



PPG Industries, Inc.

One PPG Place Pittsburgh, Pennsylvania 15272 USA Telephone: (412) 434-3532



BRUCE H. NELSON
MANAGER, LOGISTICS SERVICES

205816

July 9, 2002

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K. Street NW
Washington, DC 20423

Re: STB Finance Docket No. 33388 (Sub-No. 91), CSX Corporation, et al. – Control
and Operating Leases/Agreements – Conrail, et al. General Oversight Decision
No. 7.

Dear Secretary Williams:

Enclosed for filing in the above referenced proceeding is one original of the comments
of PPG Industries, Inc. as an interested party. Thank you.

Sincerely,

Bruce Nelson

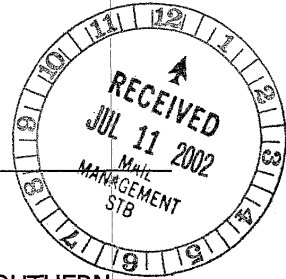
enclosure

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205816
BEFORE THE
SURFACE TRANSPORTATION BOARD



Finance Docket No. 33388 (Sub-No. 91)

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

PPG INDUSTRIES, INC.'S COMMENTS TO ABOVE REFERENCE PROCEEDING

Bruce H. Nelson

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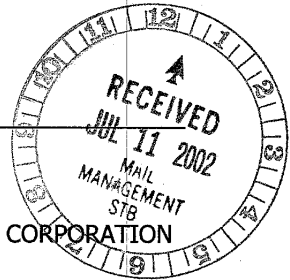
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CSX CORPORATION AND CSX TRANSPORTATION, INC., NORFOLK SOUTHERN CORPORATION
AND NORFOLK SOUTHERN RAILWAY COMPANY
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PPG INDUSTRIES, INC.'S COMMENTS TO ABOVE REFERENCE PROCEEDING

PPG Industries, Inc. is a large rail shipper of chemicals and a rail receiver of glass-making raw materials. As such PPG has multiple plants that are served solely by either CSX Transportation (CSXT) or Norfolk Southern (NS). In many cases, PPG has customers and suppliers who are served solely by CSXT or NS.

PPG recommends that STB continue its general oversight of the Conrail transaction over the initial 5-year period. From the outset PPG's service deteriorated to intolerable levels. CSXT and NS have strived to improve operations and should be commended for their efforts. While service has become more consistent, which many feel is the most important measure of rail service; it does not always meet pre-Conrail transaction levels. PPG remains concerned about the future quality of its rail service.

Many of the metrics that CSXT and NS use to tout their service will truly be tested only after a sustained period of strong economic activity. Rail yards appear to be more fluid than they have in the past, and that stands to reason since chemical industry activity is down by over 10% in the past 18 months.

Many industries are recovering and showing signs of increased rail activity. STB should consider its mission complete only after CSXT's and NS's newly designed service offerings hold-up under the next sustained strong level of rail activity. The most recent downturn afforded CSXT and NS the opportunity to purge their systems and implement new scheduled operations. It is our hope that their plans improve service for all rail customers.

In conclusion, please accept our comments and recommendation as you consider this proceeding.

Respectfully submitted,

Bruce H. Nelson
Manager, Logistics Services
PPG Industries, Inc.
One PPG Place
Pittsburgh, PA 15272

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