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September 10, 2008

[REDACTED]

Mr. Massimo Allegreta
5147 Brawner Place
Alexandria, VA 23304

Dear [REDACTED] and Mr. Allegreta:

I have been asked to respond to your e-mails concerning Norfolk Southern Railway Company's ("NSRC") train operations in the vicinity of your residence on Brawner Place in Alexandria, Virginia. We note that CSX, VRE and Metro also operate in the vicinity of Brawner Place.

The train activities about which you complain are movements of rail cars either on the NSRC main line and/or possibly at the "Seminary" yard tracks which back up to Brawner Place. These movements are needed to effectuate the interstate transportation of goods by rail. Being an interstate operation, the rail network operations necessarily function 24 hours per day 365 days per year. Rail movements, including switch movements during the night, have occurred on this line for over a hundred years. NSRC serves a number of industries located in the City of Alexandria which entail the use of our main line and these yard tracks.

There may be and often are ebbs and flows in certain work over time at certain locations, as you have experienced, but any diminution in work at one location over a period of time is no assurance for the future. For example, the South Van Dorn Street Yard (about two rail miles from Brawner Place) at one time handled circus trains, and for many years handled intermodal trains at traffic levels far exceeding what you are experiencing now. The yard also now encompasses the railroad's ethanol transloading facility. While there can be variability in rail operations from one location to another, there also can be day to day variability at the same location due to a variety of reasons.

These operations, which NSRC is bound to undertake as a common carrier by rail, are regulated by the federal government. For example, the Federal Railroad Administration ("FRA")

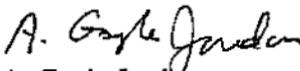
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regulations at 49 C.F.R. Part 232 Subpart C require railroads to undertake air brake tests of their rail equipment before train movements. The FRA regulations at 49 C.R.F. Part 210 and the Environmental Protection Administration ("EPA") regulations at 40 C.F.R. Part 201 also impose noise emission compliance standards for rail operations, which standards have been in effect for many years. NSRC has conducted noise measurements of its operations on its system and has consistently found that its operations are in compliance with the prescribed federal railroad noise emission standards. Nonetheless, given the concerns you have raised about railroad noise, NSRC will undertake noise monitoring of its train operations in the vicinity of Brawner Place in the very near future using an independent lab. We do this to ensure that NSRC is in fact complying with the applicable noise regulations at that location.

Regarding any objections to our placing ethanol tank cars and presumably other cars on the yard tracks in the vicinity of your homes, such temporary storage is incidental to transportation and is done in full compliance with federal regulations issued by the Department of Transportation. Hence, the ethanol tank cars when sitting in these yard tracks or when pulled do not present a safety hazard. The shippers of this commodity are obligated pursuant to DOT regulations to tender to the railroad secure cars capable of containing the ethanol commodity during normal rail operations.

Sincerely,


A. Gayle Jordan

cc: Mr. Doug McNeil
Mr. James Reiner