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SERVICE DATE - JANUARY 12, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

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

Decision No. 62

Dated: January 9, 1998

NOTICE TO THE PARTIES:

On December 12, 1997, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS), prepared by the Board's Section of Environmental Analysis (SEA), regarding potential environmental effects of the proposed acquisition of Conrail, Inc. by Norfolk Southern Railroad and CSX Railroad. The purpose of this notice is to provide you with an Errata to the Draft EIS.

The Draft EIS encompasses more than 3,000 pages and is comprised of a separate Executive Summary and six volumes of text. These six volumes are divided into nine separate books. The Draft EIS addresses potential environmental effects of the Proposed Conrail Acquisition that include safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible environmental effects of the Conrail proposal. SEA is seeking public comment on the Draft EIS. Public comments are due to SEA by February 2, 1998. SEA will consider all public comments in preparing a Final EIS.

SEA prepared the enclosed Errata to the Draft EIS to help facilitate public review of the Draft EIS and clarify some of the information contained in the document. The Errata is not all inclusive. SEA has not included all typographical errors or minor discrepancies. SEA has, however, included those items which will help clarify the meaning of certain text to avoid confusion, such as correcting references in other sections in the Draft EIS and correcting data discrepancies in various sections.

It is important to note that this Errata to the Draft EIS does not change or alter SEA's analysis or preliminary mitigation recommendations, nor do these corrections affect the integrity

of the information contained in the Draft EIS, the procedural schedule, or the review and comment period for the Draft EIS.

Should you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997.

Vernon A. Williams  
Secretary

**PROPOSED CONRAIL ACQUISITION  
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 DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>EXECUTIVE SUMMARY</b>					
ES	ES.1	Introduction	ES-1	3	Change the second sentence to: In addition to freight operations, Amtrak and <b>eight</b> commuter agencies operate over tracks owned by one or more of the Applicants.
ES	ES.1.1	Overview	ES-2	4	To the last bullet item on the page, add Louisiana and Mississippi to the list of states that could be affected by potential environmental impacts.
ES	ES.6.2	Air Quality	ES-22	6	Change first sentence to: SEA evaluated air pollutant emissions on a county-wide basis for all rail line segments, <b>rail yards, and intermodal facilities</b> exceeding the Board's thresholds for air quality analysis.
ES	ES.6.2	Cultural and Historic Resources	ES-23	4	Change second sentence to: SEA recommends, <b>pending Ohio SHPO concurrence</b> , that the Board require CSX to complete cultural and historic <b>resource</b> documentation (Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Level II) at the proposed Collinwood Intermodal Facility within 180 days of any Board decision approving the proposed Conrail Acquisition.
ES	ES.6.2	Cultural and Historic Resources	ES-23	5	Change last sentence to: SEA recommends, <b>pending Ohio SHPO concurrence</b> , that the Board require NS to complete cultural and historic resource documentation (HABS/HAER Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.

<sup>1</sup> Paragraphs are numbered beginning with the first full paragraph on a page, unless otherwise noted. For tables, rows are numbered counting each row starting directly below the table header row.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>VOLUME 1</b>					
2	2.2	Proposed Action	2-6	3	Change last sentence to: (See Section <b>1.3.3</b> for a discussion of the Board's environmental thresholds.)
2	2.7	Comments and Requests for Conditions	2-36	1	There were 100 comments and request for conditions received and accepted by the STB, not 88 as stated in Section 2.7.
3	3.4	Safety	3-9	6	Change second and third sentences to: SEA did so by analyzing the <b>54</b> rail line segments with projected increases of eight or more trains per day. Of these <b>54</b> segments, 44 contained highway/rail at-grade crossings of public roads.
3	3.4.1	Methods	3-10	1	Change first sentence to: SEA conducted a train-vehicle accident risk analysis for 2,070 highway/rail at-grade crossings on the <b>54</b> rail line segments described above.
3	3.8.1	Methods	3-20	2	Change first sentence to: For each additional truck <b>anticipated at</b> the 23 intermodal facilities that SEA studied, SEA assumed that a round-trip would be made and therefore added two truck trips to the average daily traffic volume on affected surrounding roadways.
4	4.3	Passenger Rail	4-12	4	Change last sentence to: These segments are located in the following states: Georgia, <b>Indiana</b> , Maryland, Michigan, New York, North Carolina, Virginia, and the District of Columbia.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
4	4.5	Transport of Hazardous Materials	4-17	1	Change the second sentence to: These results are reported in Chapter 5 on a state-by-state basis for <b>99</b> rail line segments in the following states: Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, Mississippi, North Carolina, New Jersey, New York, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and the District of Columbia.
4	4.5	Table 4-6	4-18	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County, AL.
4	4.5	Table 4-6	4-18	Row 7 Column 4	For Rail Line Segment C-357, Marlboro County is in SC, not NC
4	4.5	Table 4-6	4-18	Row 10 Column 4	For Rail Line Segments N-082 and N-095, Mahoning and Trumbull Counties are in OH, not PA
4	4.5	Table 4-6	4-18	Row 13 Column 4	For Rail Line Segment C-344, delete Hampton and Jasper Counties, and add Beaufort County.
4	4.5	Table 4-6	4-19	Row 1 Column 4	For Rail Line Segment from Decatur, AL to New Orleans, LA, add the following counties: Morgan, Cullman, Blount, Jefferson, Shelby, Chilton, Autauga, Montgomery, Elmore, Lowndes, Butler and Conecuh.
4	4.5	Table 4-6	4-19	Row 8 Column 3	Add Rail Line Segment C-072 to the list of segments in the Quaker, OH to Willow Creek, IN corridor.
4	4.7.2	Table 4-9	4-34	N/A	Norristown (PA) Connector was omitted from Table 4-9, but should have been included. Information on the Norristown Connector is presented on page 4-37.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
4	4.12.3	Table 4-17	4-59	Row 2 Column 2	Change Emissions from Netting Analysis for Maryland from 797 to <b>764</b> .
4	4.12.3	Air Quality	4-60	2	In the last sentence of the paragraph, delete Detroit.
<b>VOLUME 3</b>					
5	5.2	Air Quality	5-8	3	Change last sentence to: Using this approach, SEA analyzed potential air quality impacts by county in <b>17</b> states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.2	Air Quality	5-8	4	In the first sentence, change 3.11.1 to <b>3.11.2</b> .
5	5.2	Environmental Justice	5-12	1	Change last sentence to: Using this approach, SEA analyzed potential environmental justice effects by site in <b>17</b> states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.3	Table 5-2	5-14	Row 8 Column 5	For Rail Line Segment C-373, change potential impacts to “ <b>A major key route.</b> ”
5	5.3	Table 5-2	5-15	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County.
5	5.3	Table 5-2	5-16	Row 5 Column 4	For Rail Line Segment C-346, add Wayne, Long, Liberty, and Chatham counties.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5.3	Table 5-2	5-18	Row 3 Column 6	For Rail Line Segment C-011, change preliminary recommended mitigation to: "Railroad shall consult with the County, ILDOT, and community regarding <b>mitigation measures.</b> "
5	5.3	Table 5-2	5-18	Row 8 Column 5	Under "Potential Impact" column, for CM-02: 59 <sup>th</sup> Street, Chicago, replace "Truck route impact" with " <b>Noise impact.</b> "
5	5.3	Table 5-2	5-19	Row 2 Column 5	Segment C-010 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to be considered cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 3 Column 5	Segment N-045 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 6 Column 4	For Rail Line Segment C-025, add Gibson County.
5	5.3	Table 5-2	5-19	Row 6 Column 5	For Rail Line Segment C-025, add the following crossings: CR 100N, Spring Street, Mulberry Street, and W. John in Gibson County; Stacer Road in Vanderburgh County; and Perry Street and Buntin Street in Knox County.
5	5.3	Table 5-2	5-20	Row 2 Column 5	For Rail Line Segment C-066, add the following crossings: First Road-Smith and Thorn Road in Marshall County; CR 500W and 900W in Noble County; Oak Street in Kosciusko County; CR 875E and 500W in La Porte County; and CR 9 in Elkhart County.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5.3	Table 5-2	5-21	Row 4 Column 5	For Rail Line Segment N-045, add the following crossings: 8 <sup>th</sup> Street, 5 <sup>th</sup> Street, and CR 172 in Tippecanoe County, and delete Greenbush Street.
5	5.3	Table 5-2	5-22	Row 2 Column 5	For Rail Line Segment N-046, add the following crossings: CR 250W in Miami County; CR 700N in Tippecanoe County (CR 900N was listed twice).
5	5.3	Table 5-2	5-23	Row 2 Column 6	For Rail Line Segment C-025, change second sentence in Preliminary Recommended Mitigation to: <b>For all others</b> , railroad shall consult with the community and develop mitigation.
5	5.3	Table 5-2	5-23	Row 5 Columns 4 & 5	For Rail Line Segment N-045, in column 4 add: Warren and Fountain Counties, in column 5 add: All crossings are in Tippecanoe County.
5	5.3	Table 5-2	5-24	Row 10 Column 5	For Rail Line Segment C-021, add the following crossings: Duffey Street and E. 6 <sup>th</sup> Street in Christian County, and W. Moss Avenue in Hopkins County.
5	5.3	Table 5-2	5-25	Row 2 Column 4	For Rail Line Segment C-287, delete Owen County and add Gallatin County.
5	5.3	Table 5-2	5-25	Row 5 Column 4	For Rail Line Segment C-291, delete Boone County.
5	5.3	Table 5-2	5-26	Row 4 Column 4	For Rail Line Segment C-387, add Orleans Parish.
5	5.3	Table 5-2	5-26	Row 8 Column 4	For Rail Line Segment C-034, delete Howard County.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5.3	Table 5-2	5-30	Row 5 Column 4	For Rail Line Segment N-065, add Genesee County.
5	5.3	Table 5-2	5-36	Row 2 Column 4	For Rail Line Segment C-206, add Seneca County.
5	5.3	Table 5-2	5-36	Row 9 Column 5	For Rail Line Segment N-073, delete Likens Street.
5	5.3	Table 5-2	5-41	Row 5 & 7 Column 5	Segments N-075 and N-082 should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-42	Row 5 Column 5 & 6	For Rail Line Segment C-766, delete Highway/Rail At-Grade Crossing information in the Potential Impact and Preliminary Recommended Mitigation columns.
5	5.3	Table 5-2	5-43	Row 3 Column 4	For Rail Line Segment N-095, add Beaver County.
5	5.3	Table 5-2	5-43	Row 5 Column 4	For Rail Line Segment N-216, delete Montgomery and Philadelphia Counties.
5	5.3	Table 5-2	5-43	Row 6 Column 4	For Rail Line Segment N-245, delete Broome, Delaware, Sullivan, and Orange Counties and add Pike and Susquehanna Counties.
5	5.3	Table 5-2	5-44	Row 9 Column 4	For Rail Line Segment N-344, delete Hampton County and add Beaufort County.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5.3	Table 5-2	5-45	Row 4 Column 4	For Rail Line Segment C-357, add Marlboro County.
5	5.3	Table 5-2	5-45	Row 6 Column 4	For Rail Line Segment C-359, add Bamberg, Richland and Allendale Counties.
5	5.3	Table 5-2	5-45	Row 10 Column 4	For Rail Line Segment C-373, delete Moore County and add Coffee County.
5	5.3	Table 5-2	5-45	Row 12 Column 4	For Rail Line Segment N-392, add Hamblen County.
5	5.3	Table 5-2	5-46	Row 2 Column 4	For Rail Line Segment N-399, delete Hablen County.
5	5-AL.3	Summary of Analysis	AL-4	1	In the paragraph continued from page AL-3, delete the second bulleted item, "Land Use/Socioeconomics."

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5	5-AL.9	Land Use/ Socioeconomics	AL-11	1	<p>Immediately prior to Section 5-AL.9, add the following:</p> <p><b>5-AL.8a LAND USE/SOCIOECONOMICS</b></p> <p><b><u>Native American Issues:</u></b> Rail Line Segment C-271 traverses the Federally designated Poarch Creek Indian Reservation which is located in southwestern Alabama, approximately 56 miles northeast of Mobile. The City of Atmore is located within the Reservation. The Reservation consists of 229.5 acres and has a total population of 190 people. The Poarch Creek Indians are descended from Creek Indians who have lived in the area since the 1700s. The Reservation contains a tribal center, senior center, fire station, and eighty housing units. There is also an Indian Health Service clinic on the Reservation.</p> <p>Segment C-271 would become a new CSX “Major Key Route” for the transportation of hazardous materials. Currently, CSX transports 3,000 carloads/year of hazardous materials along this line. CSX would increase this to approximately 64,000 carloads/year as a result of the proposed Conrail Acquisition. This would result in an increased potential risk for release of hazardous materials in the event of a train derailment or accident.</p> <p><b><u>Mitigation Measures</u></b> – Mitigation measures for Major Key Routes include: 1) restricting speeds of trains along this segments to 50 mph; 2) upgrading the track to Class 2 or better; 3) installation of wayside defect detectors along rail lines; and, 4) establishing a Hazardous Materials Response Plan which includes accident simulations with local emergency response providers. CSX would coordinate the preparation of the Plan with the Reservation.</p> <p>In addition to the mitigation measures described above, SEA will conduct additional public outreach and noticing of the EIS availability with regard to the Poarch Creek Indian Reservation and Poarch Creek Band of Indians.</p>

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IL.8.1	Passenger Rail	IL-19	1	Delete the first full sentence on page IL-19 (immediately prior to Section 5-IL.9) and replace with: <b>It is SEA’s preliminary recommendation that CSX work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75<sup>th</sup> Street Interlocking. SEA recommends that the Board require CSX to report to SEA on the results of the discussion.</b>
5	5-IL.10.2	Construction	IL-22	5	Change third sentence to: NS is constructing this connection in anticipation of future markets and, <b>according to the Application, anticipates that approximately six trains per day will run over the new connection.</b>
5	5-IL.17.2	Table 5-IL-33	IL-74	Row 8, Columns 5 & 7	For Lafayette - Tilton (N-045), change the “N” in the “Hazardous Materials” and “Transportation/Safety” columns to “Y.”
5	5-IL.17.2	Environmental Justice	IL-78	1	Change first sentence to: At-grade crossing safety potential impacts exist at <b>5<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, Roming Street, 4<sup>th</sup> Street (US 231), Smith Street near Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).</b>  Add to end of paragraph: <b>It is SEA’s preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.</b>

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5	5-IL.17.2	Environmental Justice	IL-78	3	Add the following after the third paragraph (as a separate paragraph): <b>SEA has identified this NS rail line segment as resulting in significant hazardous materials transportation effect because the increase in hazardous material carried over this rail line segment would double and increase to over 20,000 car loads per year. The increase, from 10,000 to 46,000 car loads yearly, would require this NS rail line segment to be designated as a hazardous materials “major key route,” thus further requiring special safety and mitigation measures, including assistance from NS to communities in formulating emergency response plans. See discussion on hazardous material transport mitigation in the Transportation section of this Draft EIS.</b>
5	5-IN.8	Passenger Rail	IN-24	4	Change to: Because there is no existing commuter rail service <b>on lines affected by the proposed Acquisition</b> in Indiana, SEA has determined that there will be no adverse effects and no mitigation is required.
5	5-IN.18	Environmental Justice	IN-79	6	Change first sentence to: Grade crossing safety potential impacts exist at <b>5<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, Roming Street, 4<sup>th</sup> Street (US 231), Smith Street in Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).</b>
5	5-IN.18	Environmental Justice	IN-80	1	Add to end of paragraph continued from page IN-79: <b>It is SEA’s preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.</b>
5	5-IN.20.1	Table 5-IN-45	IN-85	N/A	Add <b>Sheffield Avenue</b> to Table 5-IN-45. For Sheffield Avenue, the Average Daily Traffic = 8,030 and Crossing Delay Per Stopped Vehicle = 3.94 (pre-Acquisition) and 4.05 (post-Acquisition). Total Blocked Time Per Day would be the same as the other entries in Table 5-IN-45.

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5	5-IN.20.1	Highway/Rail At-Grade Crossings	IN-85	2	Change the second sentence to: It is SEA's preliminary recommendation that CSX and NS shall consult with representatives of the Four Cities Consortium, the Indiana Department of Transportation, and other appropriate parties to address potential traffic delay and safety concerns at the nine highway/rail at-grade crossings in these communities <b>that are listed in Table 5-IN-45.</b>
5	5-MI.5.1	Summary of Potential Effects	MI-9	1	Change second sentence to: SEA notes that one of the rail line segments, Kalamazoo to Porter, Indiana, is owned by Amtrak <b>and dispatched by Conrail.</b>
5	5-MI.9	Table 5-MI-10	N/A	N/A	The first page of Table 5-MI-10 is attached.
5	5-MI.18	Cumulative Effects	MI-38	3	Delete "Cumulative Effects Mitigation Measures" subsection (third paragraph and heading).
5	5-NJ.4.1	Table 5-NJ-4	NJ-8	N/A	Change table title to: Estimated Change in Years Between Accidents for <b>Passenger</b> Rail Operations
5	5-NJ.17	Figure 5-NJ-4	N/A	N/A	In the figure inset, the E-Rail and Portside facility locations are transposed. Portside is located to the <u>north</u> of E-Rail (as is shown correctly in the main figure).
5	5-OH.16.1	Natural Resources	OH-94	5	Change first sentence to: Since SEA determined there are no Federal or state parks, <b>forests</b> , preserves, refuges or sanctuaries within or adjacent to the proposed Collinwood Yard construction site, there would be no impacts to this type of resource.
5	5-OH.16.1	Natural Resources	OH-100	6	Change third sentence to: A National Pollutant Discharge Elimination System stormwater discharge <b>permit</b> may be required if more than five <b>acres</b> of land would be disturbed during construction activities.
5	5-OH.16.1	Natural Resources	OH-103	4	Change last sentence to: A National Pollutant Discharge Elimination System stormwater discharge <b>permit</b> may be required if more than five <b>acres</b> of land would be disturbed during construction activities.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-OH.16.1	Natural Resources	OH-105	1	Change first sentence to: Based on coordination with the U.S. Fish and Wildlife Service <b>and the Ohio Department of Natural Resources</b> , SEA concluded that the Vermilion construction project could affect <b>the bald eagle which is known to occur in Erie County, and the Indiana Bat, which has no historic record within the county.</b>
5	5-OH.18.2	Table 5-OH-50	OH-121	Row 6 and 8 Column 7	Change the “N” in the “Transportation/Safety” column to “Y” for the Cleveland-Ashtabula (N-075) and Bellevue-Sandusky Docks (N-085) rail line segments.
5	5-OH.18.2	Environmental Justice	OH-124	1	At the end of the paragraph, add the following: <b>SEA has identified potential highway/rail at-grade crossing safety impacts at Walter Main Road in the City of Geneva, Ashtabula County. It is SEA’s preliminary recommendation that NS mitigate safety impacts by upgrading warning devices at this crossing.</b>
5	5-OH.20.1	Emergency Response	OH-150	3	Add the following new paragraph after the Highway/Rail At-Grade Crossing Safety paragraph: <b>Emergency Response</b> - It is SEA’s preliminary recommendation that NS consult with the City of Cleveland to reach agreement on measures to minimize or mitigate the effects of increased emergency vehicle delay. Possible mitigation measures could include increasing train speeds, upgrading communications between NS and the emergency dispatch center, or constructing grade separation.
5	5-PA.6.2	Table 5-PA-7	PA-16	Rows 4, 5, & 6 Column 6	In the last column, change SEA’ Proposed Mitigation for Peach Street, Cherry Street, and Raspberry Street to <b>“Relocate to CSX Corridor.”</b> (Note: This mitigation is proposed by the Applicants and would mitigate impacts)
5	5-PA.16.1	Crossings	PA-55	2	Change last sentence to: SEA determined that five crossings would experience significant adverse effects to vehicle delays and <b>four</b> crossings would have significant adverse safety effects.
<b>VOLUME 4</b>					

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
6	6.1	Scoping	6-2	1	Change fourth sentence of the paragraph continued from page 6-1 to: SEA also published legal notices in <b>198</b> newspapers with the highest circulation for each of the potentially affected counties.
6	6.2	Agency and Public Coordination	6-4	3	Change last sentence to: SEA will serve the Final EIS in <b>May 1998</b> , prior to the Board's voting conference, scheduled for <b>June 8, 1998</b> .
6	6.2.3	Public Outreach	6-7	1	Delete from list of communities where SEA has conducted expanded outreach: Marion, OH, West Newton, PA, Nashville, TN.
7	7.2	Table 7-1	7-11	Row 5 Column 2	Delete mitigation # 46 for Ohio.
7	7.2.3	Cultural Resources	7-18	1	Change to: NS shall, <b>pending Ohio SHPO concurrence</b> , complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.
7	7.2.3	Cultural Resources	7-18	3	Change to: CSX shall, <b>pending Ohio SHPO concurrence</b> , complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record <b>Level II</b> ) for the Lake Shore & Michigan Southern (New York Central) Shops District at the Collinwood rail yard in Cleveland, Ohio no later than 180 days following the effective date of any Board final written decision in this proceeding.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
7	7.2.3	Natural Resources	7-18	4	Change to: Before initiating any construction of the proposed rail line connection in Vermilion, Ohio, NS, <b>shall coordinate with</b> the U.S. Fish and Wildlife Service and the Ohio Department of Natural Resources <b>to determine the potential presence of the endangered Indiana Bat and bald eagle. If either species is found to be present and potentially adversely impacted, NS shall proceed with applicable measures to comply with Section 7 of the Endangered Species Act.</b>
7	7.2.4	Areas of Concern	7-20	3	Following the third paragraph, add: <b>23.a. CSX shall work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75<sup>th</sup> Street Interlocking. CSX shall report to SEA on the results of the discussion.</b>
7	7.2.6	Cultural Resources	7-24	4	Delete SEA's preliminary recommended mitigation 46 on the South Bend-Dillon Junction Rail Line Segment abandonment. No historic properties were identified along the South Bend to Dillon Junction abandonment, and SEA has requested the Indiana SHPO's concurrence with that finding.
7	7.2.6	Table 7-4	7-31	Row 5 Column 3	Change Rail Line Segment C-066 to C-065.
7	7.2.6	Table 7-5	7-35	Row 1 Column 5	For Rail Line Segment C-295, add Knox County to KY.
7	7.2.6	Table 7-5	7-35	Row 9 Column 5	For Rail Line Segment N-392, add Hamblen County.
7	7.2.6	Table 7-5	7-36	Row 4 Column 5	For Rail Line Segment N-062, delete "NJ: Bergen" and add "NY: Orange, Rockland."

**PROPOSED CONRAIL ACQUISITION  
 FINANCE DOCKET NO. 33388  
 DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
7	7.2.6	Table 7-5	7-36	Row 9 Column 5	For Rail Line Segment N-065, add Allegany and Genesee County.
7	7.2.6	Table 7-5	7-37	Row 7 Column 5	For Rail Line Segment N-082, add Mahoning County.
7	7.2.6	Table 7-5	7-37	Row 11 Column 5	For Rail Line Segment N-203, add Lehigh County.
7	7.2.6	Table 7-5	7-37	Row 19 Column 5	For Rail Line Segment C-344, change "Berkeley" to "Beaufort."
7	7.2.6	Table 7-5	7-38	Row 2 Column 5	For Rail Line Segment N-399, delete Hamblen County.
7	7.2.6	Table 7-6	7-39	Row 5 Column 5	For Rail Line Segment C-351, add York County to South Carolina.
7	7.2.6	Table 7-6	7-40	Row 8 Column 5	For Rail Line Segment C-287, add Boone and Gallatin Counties and delete Owen County.
7	7.2.6	Table 7-6	7-40	Row 12 Column 5	For Rail Line Segment C-037, add Baltimore and Howard Counties.
7	7.2.6	Table 7-7	7-45	Row 4 Column 2	For Rail Line Segment C-030, change Cheverly to Bladensburg.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
7	7.2.6	Table 7-9	7-47	Row 2 Column 5	For site CM-2, under "Potential Impacts" column, replace "Traffic" with " <b>Noise.</b> "
7	7.2.6	Table 7-9	7-48	Row 4 Column 2	Under OH, add Rail Line Segment C-071, CSX, Marion - Ridgeway, which has potential environmental impacts (noise) in the City of Marion.
<b>VOLUME 6</b>					
Abandon.	3.1.3.6	Cultural Resources	35	2	Change paragraph to: SEA determined that the five railroad bridges more than 50 years of age along the proposed South Bend to Dillon Junction abandonment are not listed on or eligible for the NRHP. <b>Therefore,</b> SEA concludes, <b>that</b> there are no historic <b>properties</b> on this segment. SEA initiated consultation with the Indiana SHPO and submitted supporting documentation to obtain concurrence <b>with</b> this finding. NS shall take no steps to alter the bridges until the Section 106 process has been completed.

Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423

January 1998

\*\*\*\*LAST PAGE OF ERRATA HAS TO BE SCANNED.

28788  
SEC

SERVICE DATE - JANUARY 12, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

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

Decision No. 62

Dated: January 9, 1998

NOTICE TO THE PARTIES:

On December 12, 1997, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS), prepared by the Board's Section of Environmental Analysis (SEA), regarding potential environmental effects of the proposed acquisition of Conrail, Inc. by Norfolk Southern Railroad and CSX Railroad. The purpose of this notice is to provide you with an Errata to the Draft EIS.

The Draft EIS encompasses more than 3,000 pages and is comprised of a separate Executive Summary and six volumes of text. These six volumes are divided into nine separate books. The Draft EIS addresses potential environmental effects of the Proposed Conrail Acquisition that include safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible environmental effects of the Conrail proposal. SEA is seeking public comment on the Draft EIS. Public comments are due to SEA by February 2, 1998. SEA will consider all public comments in preparing a Final EIS.

SEA prepared the enclosed Errata to the Draft EIS to help facilitate public review of the Draft EIS and clarify some of the information contained in the document. The Errata is not all inclusive. SEA has not included all typographical errors or minor discrepancies. SEA has, however, included those items which will help clarify the meaning of certain text to avoid confusion, such as correcting references in other sections in the Draft EIS and correcting data discrepancies in various sections.

It is important to note that this Errata to the Draft EIS does not change or alter SEA's analysis or preliminary mitigation recommendations, nor do these corrections affect the integrity

of the information contained in the Draft EIS, the procedural schedule, or the review and comment period for the Draft EIS.

Should you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997.

Vernon A. Williams  
Secretary

**PROPOSED CONRAIL ACQUISITION  
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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>EXECUTIVE SUMMARY</b>					
ES	ES.1	Introduction	ES-1	3	Change the second sentence to: In addition to freight operations, Amtrak and <b>eight</b> commuter agencies operate over tracks owned by one or more of the Applicants.
ES	ES.1.1	Overview	ES-2	4	To the last bullet item on the page, add Louisiana and Mississippi to the list of states that could be affected by potential environmental impacts.
ES	ES.6.2	Air Quality	ES-22	6	Change first sentence to: SEA evaluated air pollutant emissions on a county-wide basis for all rail line segments, <b>rail yards, and intermodal facilities</b> exceeding the Board's thresholds for air quality analysis.
ES	ES.6.2	Cultural and Historic Resources	ES-23	4	Change second sentence to: SEA recommends, <b>pending Ohio SHPO concurrence</b> , that the Board require CSX to complete cultural and historic <b>resource</b> documentation (Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Level II) at the proposed Collinwood Intermodal Facility within 180 days of any Board decision approving the proposed Conrail Acquisition.
ES	ES.6.2	Cultural and Historic Resources	ES-23	5	Change last sentence to: SEA recommends, <b>pending Ohio SHPO concurrence</b> , that the Board require NS to complete cultural and historic resource documentation (HABS/HAER Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.

<sup>1</sup> Paragraphs are numbered beginning with the first full paragraph on a page, unless otherwise noted. For tables, rows are numbered counting each row starting directly below the table header row.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>VOLUME 1</b>					
2	2.2	Proposed Action	2-6	3	Change last sentence to: (See Section <b>1.3.3</b> for a discussion of the Board's environmental thresholds.)
2	2.7	Comments and Requests for Conditions	2-36	1	There were 100 comments and request for conditions received and accepted by the STB, not 88 as stated in Section 2.7.
3	3.4	Safety	3-9	6	Change second and third sentences to: SEA did so by analyzing the <b>54</b> rail line segments with projected increases of eight or more trains per day. Of these <b>54</b> segments, 44 contained highway/rail at-grade crossings of public roads.
3	3.4.1	Methods	3-10	1	Change first sentence to: SEA conducted a train-vehicle accident risk analysis for 2,070 highway/rail at-grade crossings on the <b>54</b> rail line segments described above.
3	3.8.1	Methods	3-20	2	Change first sentence to: For each additional truck <b>anticipated at</b> the 23 intermodal facilities that SEA studied, SEA assumed that a round-trip would be made and therefore added two truck trips to the average daily traffic volume on affected surrounding roadways.
4	4.3	Passenger Rail	4-12	4	Change last sentence to: These segments are located in the following states: Georgia, <b>Indiana</b> , Maryland, Michigan, New York, North Carolina, Virginia, and the District of Columbia.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
4	4.5	Transport of Hazardous Materials	4-17	1	Change the second sentence to: These results are reported in Chapter 5 on a state-by-state basis for <b>99</b> rail line segments in the following states: Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, Mississippi, North Carolina, New Jersey, New York, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and the District of Columbia.
4	4.5	Table 4-6	4-18	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County, AL.
4	4.5	Table 4-6	4-18	Row 7 Column 4	For Rail Line Segment C-357, Marlboro County is in SC, not NC
4	4.5	Table 4-6	4-18	Row 10 Column 4	For Rail Line Segments N-082 and N-095, Mahoning and Trumbull Counties are in OH, not PA
4	4.5	Table 4-6	4-18	Row 13 Column 4	For Rail Line Segment C-344, delete Hampton and Jasper Counties, and add Beaufort County.
4	4.5	Table 4-6	4-19	Row 1 Column 4	For Rail Line Segment from Decatur, AL to New Orleans, LA, add the following counties: Morgan, Cullman, Blount, Jefferson, Shelby, Chilton, Autauga, Montgomery, Elmore, Lowndes, Butler and Conecuh.
4	4.5	Table 4-6	4-19	Row 8 Column 3	Add Rail Line Segment C-072 to the list of segments in the Quaker, OH to Willow Creek, IN corridor.
4	4.7.2	Table 4-9	4-34	N/A	Norristown (PA) Connector was omitted from Table 4-9, but should have been included. Information on the Norristown Connector is presented on page 4-37.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
4	4.12.3	Table 4-17	4-59	Row 2 Column 2	Change Emissions from Netting Analysis for Maryland from 797 to <b>764</b> .
4	4.12.3	Air Quality	4-60	2	In the last sentence of the paragraph, delete Detroit.
<b>VOLUME 3</b>					
5	5.2	Air Quality	5-8	3	Change last sentence to: Using this approach, SEA analyzed potential air quality impacts by county in <b>17</b> states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.2	Air Quality	5-8	4	In the first sentence, change 3.11.1 to <b>3.11.2</b> .
5	5.2	Environmental Justice	5-12	1	Change last sentence to: Using this approach, SEA analyzed potential environmental justice effects by site in <b>17</b> states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.3	Table 5-2	5-14	Row 8 Column 5	For Rail Line Segment C-373, change potential impacts to “ <b>A major key route.</b> ”
5	5.3	Table 5-2	5-15	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County.
5	5.3	Table 5-2	5-16	Row 5 Column 4	For Rail Line Segment C-346, add Wayne, Long, Liberty, and Chatham counties.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5.3	Table 5-2	5-18	Row 3 Column 6	For Rail Line Segment C-011, change preliminary recommended mitigation to: "Railroad shall consult with the County, ILDOT, and community regarding <b>mitigation measures.</b> "
5	5.3	Table 5-2	5-18	Row 8 Column 5	Under "Potential Impact" column, for CM-02: 59 <sup>th</sup> Street, Chicago, replace "Truck route impact" with " <b>Noise impact.</b> "
5	5.3	Table 5-2	5-19	Row 2 Column 5	Segment C-010 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to be considered cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 3 Column 5	Segment N-045 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 6 Column 4	For Rail Line Segment C-025, add Gibson County.
5	5.3	Table 5-2	5-19	Row 6 Column 5	For Rail Line Segment C-025, add the following crossings: CR 100N, Spring Street, Mulberry Street, and W. John in Gibson County; Stacer Road in Vanderburgh County; and Perry Street and Buntin Street in Knox County.
5	5.3	Table 5-2	5-20	Row 2 Column 5	For Rail Line Segment C-066, add the following crossings: First Road-Smith and Thorn Road in Marshall County; CR 500W and 900W in Noble County; Oak Street in Kosciusko County; CR 875E and 500W in La Porte County; and CR 9 in Elkhart County.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5.3	Table 5-2	5-21	Row 4 Column 5	For Rail Line Segment N-045, add the following crossings: 8 <sup>th</sup> Street, 5 <sup>th</sup> Street, and CR 172 in Tippecanoe County, and delete Greenbush Street.
5	5.3	Table 5-2	5-22	Row 2 Column 5	For Rail Line Segment N-046, add the following crossings: CR 250W in Miami County; CR 700N in Tippecanoe County (CR 900N was listed twice).
5	5.3	Table 5-2	5-23	Row 2 Column 6	For Rail Line Segment C-025, change second sentence in Preliminary Recommended Mitigation to: <b>For all others</b> , railroad shall consult with the community and develop mitigation.
5	5.3	Table 5-2	5-23	Row 5 Columns 4 & 5	For Rail Line Segment N-045, in column 4 add: Warren and Fountain Counties, in column 5 add: All crossings are in Tippecanoe County.
5	5.3	Table 5-2	5-24	Row 10 Column 5	For Rail Line Segment C-021, add the following crossings: Duffey Street and E. 6 <sup>th</sup> Street in Christian County, and W. Moss Avenue in Hopkins County.
5	5.3	Table 5-2	5-25	Row 2 Column 4	For Rail Line Segment C-287, delete Owen County and add Gallatin County.
5	5.3	Table 5-2	5-25	Row 5 Column 4	For Rail Line Segment C-291, delete Boone County.
5	5.3	Table 5-2	5-26	Row 4 Column 4	For Rail Line Segment C-387, add Orleans Parish.
5	5.3	Table 5-2	5-26	Row 8 Column 4	For Rail Line Segment C-034, delete Howard County.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5.3	Table 5-2	5-30	Row 5 Column 4	For Rail Line Segment N-065, add Genesee County.
5	5.3	Table 5-2	5-36	Row 2 Column 4	For Rail Line Segment C-206, add Seneca County.
5	5.3	Table 5-2	5-36	Row 9 Column 5	For Rail Line Segment N-073, delete Likens Street.
5	5.3	Table 5-2	5-41	Row 5 & 7 Column 5	Segments N-075 and N-082 should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-42	Row 5 Column 5 & 6	For Rail Line Segment C-766, delete Highway/Rail At-Grade Crossing information in the Potential Impact and Preliminary Recommended Mitigation columns.
5	5.3	Table 5-2	5-43	Row 3 Column 4	For Rail Line Segment N-095, add Beaver County.
5	5.3	Table 5-2	5-43	Row 5 Column 4	For Rail Line Segment N-216, delete Montgomery and Philadelphia Counties.
5	5.3	Table 5-2	5-43	Row 6 Column 4	For Rail Line Segment N-245, delete Broome, Delaware, Sullivan, and Orange Counties and add Pike and Susquehanna Counties.
5	5.3	Table 5-2	5-44	Row 9 Column 4	For Rail Line Segment N-344, delete Hampton County and add Beaufort County.

**PROPOSED CONRAIL ACQUISITION  
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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5.3	Table 5-2	5-45	Row 4 Column 4	For Rail Line Segment C-357, add Marlboro County.
5	5.3	Table 5-2	5-45	Row 6 Column 4	For Rail Line Segment C-359, add Bamberg, Richland and Allendale Counties.
5	5.3	Table 5-2	5-45	Row 10 Column 4	For Rail Line Segment C-373, delete Moore County and add Coffee County.
5	5.3	Table 5-2	5-45	Row 12 Column 4	For Rail Line Segment N-392, add Hamblen County.
5	5.3	Table 5-2	5-46	Row 2 Column 4	For Rail Line Segment N-399, delete Hablen County.
5	5-AL.3	Summary of Analysis	AL-4	1	In the paragraph continued from page AL-3, delete the second bulleted item, "Land Use/Socioeconomics."

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-AL.9	Land Use/ Socioeconomics	AL-11	1	<p>Immediately prior to Section 5-AL.9, add the following:</p> <p><b>5-AL.8a LAND USE/SOCIOECONOMICS</b></p> <p><b><u>Native American Issues:</u></b> Rail Line Segment C-271 traverses the Federally designated Poarch Creek Indian Reservation which is located in southwestern Alabama, approximately 56 miles northeast of Mobile. The City of Atmore is located within the Reservation. The Reservation consists of 229.5 acres and has a total population of 190 people. The Poarch Creek Indians are descended from Creek Indians who have lived in the area since the 1700s. The Reservation contains a tribal center, senior center, fire station, and eighty housing units. There is also an Indian Health Service clinic on the Reservation.</p> <p>Segment C-271 would become a new CSX “Major Key Route” for the transportation of hazardous materials. Currently, CSX transports 3,000 carloads/year of hazardous materials along this line. CSX would increase this to approximately 64,000 carloads/year as a result of the proposed Conrail Acquisition. This would result in an increased potential risk for release of hazardous materials in the event of a train derailment or accident.</p> <p><b><u>Mitigation Measures</u></b> – Mitigation measures for Major Key Routes include: 1) restricting speeds of trains along this segments to 50 mph; 2) upgrading the track to Class 2 or better; 3) installation of wayside defect detectors along rail lines; and, 4) establishing a Hazardous Materials Response Plan which includes accident simulations with local emergency response providers. CSX would coordinate the preparation of the Plan with the Reservation.</p> <p>In addition to the mitigation measures described above, SEA will conduct additional public outreach and noticing of the EIS availability with regard to the Poarch Creek Indian Reservation and Poarch Creek Band of Indians.</p>

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IL.8.1	Passenger Rail	IL-19	1	Delete the first full sentence on page IL-19 (immediately prior to Section 5-IL.9) and replace with: <b>It is SEA’s preliminary recommendation that CSX work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75<sup>th</sup> Street Interlocking. SEA recommends that the Board require CSX to report to SEA on the results of the discussion.</b>
5	5-IL.10.2	Construction	IL-22	5	Change third sentence to: NS is constructing this connection in anticipation of future markets and, <b>according to the Application, anticipates that approximately six trains per day will run over the new connection.</b>
5	5-IL.17.2	Table 5-IL-33	IL-74	Row 8, Columns 5 & 7	For Lafayette - Tilton (N-045), change the “N” in the “Hazardous Materials” and “Transportation/Safety” columns to “Y.”
5	5-IL.17.2	Environmental Justice	IL-78	1	Change first sentence to: At-grade crossing safety potential impacts exist at <b>5<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, Roming Street, 4<sup>th</sup> Street (US 231), Smith Street near Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).</b>  Add to end of paragraph: <b>It is SEA’s preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.</b>

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IL.17.2	Environmental Justice	IL-78	3	Add the following after the third paragraph (as a separate paragraph): <b>SEA has identified this NS rail line segment as resulting in significant hazardous materials transportation effect because the increase in hazardous material carried over this rail line segment would double and increase to over 20,000 car loads per year. The increase, from 10,000 to 46,000 car loads yearly, would require this NS rail line segment to be designated as a hazardous materials “major key route,” thus further requiring special safety and mitigation measures, including assistance from NS to communities in formulating emergency response plans. See discussion on hazardous material transport mitigation in the Transportation section of this Draft EIS.</b>
5	5-IN.8	Passenger Rail	IN-24	4	Change to: Because there is no existing commuter rail service <b>on lines affected by the proposed Acquisition</b> in Indiana, SEA has determined that there will be no adverse effects and no mitigation is required.
5	5-IN.18	Environmental Justice	IN-79	6	Change first sentence to: Grade crossing safety potential impacts exist at <b>5<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, Roming Street, 4<sup>th</sup> Street (US 231), Smith Street in Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).</b>
5	5-IN.18	Environmental Justice	IN-80	1	Add to end of paragraph continued from page IN-79: <b>It is SEA’s preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.</b>
5	5-IN.20.1	Table 5-IN-45	IN-85	N/A	Add <b>Sheffield Avenue</b> to Table 5-IN-45. For Sheffield Avenue, the Average Daily Traffic = 8,030 and Crossing Delay Per Stopped Vehicle = 3.94 (pre-Acquisition) and 4.05 (post-Acquisition). Total Blocked Time Per Day would be the same as the other entries in Table 5-IN-45.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IN.20.1	Highway/Rail At-Grade Crossings	IN-85	2	Change the second sentence to: It is SEA's preliminary recommendation that CSX and NS shall consult with representatives of the Four Cities Consortium, the Indiana Department of Transportation, and other appropriate parties to address potential traffic delay and safety concerns at the nine highway/rail at-grade crossings in these communities <b>that are listed in Table 5-IN-45.</b>
5	5-MI.5.1	Summary of Potential Effects	MI-9	1	Change second sentence to: SEA notes that one of the rail line segments, Kalamazoo to Porter, Indiana, is owned by Amtrak <b>and dispatched by Conrail.</b>
5	5-MI.9	Table 5-MI-10	N/A	N/A	The first page of Table 5-MI-10 is attached.
5	5-MI.18	Cumulative Effects	MI-38	3	Delete "Cumulative Effects Mitigation Measures" subsection (third paragraph and heading).
5	5-NJ.4.1	Table 5-NJ-4	NJ-8	N/A	Change table title to: Estimated Change in Years Between Accidents for <b>Passenger</b> Rail Operations
5	5-NJ.17	Figure 5-NJ-4	N/A	N/A	In the figure inset, the E-Rail and Portside facility locations are transposed. Portside is located to the <u>north</u> of E-Rail (as is shown correctly in the main figure).
5	5-OH.16.1	Natural Resources	OH-94	5	Change first sentence to: Since SEA determined there are no Federal or state parks, <b>forests</b> , preserves, refuges or sanctuaries within or adjacent to the proposed Collinwood Yard construction site, there would be no impacts to this type of resource.
5	5-OH.16.1	Natural Resources	OH-100	6	Change third sentence to: A National Pollutant Discharge Elimination System stormwater discharge <b>permit</b> may be required if more than five <b>acres</b> of land would be disturbed during construction activities.
5	5-OH.16.1	Natural Resources	OH-103	4	Change last sentence to: A National Pollutant Discharge Elimination System stormwater discharge <b>permit</b> may be required if more than five <b>acres</b> of land would be disturbed during construction activities.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-OH.16.1	Natural Resources	OH-105	1	Change first sentence to: Based on coordination with the U.S. Fish and Wildlife Service <b>and the Ohio Department of Natural Resources</b> , SEA concluded that the Vermilion construction project could affect <b>the bald eagle which is known to occur in Erie County, and the Indiana Bat, which has no historic record within the county.</b>
5	5-OH.18.2	Table 5-OH-50	OH-121	Row 6 and 8 Column 7	Change the “N” in the “Transportation/Safety” column to “Y” for the Cleveland-Ashtabula (N-075) and Bellevue-Sandusky Docks (N-085) rail line segments.
5	5-OH.18.2	Environmental Justice	OH-124	1	At the end of the paragraph, add the following: <b>SEA has identified potential highway/rail at-grade crossing safety impacts at Walter Main Road in the City of Geneva, Ashtabula County. It is SEA’s preliminary recommendation that NS mitigate safety impacts by upgrading warning devices at this crossing.</b>
5	5-OH.20.1	Emergency Response	OH-150	3	Add the following new paragraph after the Highway/Rail At-Grade Crossing Safety paragraph: <b>Emergency Response</b> - It is SEA’s preliminary recommendation that NS consult with the City of Cleveland to reach agreement on measures to minimize or mitigate the effects of increased emergency vehicle delay. Possible mitigation measures could include increasing train speeds, upgrading communications between NS and the emergency dispatch center, or constructing grade separation.
5	5-PA.6.2	Table 5-PA-7	PA-16	Rows 4, 5, & 6 Column 6	In the last column, change SEA’ Proposed Mitigation for Peach Street, Cherry Street, and Raspberry Street to <b>“Relocate to CSX Corridor.”</b> (Note: This mitigation is proposed by the Applicants and would mitigate impacts)
5	5-PA.16.1	Crossings	PA-55	2	Change last sentence to: SEA determined that five crossings would experience significant adverse effects to vehicle delays and <b>four</b> crossings would have significant adverse safety effects.
<b>VOLUME 4</b>					

**PROPOSED CONRAIL ACQUISITION  
 FINANCE DOCKET NO. 33388  
 DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
6	6.1	Scoping	6-2	1	Change fourth sentence of the paragraph continued from page 6-1 to: SEA also published legal notices in <b>198</b> newspapers with the highest circulation for each of the potentially affected counties.
6	6.2	Agency and Public Coordination	6-4	3	Change last sentence to: SEA will serve the Final EIS in <b>May 1998</b> , prior to the Board's voting conference, scheduled for <b>June 8, 1998</b> .
6	6.2.3	Public Outreach	6-7	1	Delete from list of communities where SEA has conducted expanded outreach: Marion, OH, West Newton, PA, Nashville, TN.
7	7.2	Table 7-1	7-11	Row 5 Column 2	Delete mitigation # 46 for Ohio.
7	7.2.3	Cultural Resources	7-18	1	Change to: NS shall, <b>pending Ohio SHPO concurrence</b> , complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.
7	7.2.3	Cultural Resources	7-18	3	Change to: CSX shall, <b>pending Ohio SHPO concurrence</b> , complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record <b>Level II</b> ) for the Lake Shore & Michigan Southern (New York Central) Shops District at the Collinwood rail yard in Cleveland, Ohio no later than 180 days following the effective date of any Board final written decision in this proceeding.

**PROPOSED CONRAIL ACQUISITION  
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 DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
7	7.2.3	Natural Resources	7-18	4	Change to: Before initiating any construction of the proposed rail line connection in Vermilion, Ohio, NS, <b>shall coordinate with</b> the U.S. Fish and Wildlife Service and the Ohio Department of Natural Resources <b>to determine the potential presence of the endangered Indiana Bat and bald eagle. If either species is found to be present and potentially adversely impacted, NS shall proceed with applicable measures to comply with Section 7 of the Endangered Species Act.</b>
7	7.2.4	Areas of Concern	7-20	3	Following the third paragraph, add: <b>23.a. CSX shall work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75<sup>th</sup> Street Interlocking. CSX shall report to SEA on the results of the discussion.</b>
7	7.2.6	Cultural Resources	7-24	4	Delete SEA's preliminary recommended mitigation 46 on the South Bend-Dillon Junction Rail Line Segment abandonment. No historic properties were identified along the South Bend to Dillon Junction abandonment, and SEA has requested the Indiana SHPO's concurrence with that finding.
7	7.2.6	Table 7-4	7-31	Row 5 Column 3	Change Rail Line Segment C-066 to C-065.
7	7.2.6	Table 7-5	7-35	Row 1 Column 5	For Rail Line Segment C-295, add Knox County to KY.
7	7.2.6	Table 7-5	7-35	Row 9 Column 5	For Rail Line Segment N-392, add Hamblen County.
7	7.2.6	Table 7-5	7-36	Row 4 Column 5	For Rail Line Segment N-062, delete "NJ: Bergen" and add "NY: Orange, Rockland."

**PROPOSED CONRAIL ACQUISITION  
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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
7	7.2.6	Table 7-5	7-36	Row 9 Column 5	For Rail Line Segment N-065, add Allegany and Genesee County.
7	7.2.6	Table 7-5	7-37	Row 7 Column 5	For Rail Line Segment N-082, add Mahoning County.
7	7.2.6	Table 7-5	7-37	Row 11 Column 5	For Rail Line Segment N-203, add Lehigh County.
7	7.2.6	Table 7-5	7-37	Row 19 Column 5	For Rail Line Segment C-344, change "Berkeley" to "Beaufort."
7	7.2.6	Table 7-5	7-38	Row 2 Column 5	For Rail Line Segment N-399, delete Hamblen County.
7	7.2.6	Table 7-6	7-39	Row 5 Column 5	For Rail Line Segment C-351, add York County to South Carolina.
7	7.2.6	Table 7-6	7-40	Row 8 Column 5	For Rail Line Segment C-287, add Boone and Gallatin Counties and delete Owen County.
7	7.2.6	Table 7-6	7-40	Row 12 Column 5	For Rail Line Segment C-037, add Baltimore and Howard Counties.
7	7.2.6	Table 7-7	7-45	Row 4 Column 2	For Rail Line Segment C-030, change Cheverly to Bladensburg.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
7	7.2.6	Table 7-9	7-47	Row 2 Column 5	For site CM-2, under "Potential Impacts" column, replace "Traffic" with " <b>Noise.</b> "
7	7.2.6	Table 7-9	7-48	Row 4 Column 2	Under OH, add Rail Line Segment C-071, CSX, Marion - Ridgeway, which has potential environmental impacts (noise) in the City of Marion.
<b>VOLUME 6</b>					
Abandon.	3.1.3.6	Cultural Resources	35	2	Change paragraph to: SEA determined that the five railroad bridges more than 50 years of age along the proposed South Bend to Dillon Junction abandonment are not listed on or eligible for the NRHP. <b>Therefore,</b> SEA concludes, <b>that</b> there are no historic <b>properties</b> on this segment. SEA initiated consultation with the Indiana SHPO and submitted supporting documentation to obtain concurrence <b>with</b> this finding. NS shall take no steps to alter the bridges until the Section 106 process has been completed.

Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423

January 1998

\*\*\*\*LAST PAGE OF ERRATA HAS TO BE SCANNED.

28788  
SEC

SERVICE DATE - JANUARY 12, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

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

Decision No. 62

Dated: January 9, 1998

NOTICE TO THE PARTIES:

On December 12, 1997, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS), prepared by the Board's Section of Environmental Analysis (SEA), regarding potential environmental effects of the proposed acquisition of Conrail, Inc. by Norfolk Southern Railroad and CSX Railroad. The purpose of this notice is to provide you with an Errata to the Draft EIS.

The Draft EIS encompasses more than 3,000 pages and is comprised of a separate Executive Summary and six volumes of text. These six volumes are divided into nine separate books. The Draft EIS addresses potential environmental effects of the Proposed Conrail Acquisition that include safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible environmental effects of the Conrail proposal. SEA is seeking public comment on the Draft EIS. Public comments are due to SEA by February 2, 1998. SEA will consider all public comments in preparing a Final EIS.

SEA prepared the enclosed Errata to the Draft EIS to help facilitate public review of the Draft EIS and clarify some of the information contained in the document. The Errata is not all inclusive. SEA has not included all typographical errors or minor discrepancies. SEA has, however, included those items which will help clarify the meaning of certain text to avoid confusion, such as correcting references in other sections in the Draft EIS and correcting data discrepancies in various sections.

It is important to note that this Errata to the Draft EIS does not change or alter SEA's analysis or preliminary mitigation recommendations, nor do these corrections affect the integrity

of the information contained in the Draft EIS, the procedural schedule, or the review and comment period for the Draft EIS.

Should you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997.

Vernon A. Williams  
Secretary

**PROPOSED CONRAIL ACQUISITION  
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 DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>EXECUTIVE SUMMARY</b>					
ES	ES.1	Introduction	ES-1	3	Change the second sentence to: In addition to freight operations, Amtrak and <b>eight</b> commuter agencies operate over tracks owned by one or more of the Applicants.
ES	ES.1.1	Overview	ES-2	4	To the last bullet item on the page, add Louisiana and Mississippi to the list of states that could be affected by potential environmental impacts.
ES	ES.6.2	Air Quality	ES-22	6	Change first sentence to: SEA evaluated air pollutant emissions on a county-wide basis for all rail line segments, <b>rail yards, and intermodal facilities</b> exceeding the Board's thresholds for air quality analysis.
ES	ES.6.2	Cultural and Historic Resources	ES-23	4	Change second sentence to: SEA recommends, <b>pending Ohio SHPO concurrence</b> , that the Board require CSX to complete cultural and historic <b>resource</b> documentation (Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Level II) at the proposed Collinwood Intermodal Facility within 180 days of any Board decision approving the proposed Conrail Acquisition.
ES	ES.6.2	Cultural and Historic Resources	ES-23	5	Change last sentence to: SEA recommends, <b>pending Ohio SHPO concurrence</b> , that the Board require NS to complete cultural and historic resource documentation (HABS/HAER Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.

<sup>1</sup> Paragraphs are numbered beginning with the first full paragraph on a page, unless otherwise noted. For tables, rows are numbered counting each row starting directly below the table header row.

**PROPOSED CONRAIL ACQUISITION  
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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
<b>VOLUME 1</b>					
2	2.2	Proposed Action	2-6	3	Change last sentence to: (See Section <b>1.3.3</b> for a discussion of the Board's environmental thresholds.)
2	2.7	Comments and Requests for Conditions	2-36	1	There were 100 comments and request for conditions received and accepted by the STB, not 88 as stated in Section 2.7.
3	3.4	Safety	3-9	6	Change second and third sentences to: SEA did so by analyzing the <b>54</b> rail line segments with projected increases of eight or more trains per day. Of these <b>54</b> segments, 44 contained highway/rail at-grade crossings of public roads.
3	3.4.1	Methods	3-10	1	Change first sentence to: SEA conducted a train-vehicle accident risk analysis for 2,070 highway/rail at-grade crossings on the <b>54</b> rail line segments described above.
3	3.8.1	Methods	3-20	2	Change first sentence to: For each additional truck <b>anticipated at</b> the 23 intermodal facilities that SEA studied, SEA assumed that a round-trip would be made and therefore added two truck trips to the average daily traffic volume on affected surrounding roadways.
4	4.3	Passenger Rail	4-12	4	Change last sentence to: These segments are located in the following states: Georgia, <b>Indiana</b> , Maryland, Michigan, New York, North Carolina, Virginia, and the District of Columbia.

**PROPOSED CONRAIL ACQUISITION  
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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
4	4.5	Transport of Hazardous Materials	4-17	1	Change the second sentence to: These results are reported in Chapter 5 on a state-by-state basis for <b>99</b> rail line segments in the following states: Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, Mississippi, North Carolina, New Jersey, New York, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and the District of Columbia.
4	4.5	Table 4-6	4-18	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County, AL.
4	4.5	Table 4-6	4-18	Row 7 Column 4	For Rail Line Segment C-357, Marlboro County is in SC, not NC
4	4.5	Table 4-6	4-18	Row 10 Column 4	For Rail Line Segments N-082 and N-095, Mahoning and Trumbull Counties are in OH, not PA
4	4.5	Table 4-6	4-18	Row 13 Column 4	For Rail Line Segment C-344, delete Hampton and Jasper Counties, and add Beaufort County.
4	4.5	Table 4-6	4-19	Row 1 Column 4	For Rail Line Segment from Decatur, AL to New Orleans, LA, add the following counties: Morgan, Cullman, Blount, Jefferson, Shelby, Chilton, Autauga, Montgomery, Elmore, Lowndes, Butler and Conecuh.
4	4.5	Table 4-6	4-19	Row 8 Column 3	Add Rail Line Segment C-072 to the list of segments in the Quaker, OH to Willow Creek, IN corridor.
4	4.7.2	Table 4-9	4-34	N/A	Norristown (PA) Connector was omitted from Table 4-9, but should have been included. Information on the Norristown Connector is presented on page 4-37.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
4	4.12.3	Table 4-17	4-59	Row 2 Column 2	Change Emissions from Netting Analysis for Maryland from 797 to <b>764</b> .
4	4.12.3	Air Quality	4-60	2	In the last sentence of the paragraph, delete Detroit.
<b>VOLUME 3</b>					
5	5.2	Air Quality	5-8	3	Change last sentence to: Using this approach, SEA analyzed potential air quality impacts by county in <b>17</b> states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.2	Air Quality	5-8	4	In the first sentence, change 3.11.1 to <b>3.11.2</b> .
5	5.2	Environmental Justice	5-12	1	Change last sentence to: Using this approach, SEA analyzed potential environmental justice effects by site in <b>17</b> states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia) and the District of Columbia.
5	5.3	Table 5-2	5-14	Row 8 Column 5	For Rail Line Segment C-373, change potential impacts to “ <b>A major key route.</b> ”
5	5.3	Table 5-2	5-15	Row 2 Column 4	For Rail Line Segment C-376, delete Jefferson County.
5	5.3	Table 5-2	5-16	Row 5 Column 4	For Rail Line Segment C-346, add Wayne, Long, Liberty, and Chatham counties.

**PROPOSED CONRAIL ACQUISITION  
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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5.3	Table 5-2	5-18	Row 3 Column 6	For Rail Line Segment C-011, change preliminary recommended mitigation to: "Railroad shall consult with the County, ILDOT, and community regarding <b>mitigation measures.</b> "
5	5.3	Table 5-2	5-18	Row 8 Column 5	Under "Potential Impact" column, for CM-02: 59 <sup>th</sup> Street, Chicago, replace "Truck route impact" with " <b>Noise impact.</b> "
5	5.3	Table 5-2	5-19	Row 2 Column 5	Segment C-010 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to be considered cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 3 Column 5	Segment N-045 potential impacts should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-19	Row 6 Column 4	For Rail Line Segment C-025, add Gibson County.
5	5.3	Table 5-2	5-19	Row 6 Column 5	For Rail Line Segment C-025, add the following crossings: CR 100N, Spring Street, Mulberry Street, and W. John in Gibson County; Stacer Road in Vanderburgh County; and Perry Street and Buntin Street in Knox County.
5	5.3	Table 5-2	5-20	Row 2 Column 5	For Rail Line Segment C-066, add the following crossings: First Road-Smith and Thorn Road in Marshall County; CR 500W and 900W in Noble County; Oak Street in Kosciusko County; CR 875E and 500W in La Porte County; and CR 9 in Elkhart County.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5.3	Table 5-2	5-21	Row 4 Column 5	For Rail Line Segment N-045, add the following crossings: 8 <sup>th</sup> Street, 5 <sup>th</sup> Street, and CR 172 in Tippecanoe County, and delete Greenbush Street.
5	5.3	Table 5-2	5-22	Row 2 Column 5	For Rail Line Segment N-046, add the following crossings: CR 250W in Miami County; CR 700N in Tippecanoe County (CR 900N was listed twice).
5	5.3	Table 5-2	5-23	Row 2 Column 6	For Rail Line Segment C-025, change second sentence in Preliminary Recommended Mitigation to: <b>For all others</b> , railroad shall consult with the community and develop mitigation.
5	5.3	Table 5-2	5-23	Row 5 Columns 4 & 5	For Rail Line Segment N-045, in column 4 add: Warren and Fountain Counties, in column 5 add: All crossings are in Tippecanoe County.
5	5.3	Table 5-2	5-24	Row 10 Column 5	For Rail Line Segment C-021, add the following crossings: Duffey Street and E. 6 <sup>th</sup> Street in Christian County, and W. Moss Avenue in Hopkins County.
5	5.3	Table 5-2	5-25	Row 2 Column 4	For Rail Line Segment C-287, delete Owen County and add Gallatin County.
5	5.3	Table 5-2	5-25	Row 5 Column 4	For Rail Line Segment C-291, delete Boone County.
5	5.3	Table 5-2	5-26	Row 4 Column 4	For Rail Line Segment C-387, add Orleans Parish.
5	5.3	Table 5-2	5-26	Row 8 Column 4	For Rail Line Segment C-034, delete Howard County.

**PROPOSED CONRAIL ACQUISITION  
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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5.3	Table 5-2	5-30	Row 5 Column 4	For Rail Line Segment N-065, add Genesee County.
5	5.3	Table 5-2	5-36	Row 2 Column 4	For Rail Line Segment C-206, add Seneca County.
5	5.3	Table 5-2	5-36	Row 9 Column 5	For Rail Line Segment N-073, delete Likens Street.
5	5.3	Table 5-2	5-41	Row 5 & 7 Column 5	Segments N-075 and N-082 should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-42	Row 5 Column 5 & 6	For Rail Line Segment C-766, delete Highway/Rail At-Grade Crossing information in the Potential Impact and Preliminary Recommended Mitigation columns.
5	5.3	Table 5-2	5-43	Row 3 Column 4	For Rail Line Segment N-095, add Beaver County.
5	5.3	Table 5-2	5-43	Row 5 Column 4	For Rail Line Segment N-216, delete Montgomery and Philadelphia Counties.
5	5.3	Table 5-2	5-43	Row 6 Column 4	For Rail Line Segment N-245, delete Broome, Delaware, Sullivan, and Orange Counties and add Pike and Susquehanna Counties.
5	5.3	Table 5-2	5-44	Row 9 Column 4	For Rail Line Segment N-344, delete Hampton County and add Beaufort County.

**PROPOSED CONRAIL ACQUISITION  
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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5.3	Table 5-2	5-45	Row 4 Column 4	For Rail Line Segment C-357, add Marlboro County.
5	5.3	Table 5-2	5-45	Row 6 Column 4	For Rail Line Segment C-359, add Bamberg, Richland and Allendale Counties.
5	5.3	Table 5-2	5-45	Row 10 Column 4	For Rail Line Segment C-373, delete Moore County and add Coffee County.
5	5.3	Table 5-2	5-45	Row 12 Column 4	For Rail Line Segment N-392, add Hamblen County.
5	5.3	Table 5-2	5-46	Row 2 Column 4	For Rail Line Segment N-399, delete Hablen County.
5	5-AL.3	Summary of Analysis	AL-4	1	In the paragraph continued from page AL-3, delete the second bulleted item, "Land Use/Socioeconomics."

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
5	5-AL.9	Land Use/ Socioeconomics	AL-11	1	<p>Immediately prior to Section 5-AL.9, add the following:</p> <p><b>5-AL.8a LAND USE/SOCIOECONOMICS</b></p> <p><b><u>Native American Issues:</u></b> Rail Line Segment C-271 traverses the Federally designated Poarch Creek Indian Reservation which is located in southwestern Alabama, approximately 56 miles northeast of Mobile. The City of Atmore is located within the Reservation. The Reservation consists of 229.5 acres and has a total population of 190 people. The Poarch Creek Indians are descended from Creek Indians who have lived in the area since the 1700s. The Reservation contains a tribal center, senior center, fire station, and eighty housing units. There is also an Indian Health Service clinic on the Reservation.</p> <p>Segment C-271 would become a new CSX “Major Key Route” for the transportation of hazardous materials. Currently, CSX transports 3,000 carloads/year of hazardous materials along this line. CSX would increase this to approximately 64,000 carloads/year as a result of the proposed Conrail Acquisition. This would result in an increased potential risk for release of hazardous materials in the event of a train derailment or accident.</p> <p><b><u>Mitigation Measures</u></b> – Mitigation measures for Major Key Routes include: 1) restricting speeds of trains along this segments to 50 mph; 2) upgrading the track to Class 2 or better; 3) installation of wayside defect detectors along rail lines; and, 4) establishing a Hazardous Materials Response Plan which includes accident simulations with local emergency response providers. CSX would coordinate the preparation of the Plan with the Reservation.</p> <p>In addition to the mitigation measures described above, SEA will conduct additional public outreach and noticing of the EIS availability with regard to the Poarch Creek Indian Reservation and Poarch Creek Band of Indians.</p>

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 DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA**

Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IL.8.1	Passenger Rail	IL-19	1	Delete the first full sentence on page IL-19 (immediately prior to Section 5-IL.9) and replace with: <b>It is SEA’s preliminary recommendation that CSX work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75<sup>th</sup> Street Interlocking. SEA recommends that the Board require CSX to report to SEA on the results of the discussion.</b>
5	5-IL.10.2	Construction	IL-22	5	Change third sentence to: NS is constructing this connection in anticipation of future markets and, <b>according to the Application, anticipates that approximately six trains per day will run over the new connection.</b>
5	5-IL.17.2	Table 5-IL-33	IL-74	Row 8, Columns 5 & 7	For Lafayette - Tilton (N-045), change the “N” in the “Hazardous Materials” and “Transportation/Safety” columns to “Y.”
5	5-IL.17.2	Environmental Justice	IL-78	1	Change first sentence to: At-grade crossing safety potential impacts exist at <b>5<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, Roming Street, 4<sup>th</sup> Street (US 231), Smith Street near Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).</b>  Add to end of paragraph: <b>It is SEA’s preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.</b>

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IL.17.2	Environmental Justice	IL-78	3	Add the following after the third paragraph (as a separate paragraph): <b>SEA has identified this NS rail line segment as resulting in significant hazardous materials transportation effect because the increase in hazardous material carried over this rail line segment would double and increase to over 20,000 car loads per year. The increase, from 10,000 to 46,000 car loads yearly, would require this NS rail line segment to be designated as a hazardous materials “major key route,” thus further requiring special safety and mitigation measures, including assistance from NS to communities in formulating emergency response plans. See discussion on hazardous material transport mitigation in the Transportation section of this Draft EIS.</b>
5	5-IN.8	Passenger Rail	IN-24	4	Change to: Because there is no existing commuter rail service <b>on lines affected by the proposed Acquisition</b> in Indiana, SEA has determined that there will be no adverse effects and no mitigation is required.
5	5-IN.18	Environmental Justice	IN-79	6	Change first sentence to: Grade crossing safety potential impacts exist at <b>5<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, Roming Street, 4<sup>th</sup> Street (US 231), Smith Street in Lafayette, Indiana, and at Campbell Crossing in the City of Danville, Illinois (which is proximal to minority and low-income communities).</b>
5	5-IN.18	Environmental Justice	IN-80	1	Add to end of paragraph continued from page IN-79: <b>It is SEA’s preliminary recommendation that NS mitigate traffic safety impacts by upgrading the existing warning devices for this segment.</b>
5	5-IN.20.1	Table 5-IN-45	IN-85	N/A	Add <b>Sheffield Avenue</b> to Table 5-IN-45. For Sheffield Avenue, the Average Daily Traffic = 8,030 and Crossing Delay Per Stopped Vehicle = 3.94 (pre-Acquisition) and 4.05 (post-Acquisition). Total Blocked Time Per Day would be the same as the other entries in Table 5-IN-45.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-IN.20.1	Highway/Rail At-Grade Crossings	IN-85	2	Change the second sentence to: It is SEA's preliminary recommendation that CSX and NS shall consult with representatives of the Four Cities Consortium, the Indiana Department of Transportation, and other appropriate parties to address potential traffic delay and safety concerns at the nine highway/rail at-grade crossings in these communities <b>that are listed in Table 5-IN-45.</b>
5	5-MI.5.1	Summary of Potential Effects	MI-9	1	Change second sentence to: SEA notes that one of the rail line segments, Kalamazoo to Porter, Indiana, is owned by Amtrak <b>and dispatched by Conrail.</b>
5	5-MI.9	Table 5-MI-10	N/A	N/A	The first page of Table 5-MI-10 is attached.
5	5-MI.18	Cumulative Effects	MI-38	3	Delete "Cumulative Effects Mitigation Measures" subsection (third paragraph and heading).
5	5-NJ.4.1	Table 5-NJ-4	NJ-8	N/A	Change table title to: Estimated Change in Years Between Accidents for <b>Passenger</b> Rail Operations
5	5-NJ.17	Figure 5-NJ-4	N/A	N/A	In the figure inset, the E-Rail and Portside facility locations are transposed. Portside is located to the <u>north</u> of E-Rail (as is shown correctly in the main figure).
5	5-OH.16.1	Natural Resources	OH-94	5	Change first sentence to: Since SEA determined there are no Federal or state parks, <b>forests</b> , preserves, refuges or sanctuaries within or adjacent to the proposed Collinwood Yard construction site, there would be no impacts to this type of resource.
5	5-OH.16.1	Natural Resources	OH-100	6	Change third sentence to: A National Pollutant Discharge Elimination System stormwater discharge <b>permit</b> may be required if more than five <b>acres</b> of land would be disturbed during construction activities.
5	5-OH.16.1	Natural Resources	OH-103	4	Change last sentence to: A National Pollutant Discharge Elimination System stormwater discharge <b>permit</b> may be required if more than five <b>acres</b> of land would be disturbed during construction activities.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
5	5-OH.16.1	Natural Resources	OH-105	1	Change first sentence to: Based on coordination with the U.S. Fish and Wildlife Service <b>and the Ohio Department of Natural Resources</b> , SEA concluded that the Vermilion construction project could affect <b>the bald eagle which is known to occur in Erie County, and the Indiana Bat, which has no historic record within the county.</b>
5	5-OH.18.2	Table 5-OH-50	OH-121	Row 6 and 8 Column 7	Change the “N” in the “Transportation/Safety” column to “Y” for the Cleveland-Ashtabula (N-075) and Bellevue-Sandusky Docks (N-085) rail line segments.
5	5-OH.18.2	Environmental Justice	OH-124	1	At the end of the paragraph, add the following: <b>SEA has identified potential highway/rail at-grade crossing safety impacts at Walter Main Road in the City of Geneva, Ashtabula County. It is SEA’s preliminary recommendation that NS mitigate safety impacts by upgrading warning devices at this crossing.</b>
5	5-OH.20.1	Emergency Response	OH-150	3	Add the following new paragraph after the Highway/Rail At-Grade Crossing Safety paragraph: <b>Emergency Response</b> - It is SEA’s preliminary recommendation that NS consult with the City of Cleveland to reach agreement on measures to minimize or mitigate the effects of increased emergency vehicle delay. Possible mitigation measures could include increasing train speeds, upgrading communications between NS and the emergency dispatch center, or constructing grade separation.
5	5-PA.6.2	Table 5-PA-7	PA-16	Rows 4, 5, & 6 Column 6	In the last column, change SEA’ Proposed Mitigation for Peach Street, Cherry Street, and Raspberry Street to <b>“Relocate to CSX Corridor.”</b> (Note: This mitigation is proposed by the Applicants and would mitigate impacts)
5	5-PA.16.1	Crossings	PA-55	2	Change last sentence to: SEA determined that five crossings would experience significant adverse effects to vehicle delays and <b>four</b> crossings would have significant adverse safety effects.
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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
6	6.1	Scoping	6-2	1	Change fourth sentence of the paragraph continued from page 6-1 to: SEA also published legal notices in <b>198</b> newspapers with the highest circulation for each of the potentially affected counties.
6	6.2	Agency and Public Coordination	6-4	3	Change last sentence to: SEA will serve the Final EIS in <b>May 1998</b> , prior to the Board's voting conference, scheduled for <b>June 8, 1998</b> .
6	6.2.3	Public Outreach	6-7	1	Delete from list of communities where SEA has conducted expanded outreach: Marion, OH, West Newton, PA, Nashville, TN.
7	7.2	Table 7-1	7-11	Row 5 Column 2	Delete mitigation # 46 for Ohio.
7	7.2.3	Cultural Resources	7-18	1	Change to: NS shall, <b>pending Ohio SHPO concurrence</b> , complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.
7	7.2.3	Cultural Resources	7-18	3	Change to: CSX shall, <b>pending Ohio SHPO concurrence</b> , complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record <b>Level II</b> ) for the Lake Shore & Michigan Southern (New York Central) Shops District at the Collinwood rail yard in Cleveland, Ohio no later than 180 days following the effective date of any Board final written decision in this proceeding.

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
7	7.2.3	Natural Resources	7-18	4	Change to: Before initiating any construction of the proposed rail line connection in Vermilion, Ohio, NS, <b>shall coordinate with</b> the U.S. Fish and Wildlife Service and the Ohio Department of Natural Resources <b>to determine the potential presence of the endangered Indiana Bat and bald eagle. If either species is found to be present and potentially adversely impacted, NS shall proceed with applicable measures to comply with Section 7 of the Endangered Species Act.</b>
7	7.2.4	Areas of Concern	7-20	3	Following the third paragraph, add: <b>23.a. CSX shall work with METRA to identify and implement measures to avoid delays to METRA commuter trains due to the additional traffic at the 75<sup>th</sup> Street Interlocking. CSX shall report to SEA on the results of the discussion.</b>
7	7.2.6	Cultural Resources	7-24	4	Delete SEA's preliminary recommended mitigation 46 on the South Bend-Dillon Junction Rail Line Segment abandonment. No historic properties were identified along the South Bend to Dillon Junction abandonment, and SEA has requested the Indiana SHPO's concurrence with that finding.
7	7.2.6	Table 7-4	7-31	Row 5 Column 3	Change Rail Line Segment C-066 to C-065.
7	7.2.6	Table 7-5	7-35	Row 1 Column 5	For Rail Line Segment C-295, add Knox County to KY.
7	7.2.6	Table 7-5	7-35	Row 9 Column 5	For Rail Line Segment N-392, add Hamblen County.
7	7.2.6	Table 7-5	7-36	Row 4 Column 5	For Rail Line Segment N-062, delete "NJ: Bergen" and add "NY: Orange, Rockland."

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<b>Chapter</b>	<b>Section</b>	<b>Subject</b>	<b>Page Number</b>	<b>Paragraph Number<sup>1</sup></b>	<b>Change</b>
7	7.2.6	Table 7-5	7-36	Row 9 Column 5	For Rail Line Segment N-065, add Allegany and Genesee County.
7	7.2.6	Table 7-5	7-37	Row 7 Column 5	For Rail Line Segment N-082, add Mahoning County.
7	7.2.6	Table 7-5	7-37	Row 11 Column 5	For Rail Line Segment N-203, add Lehigh County.
7	7.2.6	Table 7-5	7-37	Row 19 Column 5	For Rail Line Segment C-344, change "Berkeley" to "Beaufort."
7	7.2.6	Table 7-5	7-38	Row 2 Column 5	For Rail Line Segment N-399, delete Hamblen County.
7	7.2.6	Table 7-6	7-39	Row 5 Column 5	For Rail Line Segment C-351, add York County to South Carolina.
7	7.2.6	Table 7-6	7-40	Row 8 Column 5	For Rail Line Segment C-287, add Boone and Gallatin Counties and delete Owen County.
7	7.2.6	Table 7-6	7-40	Row 12 Column 5	For Rail Line Segment C-037, add Baltimore and Howard Counties.
7	7.2.6	Table 7-7	7-45	Row 4 Column 2	For Rail Line Segment C-030, change Cheverly to Bladensburg.

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Chapter	Section	Subject	Page Number	Paragraph Number <sup>1</sup>	Change
7	7.2.6	Table 7-9	7-47	Row 2 Column 5	For site CM-2, under "Potential Impacts" column, replace "Traffic" with " <b>Noise.</b> "
7	7.2.6	Table 7-9	7-48	Row 4 Column 2	Under OH, add Rail Line Segment C-071, CSX, Marion - Ridgeway, which has potential environmental impacts (noise) in the City of Marion.
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Abandon.	3.1.3.6	Cultural Resources	35	2	Change paragraph to: SEA determined that the five railroad bridges more than 50 years of age along the proposed South Bend to Dillon Junction abandonment are not listed on or eligible for the NRHP. <b>Therefore,</b> SEA concludes, <b>that</b> there are no historic <b>properties</b> on this segment. SEA initiated consultation with the Indiana SHPO and submitted supporting documentation to obtain concurrence <b>with</b> this finding. NS shall take no steps to alter the bridges until the Section 106 process has been completed.

Section of Environmental Analysis  
Surface Transportation Board  
Washington, D.C. 20423

January 1998

\*\*\*\*LAST PAGE OF ERRATA HAS TO BE SCANNED.