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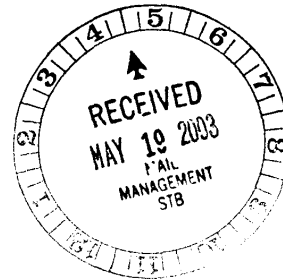
RICHARD A. ALLEN

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May 19, 2003

BY HAND DELIVERY

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



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

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding are the original and 25 copies of CSX/NS-3, "Joint Report of Norfolk Southern' and CSX Regarding Cargill, Inc." Also enclosed is a 3.5-inch computer disk containing the text of CSX/NS-3 in WordPerfect 5.0 format.

Kindly date-stamp the enclosed additional 2 copies of CSX/NS-3 and return them to our messenger.

Sincerely,


Richard A. Allen

Enclosures

cc: Jeffrey Moreno, Esq. (by hand)

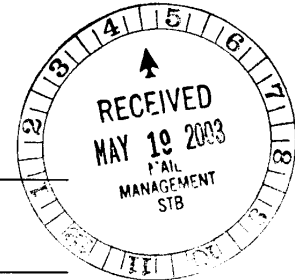
ENTERED
Office of Proceeding

MAY 19 2003

Parlor
Public Room

CSX/NS-3

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

Office of Proceedings

MAY 2003

(GENERAL OVERSIGHT)

Part of
Docket

**JOINT REPORT OF NORFOLK SOUTHERN AND CSX
REGARDING CARGILL, INC.**

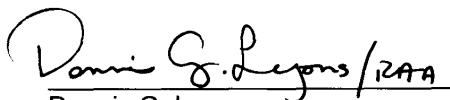
Norfolk Southern Corporation and Norfolk Southern Railway Company (together, "NS"), and CSX Corporation and CSX Transportation, Inc. (collectively "CSX") submit this joint report regarding their efforts to address the concerns raised in this proceeding by Cargill, Inc. ("Cargill.")

CSX and NS recognize that the length of time that has passed between the filing in August 2002 of Cargill's pleading to the Board in this matter has been frustrating to their mutual customer. The carriers have been endeavoring to resolve the matter for some time. Efforts have been intensified in recent weeks, including an on-site meeting at Sidney, Ohio that a Cargill representative attended.

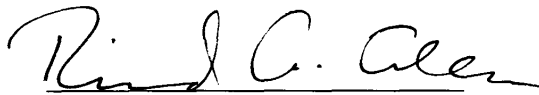
The central difficulty confronted is that, operationally speaking, a transfer of cars between NS and Cargill is a costly and difficult process. Physical access to Sidney by NS involves substantial cost and operational difficulty. The carriers believe, however, that they are close to resolving the matter in a way that will result in Cargill traffic being delivered to NS at a location that is operationally efficient for NS, at a charge that NS will be confident will allow it to offer competitive market rates for the overall movement.

CSX and NS will report further to the Board when an agreement is signed, or in any event, by Monday, June 9, 2003.

Respectfully submitted,



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Transportation, Inc.*

*Attorneys for Norfolk Southern Corporation
and Norfolk Southern Railway Company*

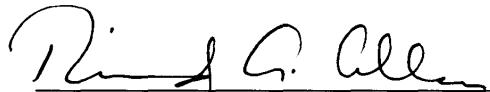
May 19, 2003

CERTIFICATE OF SERVICE

I certify that on May 19, 2003 a true copy was of CSX/NS-3 was served by hand
delivery upon:

Jeffrey O. Moreno
Thompson Hine LLP
1920 N Street, NW
Suite 800
Washington, D.C. 20036

Attorney for Cargill, Incorporated


Richard A. Allen