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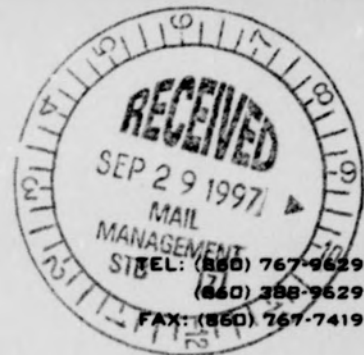
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September 26, 1997

Office of the Secretary
Attn: Ms. Elaine K. Kaiser
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

Re: Finance Docket No: 33388
Sub No. 70
Acquisition of Consolidated Rail Corporation by CSX
and Norfolk Southern Corporation

Housatonic Railroad Environmental Verified Statement
HRRC-8

Dear Ms. Kaiser:

Enclosed is an original and 10 copies of Housatonic Railroad's
Environmental Verified Statement for the above proceeding.

Please stamp a copy of this letter to indicate receipt and
return it to me in the enclosed envelope.

Thank you.

Very truly yours,

Edward J. Rodriguez

EJR/swf

ENVIRONMENTAL DOCUMENT



BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388
Sub No. 70

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

HOUSATONIC RAILROAD COMPANY, INC.
ENVIRONMENTAL VERIFIED STATEMENT
HRRC - 8

The following verified statement and certification is made by Edward J. Rodriguez, counsel to Housatonic Railroad Company, Inc. (HRRC) in the above captioned proceeding. This document is intended to address environmental issues related to HRRC's proposed Responsive Application.

HRRC has filed a Notice of Intent to file a Responsive Application seeking overhead traffic rights over Conrail's Boston-Albany Main Line (1) from Pittsfield to Albany, New York, a distance of approximately 47 miles, for interchange purposes in the Albany area; (2) from Pittsfield to Palmer, Massachusetts, a distance of approximately 67 miles, for interchange purposes at Palmer and intermediate points; and (3) certain overhead traffic rights in and around Pittsfield.

In Decision No. 28 in this Proceeding, the Surface Transportation Board determined that the proposed Responsive Application by HRRC would be a Minor Transaction as described in 49 C.F.R. 1180.2(c).

The trackage rights which HRRC may seek are for the limited purposes of interchange. HRRC anticipates that it would, at most, operate one train in each direction per day. The Trackage Rights proposed to be acquired would be the type of transaction normally excused from the Board's Environmental Report Regulations as set forth in 49 C.F.R. 1105.6(c)(4).

Based upon my own review of the operating changes anticipated in HRRC's proposed Responsive Application and in the Primary Application¹, and the applicable regulations contained at 49 C.F.R. 1105.7, I hereby certify that the trackage rights operations proposed by HRRC will not exceed the thresholds established in 49 C.F.R. 1105.6(b) and 1105.7(e)(4) and (5).

For the foregoing reasons, and pursuant to 49 C.F.R. 1105.6(c)(2) and 49 C.F.R. 1105.8(b)(3), HRRC has concluded that it is not required by regulation to submit either environmental documentation or an historic report.

The undersigned conferred informally with a representative of the section of environmental analysis on September 25, 1997 to review SEA requirements for this Verified Statement.

¹ The Primary Application states that the Boston-Albany main line is expected to experience a slight reduction in the average number of trains per day. Volume 6A, Table 1-6 at Page 1-32. The reduction varies from .16 on the segment between Springfield and Selkirk and .44 between Springfield and Palmer.

State of Connecticut)
) ss. Centerbrook
County of Middlesex)

Edward J. Rodriguez, being duly sworn, deposes and says that he has read the foregoing statement, knows the facts asserted therein and that, to the best of his knowledge and belief, the same are true as stated.

9/25/1997

Edward J. Rodriguez
Edward J. Rodriguez, Esq.
Attorney at Law

Subscribed and sworn to before me this 25th day of September, 1997.

Susan W. Fairbanks
Susan W. Fairbanks
State of Connecticut
Notary Public
My Comm. Expires: 7-31-2001