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SIDLEY AUSTIN BROWN & WOOD LLP

CHICAGO
DALLAS
LOS ANGELES
NEW YORK
SAN FRANCISCO

1501 K STREET, N.W.
WASHINGTON, D.C. 20005
TELEPHONE 202 736 8000
FACSIMILE 202 736 8711
www.sidley.com
FOUNDED 1866

BEIJING
GENEVA
HONG KONG
LONDON
SHANGHAI
SINGAPORE
TOKYO

WRITER'S DIRECT NUMBER
(202) 736-8538

WRITER'S E-MAIL ADDRESS
phemmersbaugh@sidley.com

BY HAND

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

August 5, 2003
ENTERED
Office of Proceedings
AUG 05 2003
Part of
Public Record



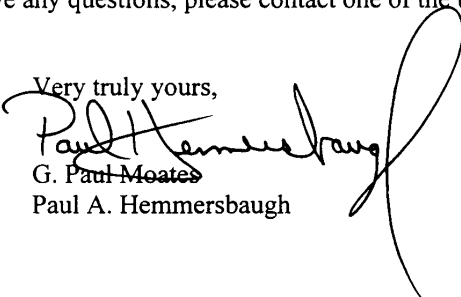
Re: Kansas City Southern – Control – The Kansas City Southern Railway Company,
Gateway Eastern Railway Company, and the Texas Mexican Railway Company,
STB Finance Docket No. 34342: Errata

Dear Secretary Williams:

We represent parties CSX Corporation, CSX Transportation, Inc. (collectively “CSX”) and Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, “NS”) in the above-captioned proceeding. Yesterday we filed comments on behalf of CSX, and separate comments on behalf of NS. We determined this morning that neither of those filings contained an identification acronym and number, as required by Decision No. 2 in this proceeding.

To correct that oversight, we submit herewith 26 revised copies of those comments, with an identification acronym (“CSX-2” for CSX, and “NS-2” for NS) affixed to the first page. This is the sole change to the comments of NS and CSX and filed yesterday. The substance of the comments of each party is identical to that of its comments filed yesterday. Thank you for your assistance in correcting this technical oversight. If you have any questions, please contact one of the undersigned.

Very truly yours,


G. Paul Moates
Paul A. Hemmersbaugh

cc: Parties of record

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BEFORE THE
SURFACE TRANSPORTATION BOARD

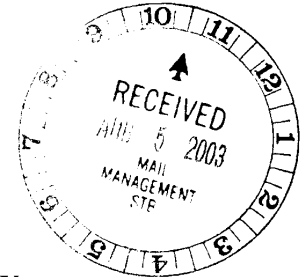
Finance Docket No. 34342

KANSAS CITY SOUTHERN

- CONTROL -

THE KANSAS CITY SOUTHERN RAILWAY COMPANY,
GATEWAY EASTERN RAILWAY COMPANY,
and
THE TEXAS MEXICAN RAILWAY COMPANY

COMMENTS OF NORFOLK SOUTHERN CORPORATION
AND THE NORFOLK SOUTHERN RAILWAY COMPANY



Norfolk Southern Corporation and Norfolk Southern Railway Company

(collectively, "NS") hereby submit their comments on the Railroad Control Application of Kansas City Southern. NS' concerns relate both the potential effects of the proposed transaction on KCS' line and service between Dallas and Meridian, Mississippi, and to the maintenance of the Laredo Gateway as an efficient key interchange point for NS-Mexican traffic. NS operates 21,500 route miles in 22 States, the District of Columbia, and the province of Ontario. NS links its customers to markets throughout the United States and the world, serving 20 ports, and connecting with rail partners in the Western United States (including the important link between Meridian and Dallas, owned and operated by KCS) and Canada. NS maintains the most extensive intermodal network in the East, and provides comprehensive logistics services to its customers.