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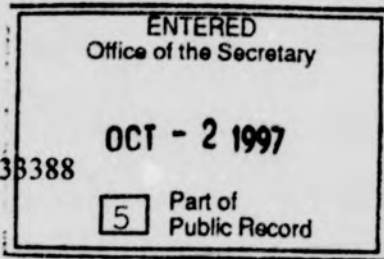
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October 1, 1997

BY HAND

Hon. Vernon A. Williams
Secretary
Case Control Branch
Attn: STB Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001



CIND-3

*NOT ADMITTED IN D.C.

Re: STB Finance Docket No. 33388 (Sub-No. 66), CSX Corp. and CSX Transp., Inc., Norfolk Southern Corp. and Norfolk Southern Ry. Co. -- Control and Operating Leases/Agreements -- Conrail Inc. and Consolidated Rail Corp.

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding are an original and twenty-five copies of the Verified Statement of No Significant Impact of Central Railroad Company of Indiana (the "Filing"). In accordance with Decision No. 6, dated May 30, 1997, also enclosed is a 3.5-inch disk containing this Filing formatted in Word Perfect. This Filing and the accompanying disk are designated as CIND-3, in accordance with 49 C.F.R. § 1180.4(a)(2).

Please acknowledge receipt of this letter by date-stamping the enclosed acknowledgment copy and returning it to our messenger.

Very truly yours,

Mark H. Sidman

Enclosures

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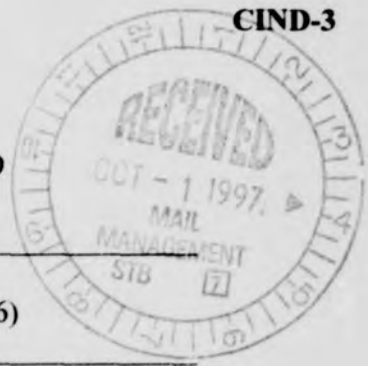
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Office of the Secretary

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Public Record

CIND-3

BEFORE THE
SURFACE TRANSPORTATION BOARD



STB Finance Docket No. 33388 (Sub-No. 66)

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 Christopher J. Burger. I am president of Central Railroad Company of Indiana ("CIND"). On August 22, 1997, CIND filed with the Surface Transportation Board (the "Board") a description of its anticipated responsive application, designated as CIND-2, to the primary application (the "Primary Application") filed by CSX Corporation, CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company ("Primary Applicants") in STB Finance Docket No. 33388. In the description of its anticipated responsive application, CIND stated that it would seek to have its rail assets become part of the transaction described in the Primary Application, and would seek certain rights and/or properties as conditions to the transaction, as are necessary to ensure that the essential service it provides to on-line shippers is preserved between Thatcher, IN and Cincinnati, OH.

In accordance with Decision No. 6, dated May 30, 1996, by the Board in this proceeding ("Decision No. 6"), I hereby submit this Verified Statement, in connection with CIND's intent to

file a responsive application, concerning the effect the responsive application, if granted, would have on the environment. Based on the information available to me at this time, there is no reason to believe that the rail traffic reasonably likely to be associated with CIND's responsive application will result in any significant changes, as defined in 49 C.F.R. §§ 1105.7(e) 4 and 5, in the operations of the lines at issue.

Pursuant to the Interstate Commerce Commission's decision in *Ex Parte* No. 55 (Sub-No. 22A), *Implementation of Environmental Laws*, 7 I.C.C. 2d 807 (1991) ("*Environmental Laws*"), environmental documentation normally need not be prepared for an action that 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 a 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 (49 C.F.R. §1105.7(e)(5)), on the other hand. *See* 49 C.F.R. § 1105.6(c)(2).

There is no reason to believe that the action proposed by CIND in its responsive application will result in changes in carrier operations that exceed the above-listed thresholds, or will have the "potential for significant environmental impacts." *See* 49 C.F.R. § 1105.6(d). To my knowledge, inclusion of the CIND rail assets in the transaction described in the Primary Application would not result in a significant change in the traffic handled over those rail lines. Similarly, if CIND's responsive application proposes the granting of trackage rights to CIND or other carriers, I do not believe based on the information available to me that the thresholds identified in 49 C.F.R. §§ 1105.7(e)4 and (5) would be exceeded. Therefore, CIND is not

required to file a Responsive Environmental Report, as described by the Board in Decision No. 6, in connection with its responsive application filing.

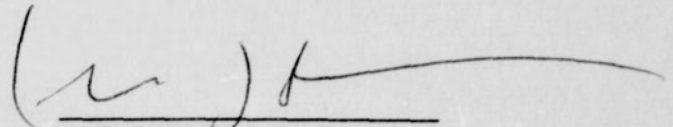
Pursuant to the *Environmental Laws* decision, transactions involving a sale, lease or transfer of rail line for purposes of continued operation are exempt from the historic reporting requirements of 49 C.F.R. § 1105.8(a), if termination of such operation requires further Board approval and there are no plans to dispose of or alter properties adjacent to the rail line that are 50 or more years old. See 49 C.F.R. § 1105.8(b)(1). Similarly, the grant of trackage rights or rights for common use of rail terminals, where maintenance levels of the rail property will not be substantially changed, is exempt from historic reporting requirements. See 49 C.F.R. § 1105.8(b)(3).

Based on the information available to me at this time, I do not believe that the inclusion of CIND's rail assets in the transaction proposed by Primary Applicants or any other rights and/or properties that CIND may seek in its responsive application will subject CIND to the historic reporting requirements.

VERIFICATION

I, Christopher J. Burger, hereby affirm and state that I have read the foregoing statement, that I am personally familiar with its contents, that I have executed it with full authority to do so, and that the facts set forth therein are true and correct to the best of my knowledge, information and belief.

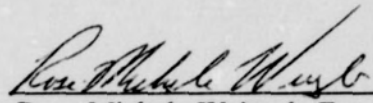
Executed by the undersigned on this 27 day of SEPT, 1997.



Christopher J. Burger

CERTIFICATE OF SERVICE

I hereby certify that on October 1, 1997, a copy of the foregoing Verified Statement of No Significant Impact of Central Railroad Company of Indiana was served by first-class mail, postage pre-paid on Judge Leventhal and all parties of record, as listed in Decision No. 21, dated August 19, 1997, by the Surface Transportation Board.


Rose-Michele Weinryb, Esq.