed transaction. Let me assure you that the Board will give full consideration to the interest of affected rail employees, as well as the other factors required by law, in deciding whether to approve the proposed transaction. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

TO:

Linda Morgan
1925 K. St. NW.
Washington D.C.
20423

FROM:

M. L. McSillough
6239 Gardena St.
Phila. Pa.
19144

THE HONORABLE

Linda Morgan :

I am a member of the Transportation Communications Union - a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$500 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, "Without it, we could not have saved the company."

We worked just as hard as management to make this Railroad a success and now that we have succeeded, the union employees are on the outside looking in.

Management claims that union members will be receiving six years salary under the labor agreement called New York Dock. Past history has shown that it is extremely difficult to fulfill the requirements of that agreement in order to collect anything.

You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Mamie L. McSillough

RECEIVED
SURFACE TRANSPORTATION
JUN 14 1 14 PM '87
LINDA MORGAN



Office of the Chairman

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

*File in
Docket
FD-33388*

August 1, 1997

Ms. Carol L. Nael-Poynter
1813 Tasker St.
Philadelphia, PA 19144

Dear Ms. Nael-Poynter:

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

LINDA MORGAN
1925 K Street, NW
WASHINGTON, D.C. 20423

FROM:
CAROL L. NAEL-POYNTER
1813 TASKER ST
Phila., P.A. 19145

THE HONORABLE LINDA MORGAN :

I am a member of the Transportation Communications Union - a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$ 22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$ 1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of over \$ 500 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$ 10.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, "Without it, we could not have saved the company."

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Management claims that union members will be receiving six years salary under the labor agreement called New York Dock. Past history has shown that it is extremely difficult to fulfill the requirements of that agreement in order to collect anything.

You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Carol L. Nael-Poynter
27 years Service

RECEIVED
SURFACE TRANSPORTATION
JUL 14 1 11 PM '97
LINDA MORGAN

STB

FD

33388

7-14-97

J

BUSINESS



Office of the Chairman

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

*File in
Docket
STB-33388*

July 29, 1997

Mr. John Buckalew
Construction Manager
Somerset Steel Erection Co. Inc.
21817 Westernport Rd. SW
Westernport, MD 21562

Dear Mr. Buckalew:

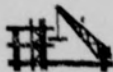
Thank you for your letter expressing your support for the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. The proceeding is docketed at the Surface Transportation Board (Board) as STB Finance Docket No.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

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan



Somermet Steel Erection Co. Inc.

General Contractors

21817 Westernport Rd. SW
Westernport, MD 21562
(301) 786-6806
Fax (301) 786-4664

July 10, 1997

Federal Surface Transportation Board
1201 Constitution Avenue N.W.
Washington, D.C. 10423-0001

RECEIVED
SURFACE TRANSPORTATION
BOARD
JUL 14 1 12 PM '97
OFFICE OF
CHAIRMAN MORGAN

ATTN: Ms. Linda Moran, Chairman

Dear Madam Chairman,

I write to you not only as a business man in the Cumberland, Maryland area, but also a resident of that same town. True we have an interest at the shops of C.S.X., in Cumberland, MD., because we have on occasion worked construction projects at these shops. Now we are urging the Surface Transportation Board to approve the pending request of the C.S.X. and Norfolk Southern Railways to merge Conrail into their respective systems.

This will open up many markets exclusively served by Conrail and provide for a more competitive atmosphere not only between the two (2) Railroads, but within the Northeast region and the rest of the nation.

This improved competition will take advantage of better uses of both highway and railway transportation. Also, the division of Conrail will allow many small communities, including Cumberland, to enjoy the economic benefits of this merger.

Again, we urge approval of the pending applications.

Very truly yours,

SOMERSET STEEL ERECTION CO., INC.

John Buckalew /ld.

John Buckalew
Construction Manager

JB/ld

STB

FD

33388

7-7-97

J

PUBLIC



Office of the Chairman

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

*File in
Docket
FD-33388*

August 1, 1997

Mr. Bruce F. Martin
6965 Ramblehurst Road
Sylvania, OH 43560

Dear Mr. Martin:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

Bruce F. Martin, Conrail Engineer

6965 Ramblehurst Road
Sylvania, Ohio 43560
Home Phone 419-841 -1970

Ms. Linda J. Morgan
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

Dear Ms. Morgan:

I am writing to you regarding the proposed CSX/Norfolk Southern acquisition of Conrail. I would like to express my hope that the Board considers the dramatic impact this acquisition could have on the Conrail employees. As noted in our local newspaper, The Toledo Blade, this takeover could mean the loss of approximately 130 jobs in the Toledo area and at least the closing of one major railyard. This not only has an affect on the employees but more importantly the customers. Another factor that should be considered is the increase in highway truck transportation that will occur do to the lack of efficiency that will occur with this takeover. Currently, CSX and NS do not have the capabilities of moving trucks from the East Coast to Chicago to compete with the road trucks. We could surely lose J.B. Hunt, Snider and UPS which are major shippers with our guaranteed freight program.

Please consider the overall negative impact of this takeover -- on the employees, the customers and all of the citizens who could be at a higher accident risk considering the increase in truck traffic that could occur on our nation's highways. Thank you.

Sincerely,

Bruce F. Martin

Bruce F. Martin

RECEIVED
SURFACE TRANSPORTATION
BOARD
JUL 1 2 52 PM '97
OFFICE OF
CHAIRMAN MORGAN

STB

FD

33388

7-7-97

J

BUSINESS



Office of the Chairman

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

*File in
Docket
FD-33388*

July 29, 1997

Mr. Scott J. Whitbeck
Executive Director
Niagara Business Alliance, Inc.
P.O. Box 430
Lockport, NY 14095-1154

Dear Mr. Whitbeck:

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

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan



Niagara Business Alliance, Inc.

P.O. Box 430, Lockport, New York 14095-0430
Telephone: (716) 439-4806 Fax: (716) 433-1154

CHAIRMAN
Robert J. Wright
National Fuel Gas

VICE CHAIRMAN
Paul J. Kolkmeier
Lockport Savings Bank

TREASURER
David DiCanillo
DiCanillo Baking Company

PAST CHAIRMAN
R. Thomas Weeks
Grand Tour Ridge Road Express

EXECUTIVE DIRECTOR
Scott J. Whitbeck

DIRECTORS
John T. Andersson
Cargill-Harmon Thermal Systems

William Bazell
Cargill-Dowden DryChem Corp.

Chip Brown
Travel Group International

Kelley Brannen
Rural Corp.

Steve Brown
Brown and Company, CPA
New York State Bar Association

Robert Daigler
Merrill Lynch

Mark Francis
Community Newspaper Holding Inc.

Mike Gaquinto
New York Bank

Christopher Glynn
Merrill Lynch

Davis, Greenfield
NY DEC

Jane Harole
Niagara City & Community College
Chancellor of the Towns of Tonawanda

John Hoffman
Hoffman-Hoffman & Associates

Wayne Kellier
First Bank of New York

David Kinyon
Eastern Niagara Chamber of Commerce

William G. Mayne Jr.
Trapp's Music Inc.
Niagara Falls Area Chamber of Commerce

William McDermott
Savannah Environmental Services

Rhodes Palmer
Niagara
Eastern Niagara Chamber of Commerce

Natalie Pitzer
Chancellor of the Towns of Tonawanda

Christopher Punish
NY DEC

Peter Quinan
Niagara City & Community College
Chancellor of the Towns of Tonawanda

John P. Schuyone
Savannah Environmental Services, LLP
Eastern Niagara Chamber of Commerce

Henry M. Stone
Fairchild Holdings Inc.

Charles Steiner
Niagara Falls Area Chamber of Commerce

Scott Wallace
Savannah Environmental Services

June 26, 1997

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

RE: CONRAIL BREAKUP

The Niagara Business Alliance (NBA) would like to express our deep reservations regarding the merger of CONRAIL Corp. with CSX and Norfolk Southern Railroads. The NBA Board of Directors supports the "Conrail Merger Position Statement" of the Niagara Frontier Transportation Committee (NFTC). NFTC is the Metropolitan Planning Organization (MPO) for the Erie-Niagara County Urban Area and is responsible for transportation planning in the region.

NFTC has made a number of carefully reasoned recommendations in their recent communication to you. These recommendations are consistent with the concerns of the NBA's 3,700 member companies in the Niagara Region of Western New York. We are concerned that the impacts of the planned merger/sale will be harmful to the local economy.

I hope that you will give serious consideration to the recommendations made by the Niagara Frontier Transportation Committee and the support of the Niagara Business Alliance for the NFTC position. Please contact me if I can provide you with any further information.

Sincerely,

Scott Whitbeck

cc: The Honorable George D. Maziarz, New York State Senate
The Honorable Anthony Nunula, New York State Senate
The Honorable David Seaman, New York State Assembly
The Honorable John J. LaFalce, U.S. House of Representatives
The Honorable Daniel Patrick Moynihan, U.S. Senate
The Honorable Alfonse N. D'Amato, U.S. Senate
The Honorable Jack Quinn, U.S. Congress

CHAIRMAN MORGAN

JUL 1 2 54 PM '97

SURFACE TRANSPORTATION BOARD

STB

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7-2-97

J

PUBLIC



Office of the Chairman

7-2
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
JD-33388*

August 6, 1997

Ms. Gloria J. Givens
7534 Rugby Street
Philadelphia, PA 19150

Dear Ms. Givens:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

JUL 2 4 41 PM '97

OFFICE OF
CHAIRMAN MORGAN

June 26, 1997

Mr. Arlen Specter
U.S. Senate
711 Hart Senate Building
Washington, DC 20510

Dear Sir:

I would appreciate your taking the time to listen to the "little man" involved in the acquisition of Conrail by the CSX and NS railroads.

I have been employed as a railroad worker for the past 27 years, first with the Penn Central then the Conrail. During my years of service I have watched many things transpire, and was unable to do anything about any of it. Simply because I am a union member and under agreement I must be governed by the Union agreement with Conrail and do not have any individual rights. I share the same uncertain feelings of most union clerks here in Philadelphia and around the system. In the past when NS wanted to take over Conrail, we, the union members, waged a campaign that said "Let Conrail be Conrail". To support this campaign we gave up 12% wage increases. Now that Conrail will no longer be Conrail we are giving up our lives, without proper compensation and expected not to be bitter.

The management side of the house is receiving an unprecedented amount of severance pay, but only management. These employees have just received retro-active payments to their 401K accounts in amount equal to their base salary. Also, they are scheduled to receive payments for 1997 and 1998 in the same amount, and a two year severance package. These benefits are only for management employees. The protection given to these employees is like a dream come true, regardless to the amount of time they have been Conrail employees. Even 1-3 year management employees are receiving this gift.

The union clerks have been given nothing but the shaft. We are the people that have made this company grow and prosper, but we are just expendable pawns in the game of big business. The majority of us, union clerks, have been working for the company no less than 25 years, we are mid 40's and up in age, with

college students to support and tuition to pay, mortgages and the responsibilities of young families. Where do we look, besides our elected government officials and the STB, for protection of our livelihoods and the maintenance of our families. Where will we find comparable employment and wages?

In fairness to us, it would seem only fair that we share in the millions of dollars being distributed to the management, and not have to look to the New York Dock agreement for possible protection. I am sure you are aware of the stipulations in the New York Dock agreement, and the probability of ever receiving it.

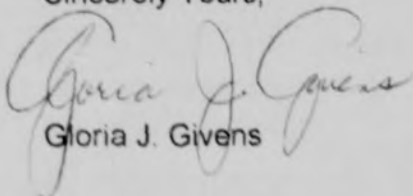
Is the 27 years of my life that has been given to this company worth nothing? We have been advised our future and severance, if any, depends on the findings of the Board, so I thought it proper to address my concerns about staying alive to you, Senator.

It is my request that you fight for fewer job cuts, better severance packages, and fairness in all factors that apply to all union clerks, as if it was your life and family in this position.

Even though we can not stop this acquisition from taking place, we do deserve to be treated equally and fairly. We deserve the same kindness and consideration given to the management personnel. We deserve to be able to continue living in the fashion to which we have become accustomed to. We deserve the protection of the STB, and need it.

Please give us a fair shake. For a Long time we have been screwed, now we are asking for a kiss. No disrespect intended.

Sincerely Yours,



Gloria J. Givens

G.J. Givens
7534 Rugby Street
Philadelphia, PA 19150

c: Ms. Linda Morgan, Chairwoman STB
Mr. Gus Owen, Board Member



Office of the Chairman

7-2
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

August 1, 1997

Ms. Theresa Dixon
115 Ashton Rd.
Upper Darby, PA 19082

Dear Ms. Dixon:

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

July

1997

THERESA DIXON
115 ASHTON RD.
UPPER DARBY, PA 19082
TCU 2026 590

Post-It® Fax Note	7671	Date	7/2/97	# of pages	1
To	LINDA MORGAN	From	THERESA DIXON		
Co./Dept.	S.T. 8.	Co.	CONRAIL		
Phone #		Phone #	215-209-2707		
Fax #		Fax #			

DEAR MS. MORGAN:

I am a writing to you because, as you are aware, the Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of \$910 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$20.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, "Without it, we could not have saved the company."

We worked just as hard as management to make this Railroad a success and now that we have succeeded, the union employees are on the outside looking in.

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Theresa Dixon

RECEIVED
SURFACE TRANSPORTATION

JUL 2 2 03 PM '97



Office of the Chairman

7-2
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

August 1, 1997

Ms. Mary T. Bradley
2542 S. Bancroft St.
Philadelphia, PA 19145

Dear Ms. Bradley:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

You express concern over the impact of the proposed transaction on Conrail employees. In deciding whether a control transaction such as the one being proposed here is in the public interest, the Board by law must consider the interest of rail carrier employees affected by the proposed transaction. Let me assure you that the Board will give full consideration to the interest of affected rail employees, as well as the other factors required by law, in deciding whether to approve the proposed transaction. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

July 2 1997

Mary T Bradley
 2542 So Bancroft St
 Phila, Pa 19145
 TCU - 590

Post-it* Fax Note	7671	Date	7/2/97	# of pages	1
To	Linda MORGAN	From	MT BRADLEY		
Co./Dept.	S.T.B	Co.	CONRAIL		
Phone #		Phone #	215 209 2708		
Fax #		Fax #			

DEAR

Linda Morgan

I am a writing to you because, as you are aware, the Philadelphia-based Consolidated Rail Corporation will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of \$910 million.

On the other hand, most union employees have dedicated more than twenty five years of their lives to the Railroad. We will be thrown out without a job and without a just and equitable termination package. Conrail does not want to recognize the numerous contributions we have made towards making Conrail the \$20.3 billion company that it is today. We struggled against all odds to make it independent in the early days. We sacrificed, took wage deferrals and accepted changes in our work rules. In 1988, speaking before the Newcomen Society, Mr. Stanley Crane acknowledged the wage-deferral agreement that union members accepted at a critical point, and said, "Without it, we could not have saved the company."

We worked just as hard as management to make this Railroad a success and now that we have succeeded, the union employees are on the outside looking in.

Management claims that union members will be receiving six years salary under the labor agreement called New York Dock. Past history has shown that it is extremely difficult to fulfill the requirements of that agreement in order to collect anything.

You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Mary T Bradley

RECEIVED
 SURFACE STATION

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33388

7-1-97

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PUBLIC



Office of the Chairman

7-1
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

August 1, 1997

Mr. Richard D. Spangler
78 Eastbrook Lane
Willingboro, NJ 08046

Dear Mr. Spangler:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

July

1997

P.1/1

Linda Morgan, Chairwoman78 Eastbrook Lane
Willingboro. N.J. 080461925 K Street, N.W.Washington, D.C. 20423DEAR Linda :

I am a member of the Transportation Communications Union - a clerical union which represents the Consolidated Rail Corporation union employees. As you are aware, the Philadelphia-based Railroad will be split by two other railroads - the Norfolk Southern and the CSXT.

This impending takeover will result in a \$22.3 million severance package for the CEO, David LeVan, and a severance package and bonuses for other management employees totaling \$1.5 billion. Management employees who have been working for Conrail for just a few years will walk away with large sums of money, and will participate in the distribution of proceeds from the sale of employee-owned stocks that netted in the amount of \$910 million.

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You have shown your concern for the working people many times in the past. I am asking your help to stop this corporate greed, this most disgraceful discriminatory practice, and this great injustice taking place in the workplace today.

Sincerely Yours,

Richard D. Spangler

RECEIVED
SURFACE TRANSPORTATION
STATION

JUL 1 3 28 PM '97

CHAIRMAN MORGAN



Office of the Chairman

7-1
Surface Transportation Board
Washington, D.C. 20423-0001

File in
Docket
FD-33388

August 1, 1997

Mr. William H. Armstrong III
56653 Diamond Drive
Elkhart, IN 46516

Dear Mr. Armstrong:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

Thursday, June 26, 1997

Surface Transportation Board
ATTN: Linda J. Morgan
1925 K Street, N. W.
Washington, D. C. 20423

Senator Daniel R. Coats
404 Russell Senate Office Building
Washington, D. C. 20510-1403

Senator Richard G. Lugar
306 Hart Senate Office Building
Washington, D. C. 20510-1401

Representative Tim Roemer
2348 Rayburn House Office Building
Washington, D. C. 20515-1403

Sirs:

I am writing this to you with my concerns over the merger- break up of Conrail by the CSX and Norfolk Southern railroads. Looking at the proposed sale it appears that I will, in the future, be working for the Norfolk Southern. This is a prospect I do not care for, nor am I happy about. For this reason this letter may seem bias against the NS, but I hope I also present some things to seriously think about.

One of my concerns is with the manner in which the two railroads (CSX-NS) are planning to break up Conrail. One of the most important segments of Conrail is the trailer-van service. Both railroads claim that their trailer-van service will be greatly improved by the acquisition of certain East Coast Ports. It will make them more competitive with the trucking industry. But yet, they are taking the main artery of Conrail (New York to Buffalo to Chicago) and splitting it in two parts.

CHAIRMAN MORGAN

JUN 14 1997

RECEIVED
SURFACE TRANSPORTATION

Another thing concerning the main artery of Conrail, has to do with Amtrak. This is the route that Number 48 uses. Number 38 and the passenger trains in Michigan also use part of this route. I can say that I have never heard anything favorable about the cooperation between the NS and Amtrak. Do we want to take a chance of losing what little passenger rail service we have?

What about the future. I have read where people in the industry think that in the future there will be only two major railroads. The proposed splitting of Conrail is not productive toward this goal.

In the Chicago area there is The Belt Railway Company, also the Indiana Harbor Belt. Both of these companies are partially owned by Conrail and one or more other railroads. Both of these's companies exist as an entity. I'm sure Conrail also owns parts of other rail companies. I would also think that the CSX and Norfolk Southern would have ownership in parts of other railroads. Why is it then that the CSX and NS feel they have to "break up" Conrail. Let them each have their share of Conrail, let them have access to all the areas that Conrail now has, But keep the Conrail system as a whole.

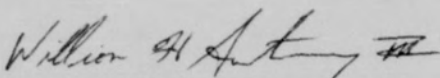
Most of what I have written so far concerns Conrail, the company for which I work. But, what about me! i have a wife and three sons. They depend on me to support them. Conrails CEO is going to walk away with about twenty-two million dollars. The majority of management is getting a large settlement. But, what about me, what about my fellow employees, are we still going to have a job? Is my twenty-six years in the rail industry going to mean anything? If you look at the past history of mergers-take overs, you will find that we, the people that make the railroads what they are, and the effect we have on the local economies, have been mistreated by the dominating railroad.

Look what happened to the people on the Wabash, when the Norfolk Southern took them over. And what about the ninety thousand employees of Conrail when it was formed on April 1, 1976. Now there are only about twenty thousand.

What kind of future we will have will depend on the interest and involvement taken by our representatives in our government. My future, the future of my fellow employees, the local economies, as well as unrelated jobs in those localities, could be effected by any aversive action by the other railroads.

I am asking that you and the government take a long hard look at this proposed merger-take over, and make sure that it is a good thing for me, my fellow employees, for everyone involved, and not just for the CSX and Norfolk Southern.

Sincerely,


William H. Armstrong III

William H Armstrong III
56653 Diamond Drive
Elkhart, Indiana 46516

STB

FD

33388

6-30-97

J

PUBLIC



Office of the Chairman

6-30
Surface Transportation Board
Washington, D.C. 20423-0001

File in
Docket
FD-33388

July 28, 1997

Mr. Homer O. Carr
4771 Marian - Mt. Gilead Rd.
Caledonia, OH 43314

Dear Mr. Carr:

Earlier this year you wrote to President Clinton 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 President has forwarded your letter to me for a response. As you may know, the Surface Transportation Board (Board), of which I am Chairman, is an independent decision-making body that has jurisdiction over railroad mergers, including conditions imposed to protect the interests of affected rail employees.

The CSX/NS/Conrail proceeding is docketed at the Board as STB Finance Docket No. 33388. The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

You express concern over the impact of the proposed transaction on Conrail employees. In deciding whether a control transaction such as the one being proposed here is in the public interest, the Board by law must consider the interest of rail carrier employees affected by the proposed transaction. Let me assure you that the Board will give full consideration to the interest of affected rail employees, as well as the other factors required by law, in deciding whether to approve the proposed transaction. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

3/23/97
DOT JD Ho
No 90

From: dy@Whitehouse.GOV Sun Mar 23 23:17:57 1997
Date: Sun, 23 Mar 1997 23:08:08 -0500
From: "Homer O. Carr" <tmu@on-ramp.net>
Subject: Inbound-White House WWW MAIL => PRESIDENT
Apparently-to: president@Whitehouse.GOV
To: president@Whitehouse.GOV
Errors-to: The Postmaster <postmaster@Whitehouse.GOV>
Reply-to: "Homer O. Carr" <tmu@on-ramp.net>
Message-id: <199703240408.XAA11530@www1.whitehouse.gov>

Comments: This message scanned by SCAN version 0.1 jms/960226

[Connection Information]

CLIENT: ramp68.on-ramp.net[206.230.157.68]
BROWSER: Mozilla/3.01Gold (Win95; I)
URL: http://www.whitehouse.gov/WH/Mail/html/Mail_President.html

[Sender Information]

PERSONAL-NAME: Homer O. Carr
EMAIL-ADDRESS: tmu@on-ramp.net
ORGANIZATION:
RELATIONSHIP:
STREET-ADDRESS: 4771 Marion - Mt. Gilead Rd.
CITY: Caledonia
STATE-PROVINCE: OH
ZIP-CODE: 43314
COUNTRY:

[Message Information]

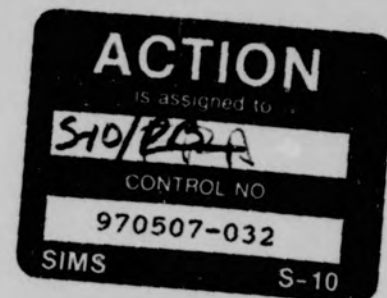
PURPOSE: Seek assistance from the White House
TOPIC: Transportation
AFFILIATION: Private Citizen
SUBJECT: Conrail's breakup

[Message]

I am writing in regard to the CSX and NS takeover of Conrail. It is beyond me how this could happen. CSX, NS, and Conrail have all said that it was the employees of Conrail that have made this company a strong, money-making enterprise. Conrail would not be what it is today if the employees had not given up agreements and compensation over the past several years. It is a railroad that everybody wants, but only to break up into pieces to be used, sold, or thrown out. It amounts to a sell-out by the top men at Conrail and will result in the 12,000 men who have sacrificed over recent years being left out in the cold. As you can see in a copy of the letter from

Mr. Levar, the top officials are to be taken care of with bonuses and severance pay. I read in a newspaper article that Mr. Levan is going to get \$20,000,000 severance pay. What about the rest of us, are they just going to cut us lose. We could use some of the severance pay to pay off bills and look for other jobs. I think every man on Conrail and the other two railroads should be offered severance. After all, we are the ones who gave up everything to make Conrail work. Because of this, I am asking you to try to block this takeover of Conrail or force them to at least protect the workers by offering severance to those who want to leave and jobs to those who want to stay.

THE WHITE HOUSE
WASHINGTON



4/25/97
DATE

MEMORANDUM FOR:

FROM:

DOT, 83
SUE J. SMITH *SP*
DIRECTOR, OFFICE OF AGENCY LIAISON

SUBJECT:

REFERRAL OF CASEWORK IN BULK

An unprecedented number of individuals still write the President and the First Lady for help. I know that this has meant a far greater volume of mail for your agency than ever before. I appreciate your continuing cooperation in our efforts to be as responsive as possible.

The attached letters have not received a White House Staff response. I am forwarding this correspondence to your agency for any appropriate action.

Please return the original incoming letter, along with a copy of any written or telephone response, to me at the address below. I also would appreciate your sending a copy of your agency's log of the names and addresses of these individuals. Any misreferrals should be returned to my office. If you have questions you can reach me at 456-7486.

Sue J. Smith
Director, Office of Agency Liaison
Room 6, OEOB
The White House
Washington, D.C. 20500

Again, thank you for your continuing help.

STAMP-5 PM:12-11



OFFICE OF THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

June 26, 1997

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

RECEIVED
SURFACE TRANSPORTATION
BOARD
CHAIRMAN MORGAN

JUN 30 2 56 PM '97

Dear Madam Chairman:

The Vice President's office has referred the enclosed letter to this Department for response.

We believe this falls within your jurisdiction and have taken the liberty of forwarding it to your office for action.

Thank you for your assistance.

Sincerely,

Peggy Burford
Information Management
Specialist

Enclosure

STB

FD

33388

6-26-97

J

BUSINESS



Office of the Chairman

6-26
File in
Surface Transportation Board
Washington, D.C. 20423-0001
Docket -
FD-33388

August 1, 1997

Mr. Frederick J. Track
1st Vice Chairman
Indiana State Legislative Board
Brotherhood of Locomotive Engineers
24559 Green Valley Pkwy.
Elkhart, IN 46517

Dear Mr. Track:

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

The Board has adopted a 350-day procedural schedule for deciding the merits of the control application filed in this proceeding. A 350-day schedule, the Board concluded, will provide for both a full and fair opportunity for all interested parties to participate in the proceeding and a timely resolution of this case. Applicants filed their control application with the Board on June 23, 1997, and the Board published notice of its acceptance of the application in the Federal Register on July 23, 1997. The notice accepting the application provided that public comments on the application will be due on October 21, 1997.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

Indiana State Legislative Board

Brotherhood of Locomotive Engineers

Frederick J. Track
1st Vice Chairman

24559 Green Valley Pkwy.
Elkhart, IN 46517
(219) 875-6887

June 19, 1997

Linda J. Morgan
Surface Transportation Board
1925 K St., N.W.
Washington, D.C. 20423

Dear Ms. Morgan,

By now I hope you have received hundreds of letters from rail employees regarding the coming proposed merger/takeover of Conrail by the NS and CSXT.

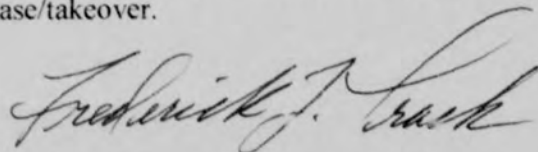
I am sure most of these letters expressed apprehension about possible loss of jobs, benefits, and the feeling of insecurity that comes with the unknown. All of these are valid concerns, amplified by the fact that merger/takeovers have proven to be more harmful to the work force than to stockholders.

The submission of the plan to split Conrail that was made on June 16, 1997 shall effect over 1000 Locomotive Engineers in the state of Indiana alone. There are far more other rail related jobs such as : Conductors , Maintenance & Way Crews , Trackmen and Engine Servicing Personnel that shall also feel the effects of this merger/takeover.

The responsibility of sorting out all the information and coming up with a solution that favors both the carriers and the labor force now falls on the Surface Transportation Board, which you now head. I hope you do not look at this burden with a closed view. The many railroad families whose lives shall be affected are counting on a just and equitable outcome to your findings.

My own personal feelings regarding this merger/takeover is much the same as my co-workers in the rail industry. My request is that when the decisions are finalized the employees of all the effected railroads namely, Conrail, NS, and CSXT are all protected under the New York Dock Agreement without any of the restrictive amendments. I also request that this transaction be considered a merger of (3) great competitive railroads rather than a hostile purchase/takeover.

I am Respectfully Yours,



1st Vice-Chairman, INSLB

RECEIVED
SURFACE TRANSPORTATION
BOARD
JUN 20 1 43 PM '97
OFFICE OF
CHAIRMAN MORGAN

STB

FD

33388

6-26-97

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PUBLIC



Office of the Chairman

C-26
Surface Transportation Board
Washington, D.C. 20423-0001

Docket
FD-33388

August 1, 1997

Mr. Kristopher Michael Klemick
RR#3 Box 101-15
Jersey Shore, PA 17740-9309

Dear Mr. Klemick:

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

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

Dear Mrs. Linda Morgan,

June 20, 1997

Hello, thank you so much for taking the time to read this. I guess I'll get right to the point. I am trying to make. You cannot allow Conrail to "merge" (if that's what they shall call it) with CSX and Norfolk Southern. I am constantly updated with the latest in the process of this merger thanks to some certain individuals who work for Conrail, so I fully understand it. Please, there are so many other ways to increase competition in the northeast without endangering Conrail's independency. How far is to far? How many railroads must literally die for competition to exist? I feel the need to speak out at this.

I have sent out over two dozen copies of the enclosed letter to various Conrail addresses, senators, Pennsylvania Department of transportation and numerous others.

I feel this "merger of equals" is unnecessary, unfair and unreal for the balance of the railroad industry. You are the only person I know of that can keep a young, strong railroad such as Conrail fully intact and fully independent.

I thank you for your time and know we are in good hands thanks to you.

Please Mrs. Morgan, Conrail's independence cannot be taken away... The consequences that tie down the road are to harsh to even imagine. Please, Do not let Conrail merge.

Sincerely,

*Kristyhe
Hickel
Hickel*

would you please let me know that you atleast read this. It would mean so much to me just to receive an envelope, just something so I know I tried as hard as I could to save Conrail



To whom it may concern:

February 27, 1997

I'm not sure how much of an impact if any this letter will heed on the merger but PLEASE hear me out.

Some people believe in dreams, others believe in idols, but for me, it's Conrail.

My life since its beginning on June 7, 1979, has been lived for this railroad.

Everyday I woke up taking it for granted, always thinking Conrail, n.y railroad, will be here well after I'm gone. Then on August 17, 1996 when the Consolidated Rail Corporation sold the 38 mile section from Muncy, Pa to Avis, Pa, which included the Newberry Yard, I thought my life was over. All my life the Newberry Yard was my home- I knew everyone there and they knew me. Then, I lost it to the Lycoming Valley Railroad. I also lost the Harrisburg North Dispatch, my one source for train watching. Now, it's Harrisburg East and on channel 3, instead of channel 1, 160.800MHz.

After time, I accepted it and began to do more in way of rail fanning! Now, I must deal with losing my whole railroad, all my dreams, all my love and my entire life, and it's all because of money.

As Larry De Young stated, "Speculation continues about a possible union involving Conrail, although "Big Blue" is doing all it is capable of doing to protect itself from any hostile attempts on its corporate independence." Bill Stephens stated in an article in Trains magazine involving the recent Union Pacific / Southern Pacific merger, "Conrail, the source said, believes it can stand alone based on its virtual monopoly on the Chicago- New York business." I feel the same way.

If Conrail wants to make a good decision, then let's stand on our own and use more of our assets and resources to our advantage. Conrail went from a business that lost a million dollars a day to a railroad that made a million dollars a day. We are making money and we are a very noted railroad. Instead of going down in history as the only railroad formed by congress and the only railroad ever fought so greatly over, let's make history by being the only railroad to be independently owned and operated for another twenty years and still continue as a first class railroad.

Just because everyone else is jumping onto the merger train doesn't mean we must! When other railroads are empires, we Conrail with our top of the line 26,000 mile route will be number one with the customer in turn gaining more and more business. Twenty years from now WE may be the only railroad around because we stood on our own focusing on the customer, safety and management. If we do merge, soon there will be only one railroad- a monopoly! The shipper will find a cheaper

mean of transporting goods.

Look at the long range area- (not just ten years from now) let's take a chance, let's stand on our own, forever stay independent someone has to.

I would very much like to attend a meeting where my voice along with thousands of others could be heard. Like it's been said- why put the fate of Conrail into the hands of Wall Street and the people who've owned Conrail stock for a week or so? Why not listen to the men and women who have been with the railroad since the beginning. Those who put their lives on the line everyday, put up with the grueling hours, stand the harsh weather. Those who in the beginning took money out of their own pocket to buy parts so engines could run. I think you should look at the broader spectrum, and not just the well being of the railroad executives.

Don't let someone take us over, we don't need to merge with anyone, and I would never wish that on anyone! I know how it feels when someone tries to take your railroad!

There is history and a wonderful story to be told of this railroad. This is just the beginning and you're trying to end it. We as a railroad made it through the years without any ones help. Now we surely do not need CSX to "carry us" into the future

I had my life set. When I got out of high school, I was going to college, take up heavy machinery operations and diesel mechanics, apply for a job with Conrail by 23, full-time engineer by 45, retire from that position around 65 and then "own" the railroad. (CEO perhaps)

Railroading is in my heart, but Conrail is in my blood. Now, I will have to apply for a job with the "CSX Rail Corporation."

All my life I've wanted to run a Big Blue diesel, sit in the engineer seat, blow the horn, throttle up to notch 8, and, fill out my own Form D. But now, all I have are shattered dreams.

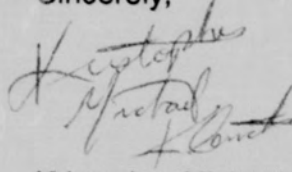
Don't think I'm just any old railroader who likes Conrail, I know every date, every statistic, every engine, every rule, every piece of Conrail out there because all my life I've studied it and lived for it.

Someday very soon, as it's on my "to do" list I will visit Conrails' Corporate Headquarters in Philadelphia for the first and perhaps last time. You'll know it's me because on dooms day if and when Conrail does merge, that is where I will be sitting, right outside as the famous blue-and-white color scheme with the big "C" fades into railroad history.

Please, do not merge. If I have to work 24 hours a day, 7 days a week pulling dead blades of grass from lawns to make enough money to pay for any break-up fees, I would. We are an independently owned railroad that has a future, if it only has a clear track ahead of itself. So once again as it was stated in the past...

"Let Conrail...Be Conrail"

Sincerely,

A handwritten signature in cursive script, appearing to read "Kristopher Michael Klemick".

Kristopher Michael Klemick

RR#3 Box 101-15

Jersey Shore , PA

17740-9309

STB

FD

33388

6-25-97

J

PRES



Office of the Chairman

6-25
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

July 28, 1997

Mr. Cornelius Rogers
447 Sharon Rd., Apt. B-31
Moon Twp., PA 15108

Dear Mr. Rogers:

Earlier this year you wrote to President Clinton 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 President has forwarded your letter to me for a response. As you may know, the Surface Transportation Board (Board), of which I am Chairman, is an independent decision-making body that has jurisdiction over railroad mergers, including conditions imposed to protect the interests of affected rail employees.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

5
C. Rogers
STB
Cornelius Rogers
447 Sharon Rd. Apt. B-31,
Moon Twp, Pa 15108

The President Of The United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

May 20, 1997

RE: CR-CSXT-NS Merger

RECEIVED
SURFACE TRANSPORTATION
BOARD
JUN 25 3 43 PM '97
OFFICE OF
CHAIRMAN MORGAN

Dear Mr. President:

Rail mergers increase profits and dividends, help boost Americas economy, even play a part in the preservation of our environment. But rail mergers DEVASTATE LABOR.

Please don't let the Surface Transportation Board rape Conrail's dedicated and hard working union employees.

We don't care to become a part of Americas unemployment statistics. WE WANT TO WORK! WE MADE CONRAIL what it is today... strong, profitable, an example for American industry to behold. The rise and success of Conrail is a testimony to the American worker's dedication and drive.

The future of thousands lie in the hands of just two men and one woman; the Chief Operating Officers of the NS and CSXT Railroads, and Linda Morgan, Chairman of the Surface Transportation Board.

Labor membership is depending on the Democratic Leadership of your office, along with Secretary of Labor, Alexis Herman, to champion our cause. We need to be given fair consideration at the bargaining table for employment opportunities and options. Our new employers, as well as Linda Morgan, have a history of trying to abrogate legal, binding labor agreements, as well as trying to deny displaced workers fair compensation.

LABOR NEEDS YOUR SUPPORT!

Respectfully,

Cornelius Rogers
Cornelius Rogers



Office of the Chairman

6-25
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

July 28, 1997

Mr. James Heatley
RD#2, Box 80
New Cumberland, WV 26047

Dear Mr. Heatley:

Earlier this year you wrote to President Clinton 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 President has forwarded your letter to me for a response. As you may know, the Surface Transportation Board (Board), of which I am Chairman, is an independent decision-making body that has jurisdiction over railroad mergers, including conditions imposed to protect the interests of affected rail employees.

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Sincerely,

Linda J. Morgan
Linda J. Morgan

STB
James Heatley
RD#2, Box 80,
New Cumberland, WV 26047

The President Of The United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

May 20, 1997

RE: CR-CSXT-NS Merger

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LABOR NEEDS YOUR SUPPORT!

Respectfully,

James Heatley

James Heatley

OFFICE OF
CHAIRMAN MORGAN

JUN 25 3 43 PM '97

RECEIVED
SURFACE TRANSPORTATION
BOARD

51

James Heatley
RD#2, Box 80,
New Cumberland, WV 26047

The President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

May 19, 1997

RE: Surface Transportation Board Appointment for CR-CSXT-NS Merger Review

Dear Mr. President:

Rail labor is apprehensive about the sale of Conrail to the CSXT and NS Railroads. We understand that the Surface Transportation Board has the absolute last word on all the particulars of this transaction. Somehow, this Federal Agency has the power to ignore the Justice Department and anti-trust laws, all in the name of "rail efficiencies".

Union employees are especially concerned that there has been no appointment of the Surface Transportation Board's third member in the face of an application for the merger of three Class I Railroads. Shippers, their customers and Conrail employees are looking to the STB to monitor this merger in a just and equitable manner. How can STB Chairman Linda Morgan be expected to expedite this merger without the help of a third member?

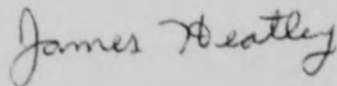
There is much at stake; the economic viability of entire communities, rail competition in the eastern half of the United States, and the ability of our industries to compete globally in the marketplace.

Mr. President, your appointment of a strong labor advocate to this open position needs your immediate attention.

Please don't let labor be short changed by a short-handed Transportation Board.

Respectfully submitted,

James Heatley
Member, Railway Legislative Action Committee

A handwritten signature in cursive script that reads "James Heatley". The signature is written in dark ink and is positioned below the typed name and title.

THE WHITE HOUSE
WASHINGTON

6-19-97

DATE

MEMORANDUM FOR: STB (3)

FROM: SUE J. SMITH *SJS*
DIRECTOR, OFFICE OF AGENCY LIAISON

SUBJECT: REFERRAL OF WHITE HOUSE BULK MAIL

Thank you for your continued hard work in ensuring responses to the Presidential letters and inquiries forwarded to your agency. The volume of mail that the President and Mrs. Clinton receive still remains unprecedented.

Please return any misreferrals to me at the following address:

Ms. Sue J. Smith
Director, Office of Agency Liaison
Room 6, OEOB
The White House
Washington, D.C. 20500

If you have any questions, please do not hesitate to call me at 202/456-7486.

Thank you very much.



Office of the Chairman

6-25 File in
Surface Transportation Board
Washington, D.C. 20423-0001
Docket
FD-33388

July 28, 1997

Mr. John R. Bobek
76 Avalon Dr. RD#2
New Castle, PA 16101-9240

Dear Mr. Bobek:

Earlier this year you wrote to President Clinton 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 President has forwarded your letter to me for a response. As you know, the Surface Transportation Board (Board), of which I am Chairman, is an independent decision-making body that has jurisdiction over railroad mergers, including conditions imposed to protect the interest of affected rail employees.

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

Sincerely,

Linda J. Morgan
Linda J. Morgan

STB
JUN 25 3 43 PM '97
RECEIVED
SURFACE TRANSPORTATION
BOARD
OFFICE OF
CHAIRMAN MORGAN

J.R. Bobek
R.D. #2,
New Castle, Pa.

The President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

May 19, 1997

RE: Surface Transportation Board Appointment for CR-CSXT-NS Merger Review

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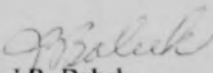
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Mr. President, your appointment of a strong labor advocate to this open position needs your immediate attention.

Please don't let labor be short changed by a short-handed Transportation Board.

Respectfully submitted,


J.R. Bobek
Member, Railway Legislative Action Committee

STB

FL

33388

6-19-97

J

PRES



Office of the Chairman

6-19
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

July 28, 1997

Mr. Richard I. Ramsey
5269 Poplarwood Rd.
Columbus, OH 43229

Dear Mr. Ramsey:

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Sincerely,

Linda J. Morgan

Linda J. Morgan

44
STB
From nobody@Whitehouse.GOV Wed Apr 23 00:45:15 1997
Date: Wed, 23 Apr 1997 00:43:21 -0400
From: Richard I Ramsey <riramsey@juno.com>
Subject: Inbound-White_House_WWW_MAIL => PRESIDENT
Apparently-to: president@Whitehouse.GOV
To: president@Whitehouse.GOV
Error s-to: The Postmaster <postmaster@Whitehouse.GOV>
Reply-to: Richard I Ramsey <riramsey@juno.com>
Message-id: <199704230443.AAA11494@www2.whitehouse.gov>

Comments: This message scanned by SCAN version 0.1 jms/960226

[Connection Information]

CLIENT: Cust56.Max11.Cleveland.OH.MS.UU.NET[153.35.129.184]
BROWSER: Mozilla/2.0 (compatible; MSIE 3.01; MSN 2.0; Windows 95)
URL: http://www.whitehouse.gov/WH/Mail/html/Mail_President.html

[Sender Information]

PERSONAL-NAME: Richard I Ramsey
EMAIL-ADDRESS: riramsey@juno.com
ORGANIZATION: United Transportation Union
RELATIONSHIP: Member
STREET-ADDRESS: 5269 Poplarwood Rd.
CITY: Columbus
STATE-PROVINCE: Ohio
ZIP-CODE: 43229
COUNTRY: USA

[Message Information]

PURPOSE: No Answer
TOPIC: No Answer
AFFILIATION: No Answer
SUBJECT: NS-CSX takeovdr of Conrail

[Message]

Mr. President,

As you are aware, there are vast changes taking place in the rail industry. The recent announcement that the CSX and NS have reached an agreement on how to split the one-time government owned Conrail system has left Conrail employees and their families doubting the future. And as a 24 year veteran of Conrail, I too share those concerns.

In June, the CSX and NS are to present their case before the Surface Transportation Board for approval. It's my understanding that the two corporations are asking for special

CONFIDENTIAL

JUN 11 1997

CONFIDENTIAL

consideration in hopes of gaining immediate approval from the board. If the CSX and NS succeed without the issues of employees being addressed, those of us who have dedicated years of our lives making Conrail the success that it become could be left without the protection provided by law. I'm referring to the the New York Dock Agreement, vis-a-vis class 1 railroads.

Under provisions set fourth by the NYD, employees effected by the sale or merger of one class 1 railroad by another are to be duly compensated in the event they are unemployed as a result of said sale or merger. This does not apply to other, short-line routes. And therein lies a serious concern to me and my fellow union workers at Conrail. We are deeply concerned that both the CSX and NS are not pursuing the takeover and the liability they incur in good faith. The possibilty exists that once approved, many of the routes and other facilities currently in operation will be sold to short-lines, (class 2 and 3 railroads) leaving Conrail employees with no basis of claim.

As a registered Democrat and supporter of yours in both elections, I'm asking you and Mr. Gore to oversee the Surface Boards agenda in this matter. Ail of us at Conrail understand that competition is essential in this great country of ours. But equitable solutions should also be taken into consideration as well.

Thank You,

Richard I. Ramsey
Yardmaster
Buckeye Yard
Columbus, Oh.



Office of the Chairman

6-19
Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
FD-33388

July 28, 1997

Mr. James B. Barrett
2750 U.S. Route 30
Hookstown, Pa 15050

Dear Mr. Barrett:

Earlier this year you wrote to President Clinton 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 President has forwarded your letter to me for a response. As you know, the Surface Transportation Board (Board), of which I am Chairman, is an independent decision-making body that has jurisdiction over railroad mergers, including conditions imposed to protect the interests of affected rail employees.

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Sincerely,

Linda J. Morgan
Linda J. Morgan

STB bulk
James B Barrett
2750 U.S. Route 30,
Hookstown, Pa. 15050

The President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

May 19, 1997

RE: Surface Transportation Board Appointment for CR-CSXT-NS Merger Review

Dear Mr. President:

Rail labor is apprehensive about the sale of Conrail to the CSXT and NS Railroads. We understand that the Surface Transportation Board has the absolute last word on all the particulars of this transaction. Somehow, this Federal Agency has the power to ignore the Justice Department and anti-trust laws, all in the name of "rail efficiencies".

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There is much at stake; the economic viability of entire communities, rail competition in the eastern half of the United States, and the ability of our industries to compete globally in the marketplace.

Mr. President, your appointment of a strong labor advocate to this open position needs your immediate attention.

Please don't let labor be short changed by a short-handed Transportation Board.

Respectfully submitted,

James B. Barrett

James B Barrett
Member, Railway Legislative Action Committee

RECEIVED
SURFACE TRANSPORTATION
BOARD
JUN 19 1 04 PM '97
OFFICE OF
CHAIRMAN MORGAN

THE WHITE HOUSE
WASHINGTON

6.3.97
DATE

MEMORANDUM FOR

STB (2)

FROM:

SUE J. SMITH *SJS*
DIRECTOR, OFFICE OF AGENCY LIAISON

SUBJECT:

REFERRAL OF WHITE HOUSE BULK MAIL AND
RECENT CHANGES IN PROCEDURES FOR HANDLING
OF THE BULK MAIL

Thank you for your continued hard work in ensuring responses to the Presidential letters and inquiries forwarded to your agency. The volume of mail that President and Mrs. Clinton receive still remains unprecedented.

As stated in my February 14, 1996 memorandum, we are continuing to refine our procedures and have instituted a change regarding bulk mail. It is no longer necessary for you to return this mail with a copy of your response.

Please keep the original incoming letter along with a copy of any written or telephone response at your agency. Return any misreferrals to me at the following address:

Ms. Sue J. Smith
Director, Office of Agency Liaison
Room 6, OEOB
The White House
Washington, D.C. 20502

If you have any questions, please do not hesitate to call me at 202/456-7486.

STB FD

33388

6-19-97

J

PRES



Office of the Chairman

6-19
Surface Transportation Board
Washington, D.C. 20423-0001

*File in
Docket
FD-33388*

July 28, 1997

Mr. Richard I. Ramsey
5269 Poplarwood Rd.
Columbus, OH 43229

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Linda J. Morgan

401
STB
x
From nobody@Whitehouse.GOV Wed Apr 23 00:45:15 1997
Date: Wed, 23 Apr 1997 00:43:21 -0400
From: Richard I Ramsey <riramsey@juno.com>
Subject: Inbound-White_House_WWW_MAIL => PRESIDENT
Apparently-to: president@Whitehouse.GOV
To: president@Whitehouse.GOV
Errors-to: The Postmaster <postmaster@Whitehouse.GOV>
Reply-to: Richard I Ramsey <riramsey@juno.com>
Message-id: <199704230443.AAA11494@www2.whitehouse.gov>

Comments: This message scanned by SCAN version 0.1 jms/960226

[Connection Information]

CLIENT: Cust56.Max11.Cleveland.OH.MS.UU.NET[153.35.129.184]
BROWSER: Mozilla/2.0 (compatible; MSIE 3.01; MSN 2.0; Windows 95)
URL: http://www.whitehouse.gov/WH/Mail/html/Mail_President.html

[Sender Information]

PERSONAL-NAME: Richard I Ramsey
EMAIL-ADDRESS: riramsey@juno.com
ORGANIZATION: United Transportation Union
RELATIONSHIP: Member
STREET-ADDRESS: 5269 Poplarwood Rd.
CITY: Columbus
STATE-PROVINCE: Ohio
ZIP-CODE: 43229
COUNTRY: USA

[Message Information]

PURPOSE: No Answer
TOPIC: No Answer
AFFILIATION: No Answer
SUBJECT: NS-CSX takeovdr of Conrail

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JUN 11 1997
U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

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Thank You,

Richard I. Ramsey
Yardmaster
Buckeye Yard
Columbus, Oh.

STB

FD

33388

2-23-98

J

185891

185891

LEBOEUF, LAMB, GREENE & MACRAE
L.L.P.

A LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

NEW YORK
WASHINGTON
ALBANY
BOSTON
DENVER
HARRISBURG
HARTFORD
JACKSONVILLE

1875 CONNECTICUT AVENUE, N.W.
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LOS ANGELES
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ALMATY
LONDON
A LONDON-BASED
MULTINATIONAL PARTNERSHIP

AEP-7

February 23, 1998

VIA HAND DELIVERY

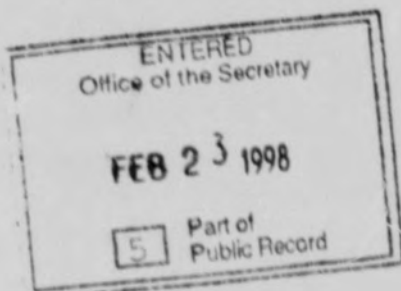
Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W., Seventh Floor
Washington, DC 20423-0001



Re: CSX Corp./Norfolk Southern Corp. -- Contract and Operating
Leases/Agreements -- Conrail; Finance Docket No. 33388

Dear Secretary Williams:

On behalf of American Electric Power Service Corporation ("AEP"), this is to advise the Board that AEP will not be filing a brief in the above-referenced proceeding, because AEP believes that its Comments (AEP-5), filed October 20, 1998, adequately express its position. Nevertheless, AEP is an active party in this proceeding, and continues to seek to preserve its existing, two-railroad access at its Cardinal Plant.



Respectfully submitted,

Michael F. McBride

Michael F. McBride

Attorney for American Electric Power
Service Corporation

cc: All Parties of Record

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ORIGINAL

PHILADELPHIA INDUSTRIAL DEVELOPMENT CORPORATION

WILLIAM P. HANKOWSKY
President

February 23, 1998

The Honorable Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W., Room 700
Washington, D.C. 20423-0001

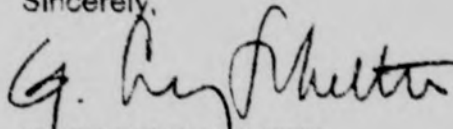
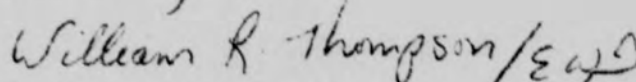
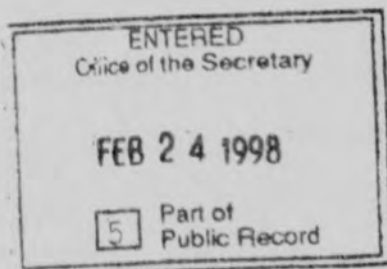
RE: Finance Docket No. 33388, CSX Corporation and
CSX Transportation, Inc. et al. -- Control and Operating
Leases/Agreements -- Conrail, Inc. and Consolidated Rail Corporation

Dear Secretary Williams:

We represent the Philadelphia Industrial Development Corporation ("PIDC") and the City of Philadelphia ("City"). We filed joint comments supporting Applicants' proposed transaction on October 21, 1997. We reiterate that support.

We also write to join in the letter request of this date filed by the Commonwealth of Pennsylvania, Governor Thomas J. Ridge, and the Pennsylvania Department of Transportation (collectively, "Pennsylvania") to make a part of the record in these proceedings the two letter agreements dated October 21, 1997 which are referenced in Pennsylvania's letter request. The City, through its Mayor, is a party to one of those agreements with CSX; it is a party to the other agreement with Norfolk Southern. In addition to joining in Pennsylvania's request to make both of those agreements, which are enclosed with Pennsylvania's letter request a part of the record, the City also joining in the comments set forth in paragraph three of Pennsylvania's letter request.

Sincerely,


G. CRAIG SCHELTER
Executive Vice PresidentWILLIAM R. THOMPSON
Chief Deputy City Solicitor
City of Philadelphia Law Department

GCS:jmw

cc: All Parties of Record

2600 Centre Square West 1500 Market Street Philadelphia PA 19102-2126 215.496.8020 Fax 215.977.9618

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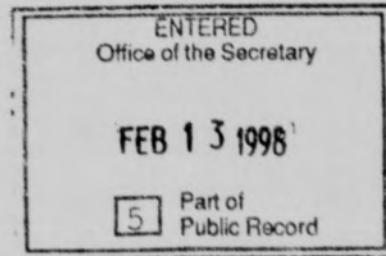
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CONRAIL

DAVID M. LeVAN
CHAIRMAN, PRESIDENT
AND CHIEF EXECUTIVE
OFFICER

February 9, 1998

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



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

Dear Secretary Williams:

I have been asked by Conrail's Directors to advise the Surface Transportation Board of the status of Conrail's operations since the commencement of this control proceeding and bring to the Board's attention the risk that will be created for our shippers should Conrail be required to operate in trust for any significant period beyond the currently anticipated end of this proceeding.

Conrail was remarkably successful in maintaining the quality and profitability of its operations in 1997. Excluding merger expenses, we achieved the lowest operating ratio in our history, while posting the best safety performance in our history.

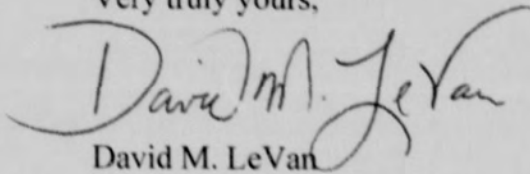
Conrail is very proud of the fact that it has thus far maintained and enhanced its service to customers and its financial viability pending the outcome of this proceeding. Conrail has been able to produce record results

Mr. Vernon A. Williams, Secretary
February 9, 1998
Page 2

despite the uncertainty created by the pendency of the control proceeding and the anticipated division of Conrail. The longer these uncertainties continue, however, the more likely it is that they will be manifested in a reduction in Conrail's performance.

We appreciate the magnitude of the task facing the Board in this proceeding. We also believe the public interest in high quality rail service to Conrail's customers requires attention to any impact that Board decisions may have on that service. Accordingly, Conrail respectfully urges that the Board take the implications for Conrail's future performance into account as it makes any decisions concerning the schedule for this proceeding or the implementation of the transaction. Because delays inevitably pose material risks to Conrail and its ability to maintain high quality service, we hope the Board will continue its prompt handling of this proceeding.

Very truly yours,

A handwritten signature in cursive script, reading "David M. LeVan". The signature is written in dark ink and is positioned above the printed name.

David M. LeVan

cc: Parties of Record