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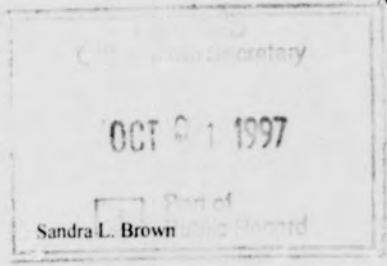
TROUTMAN SANDERS LLP

ATTORNEYS AT LAW
A LIMITED LIABILITY PARTNERSHIP

1300 I STREET, N.W.
SUITE 500 EAST
WASHINGTON, D.C. 20005-3314
TELEPHONE 202-274-2950
FACSIMILE 202-274-2994



202-274-2959



September 30, 1997

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Room 711
Washington, D.C. 20423

Sub 25

RE: Finance Docket No. 33388, ²⁵ *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*

Dear Secretary Williams:

Enclosed for filing in the above captioned docket are the original and twenty-five copies of the Verified Statement of No Significant Impact (NYSE&G-13) for New York State Electric and Gas. Also enclosed is a 3.5-inch diskette containing the text of this pleading.

Please date stamp the enclosed extra copy of the pleading and return it to the messenger for our files.

Sincerely yours,

Sandra L. Brown
Attorney for New York State Electric & Gas

Enclosures

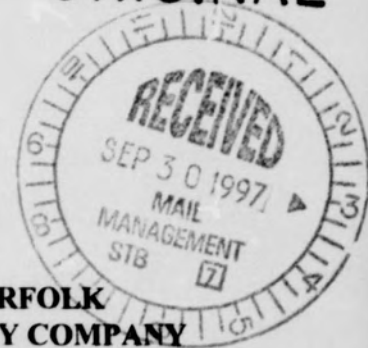
cc: The Honorable Jacob Leventhal
All Parties of Record

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388 (Sub No. 35)

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



VERIFIED STATEMENT OF NO SIGNIFICANT IMPACT

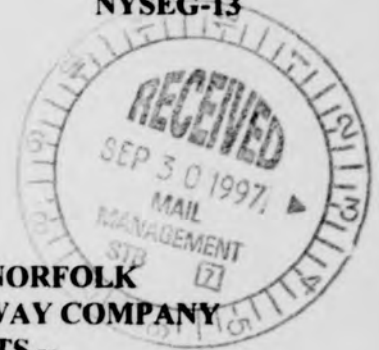
WILLIAM A. MULLINS
SANDRA L. BROWN
TROUTMAN SANDERS LLP
1300 I STREET, N.W.
SUITE 500 EAST
WASHINGTON, D.C. 20005-3314
202 274-2950 (PHONE)
202-274-2994 (FAX)

ATTORNEYS FOR NEW YORK STATE ELECTRIC AND GAS

September 29, 1997

BEFORE THE
SURFACE TRANSPORTATION BOARD
FINANCE DOCKET NO. 33388 (Sub No. 35)

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



VERIFIED STATEMENT OF NO SIGNIFICANT IMPACT

My name is Alfred O. Beers and I am a Project Environmental Specialist at New York State Electric & Gas. (NYSEG). I have prepared this Verified Statement in connection with the request under Decision No. 6, served May 30, 1997 in this proceeding, for information concerning the effect of NYSEG's Responsive Application on the environment.

Based on the information available to me at this time, it is my judgment that the rail traffic reasonably likely to be associated with NYSEG's Responsive Application will not result in any significant changes in operations of the lines at issue, as described in the Description of Anticipated Responsive Application submitted as NYSEG-6 in this proceeding on August 22, 1997. The trackage rights transaction requested by NYSEG is only a replacement of current service and does not in any way increase or change the current service on the rail lines at issue. Furthermore, any environmental impact information dealing with the overall result of this control transaction and required by the Board may be obtained from Applicants' environmental documentation.

Pursuant to Decision No. 6, in this proceeding, served May 30, 1997, I certify that the transaction described in NYSEG-6 will not involve changes that exceed the thresholds established in 49 C.F.R. § 1105.7(e)(4) or (5). Specifically, I certify that the transaction

described in NYSEG-6 will not involve either the diversion from rail to motor carriage of more than (A) 1,000 rail carloads a year, or (B) an average of 50 rail carloads per mile per year for any part of the affected line (49 C.F.R. § 1105.7(e)(4)) on the one hand, or (A) an increase in rail traffic of at least 100 percent or an increase of at least eight trains per day on any segment of the affected line, (B) an increase in rail yard activity of at least 100 percent, or (C) an increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment (40 C.F.R. § 1105.7(e)(5)), on the other hand. See 49 C.F.R. § 1105.6(c)(2).

The trackage rights transaction proposed in NYSEG's Description of Responsive Application will not result in changes in carrier operations that exceed the above-listed thresholds. In addition, environmental documentation is not normally required for trackage rights transactions. See 49 C.F.R. § 1105.6(c)(4). Therefore, no additional environmental documentation is required for NYSEG's Responsive Application to be filed October 21, 1997. See Decision No. 6 in this proceeding, served May 30, 1997.

Transactions involving trackage rights actions which will not substantially change the level of maintenance of the railroad property are exempt from the historic reporting requirements of 49 C.F.R. § 1105.8(a). See 49 C.F.R. § 1105.8(b)(3). Since the rail traffic reasonably likely to be associated with NYSEG's Responsive Application will not result in any significant changes in operations of the lines at issue, NYSEG does not reasonably believe that the level of maintenance of the railroad property will substantially change. Therefore, a historic report is not required to be filed with NYSEG's Responsive Application to be filed October 21, 1997. See 49 C.F.R. § 1105.8.

VERIFICATION

STATE OF NEW YORK)
) SS.
COUNTY OF BROOME)

I, Alfred O. Beers, being duly sworn, state that I have read the foregoing statement, that I know its contents and that those contents are true as stated.

Alfred O. Beers
Alfred O. Beers

Subscribed and sworn to before me this 26th day of September, 1997.

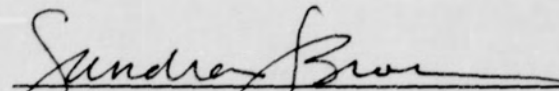
Maria A. Evans
Notary Public

MARIA A. EVANS
Notary Public, State of New York
No. 4727382
Residing in Broome County
My commission expires Dec. 31, 1998

My commission Expires: 12-31-98

CERTIFICATE OF SERVICE

I hereby certify that a true copy of the foregoing "Verified Statement of No Significant Impact" (NYSEG-13) was served this 30th day of September, 1997, by facsimile transmission to Applicants' representatives, and by first-class mail, postage prepaid, to Judge Leventhal and all parties of record in STB Finance Docket No. 33388.



WILLIAM A. MULLINS
SANDRA L. BROWN
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