

August 25, 1997

Ralph G. Johnson, LP 2G-C

On August 19, 1997 a meeting was held in Harriman, Tennessee concerning Norfolk Southern's at-grade railroad crossings on Highway 27 that serve TVA's Kingston Fossil Plant. The meeting was called and conducted by Tennessee State Senator Lincoln Davis.

The following people were among those who attended:

Lincoln Davis	Tennessee State Senator
Dennis Ferguson	Tennessee District Representative
Harold Webster	Mayor, City of Harriman Tennessee
Roger Armstrong	Norfolk Southern, Trainmaster
Jack Waters	Norfolk Southern
Joseph Frye	Norfolk Southern, Coal Marketing
Jim Gann	Administrator, Roane County Medical Center
Nathan Burris	Manager, TVA Kingston/Bull Run Fossil Plants
Lynn Petty	TVA, Fossil Engineering

Six other people were present including three additional Norfolk Southern representatives and one newspaper reporter.

The meeting was called primarily among the Senator, City of Harriman, and Norfolk Southern, as the existing grade crossing is in the portion of the track that is owned and maintained by Norfolk Southern. The Mayor invited TVA since all the rail traffic through this crossing is bound for Kingston Fossil Plant and because the city is familiar with TVA's project to build a new Coal Receiving Railroad (PCN 4589). Attached is a map to help with orientation to the issues discussed. Discussions centered around three issues:

1. Potential to eliminate the crossings entirely

It was reported that the traffic delay caused by trains in this crossing has been well known in the community for years. It is known that there have been previous meetings concerning this crossing where frustrations have been vented and the desire for an overpass has been expressed. The proposed Coal Receiving Railroad project was discussed. Completion of the construction phase of the project is scheduled for September 1999. The project provides both Norfolk Southern and CSX origin coal trains access into Kingston Fossil Plant. The project connects to the mainline north of Harriman such that there will be no at-grade crossings of HWY 27. Full utilization of the proposed project by both carriers will eliminate the need for the at-grade crossings in South Harriman that were the subject of the meeting.

2. Rideability of the existing crossings

Hwy 27 is a four lane divided highway through this portion of South Harriman. The railroad layout is a "delta track" with two legs of the triangle crossing the highway. Both the rail and the highway are in curves at the crossing. The crossing is of timber and asphalt construction. It was reported that a few months ago, in response to community complaints, Norfolk Southern performed maintenance on the crossing in an effort to improve smoothness; some people in the community feel the condition was made worse. Previous discussions had taken place between the City and Norfolk Southern regarding this matter. Some in the community want to see a rubber mat crossing installed at this location. Norfolk Southern's policy is for the requesting organization (City or State) to pay for the materials with Norfolk Southern responsible for performing the installation. Norfolk Southern had previously estimated the cost for such an installation but did not present an updated cost. In spite of the possible limited life of this crossing due to the new access railroad, the community still desires a rubber mat crossing. The question was asked if TVA would pay for a portion of the installation. The response we gave was that this portion of the track was clearly in Norfolk Southern's area of responsibility, but that the City could make a proposal for TVA to review. Norfolk Southern agreed to revisit their estimate for a rubber mat as well as have their maintenance crew review the recent work done to see if an improvement could be made.

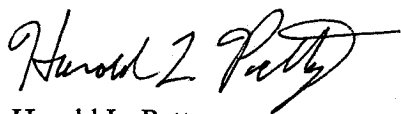
TVA's existing railroad bridge over Highway 27 was also discussed. Many in the community question why coal delivery trains use the grade crossings at all when there is an overpass seemingly headed to the same location. The track layout is such that the track on the overpass by-passes Caney Creek Yard in this direction and is less convenient to use.

3. Emergency Vehicles

Jim Gann, of the Roane County Medical Center discussed problems that inbound ambulances have had at the crossing. He stated that almost ninety percent of their emergency calls come from I-40 towards the hospital. The crossing is between the hospital and I-40. Ambulances are frequently delayed due to trains in the crossing. The situation became aggravated two years ago when another hospital south of the crossing was closed. Up until that time, when trains in the crossing blocked the highway, the ambulances would simply redirect themselves to the accessible hospital. There is no alternate available now. Alternate routes to the hospital are available but are only of practical value if the drivers know well in advance there is a train in the crossing. It is

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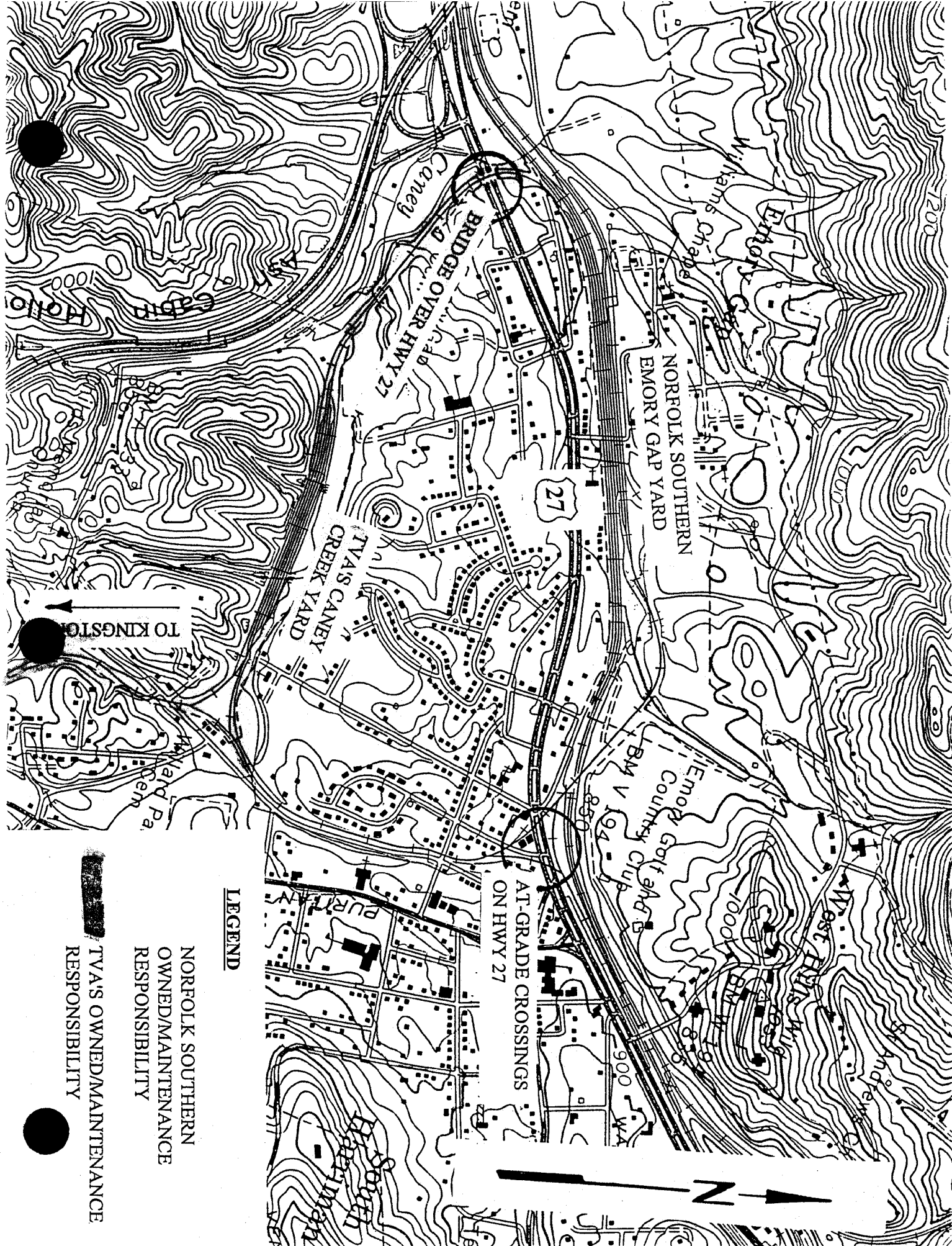
claimed that one recent ambulance had to wait in excess of thirty minutes for the train to clear the crossing. Norfolk Southern stated that their trains do not stop in the intersection unless there is mechanical failure. They do travel through the area at a slow speed out of safety concerns. Norfolk Southern and the hospital agreed to exchange phone numbers that could be used to call in advance to determine if the crossing will be clear. They also agreed to investigate further communications options to address this problem. Newspaper maps with alternate routes for use in the case of "self mobile" emergencies were discussed as a possibility.



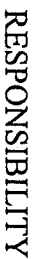

Harold L. Petty
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HLP:KWB:EBR
Attachment

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LEGEND

-  NORFOLK SOUTHERN OWNED/MAINTENANCE RESPONSIBILITY
-  TVAS OWNED/MAINTENANCE RESPONSIBILITY