NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
10/30/93	Granite City, IL	Hydrochloric Acid Solution	<1 Gallon
11/01/93	Columbus, GA	Sodium Hydroxide Solution	1-2 Gallons
11/01/93	Louisville, KY	Butyl Acrylate	1 Pint
11/07/93	Decatur, IL	Denatured Alcohol (Residue)	1 Pint
11/08/93	Cleveland, OH	Denatured Alcohol	<1 Pint
11/09/93	Decatur, IL	Denatured Alcohol	1 Pint
11/11/93	New Orleans, LA	Anhydrous Ammonia	<1 Pint
11/18/93	Bellevue, OH	Ethyl Acrylate, Inhibited	Vapors
11/27/93	Bluefield, WV	Carbon Dioxide, Refrigerated Liquid	10 lbs
12/06/93	Hopewell, VA	Petroleum Distillate, N.O.S.	<1 Gallon
12/07/93	Cleveland, OH	Denatured Alcohol	1 Pint
12/18/93	Knoxville, TN	Liquefied Petroleum Gas	<1 Pint
12/08/93	Toledo, OH	Liquefied Petroleum Gas (Residue)	<1 Pint
12/11/93	Louisville, KY	Alcoholic Beverages	<1 Pint
12/23/93	Toledo, OH	Xylene Residur	<1 Pint
12/31/93	Irondale, AL	Sulfuric Acid	2 Gallons
01/05/94	Louisville, KY	Sulfuric Acid	1 cup
01/09/94	Knoxville, TN	Liquefied Petroleum Gas	10 gal
01/11/94	Chattanooga, TN	Diesel Fuel	1900 gal
01/15/94	Oliver, GA	Methyl Alcohol	5/10 gal
01/24/94	Decatur, IL	Hydrochloric Acid	<1 pint
01/31/94	Sheffield, AL	Fluosulfonic Acid	<1 gal
02/02/94	St. Louis, MO	Ortho Chloronit[illegible] Benzene	<1 pint

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
02/02/94	Fostoria, OH	Petroleum Gas, Liquefied	<1 pint
02/07/94	St. Louis, MO	Ammonium Nitrate Fertilizer	150 lbs
02/07/94	Macon, GA	Carbon Dioxide, Refrigerated Liquid	<1 pint
02/08/94	Mobile, AL	Sulfur Dioxide, Liquefied	<1 pint
02/09/94	Chocowinity, NC	Sulfuric Acid	<1 gal
02/15/94	Greensboro, NC	Hydrochloric Acid Sol.	<1 pint
02/16/94	Decatur, AL	Hexamethylene Diamine Sol.	<1 gal
02/22/94	Charleston, SC	Napthalene	1 pint
02/22/94	Irondale, AL	Sulfuric Acid	2 gal
02/23/94	Norris Yard, AL	Petroleum Lube Oil	1 quart
02/28/94	Lynchburg, VA	Carbon Dioxide, Refrigerated Liquid	<1 pint
03/09/94	Louisville, KY	Sodium Bichromate	1 gal
03/10/94	Decatur, AL	Nitrogen Fertilizer Sol.	1 gal
03/10/94	St. Louis, MO	Sulfuric Acid	<1 pint
03/13/94	St. Louis, MO	Xylene, Styrene	80 gal
03/16/94	Chicago, IL	Xylene	1 gal
03/24/94	Kansas City, MO	Elevated Temperature Material, Liquid, N.O.S.	2 pints
03/26/94	Decatur, AL	Sulfuric Acid	<1 gal
03/27/94	Sheffield, AL	N-Pentenes	1500 gal
03/29/94	Cleveland, OH	Denatured Alcohol	<1 gal
03/30/94	Knoxville, TN	Styrene Monomer, Inhibited	<1 pint
03/30/94	Crewe, VA	Turpentine	1 gal
04/08/94	Louisville, KY	Styrene Monomer	<1 gal
04/12/94	Linwood, NC	Phosphoric Acid/Sulfuric Acid	1 pint

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
04/15/94	Atlanta, GA	Benzoyl Chloride	2 gal
04/17/94	Tilton, IL	Dipropylamine	<1 gal
04/29/94	Columbus, OH	Petroleum Gases, Liquefied	1 cubic ft
05/03/94	Cincinnati, OH	Phosphoric Acid/Sulfuric Acid	1 gal
05/05/94	Decatur, AL	Sodium Hydroxide Sol.	2 gal
05/05/94	Louisville, KY	Calcium Carbide	150 lbs
05/06/94	Logansport, IN	Phosphoric Acid/Sulfuric Acid	<1 pint
05/08/94	Raleigh, NC	Sodium Hydrosulfide Sol.	<1 gal
05/09/94	Christiansburg, VA	Phosphoric Acid	1 quart
05/09/94	Joyes, KY	Residue (last contained hydrochloric acid)	vapors
05/12/94	Irondale, AL	Phosphoric Acid/Sulfuric Acid	2 gal
05/18/94	Linwood, NC	Phosphoric Acid	1 pint
05/19/94	South Bend, IN	Denatured Alcohol	<1 gal
05/20/94	Charlotte, NC	Hydrogen Peroxide	0.5 pint
05/20/94	Linwood, NC	Hydrogen Peroxide	0.5 cup
05/26/94	Muscle Shoals, AL	Hydrochloric Acid Sol.	0.5 pint
05/30/94	Decatur, IL	Alpha Methyl Styrene	5 gal
06/03/94	Atlanta, GA	Sulfuric Acid	1 pint
06/06/94	Chattanooga, TN	Arsenic Acid	~3000 gal
06/08/94	Wilson, NC	Sulfuric Acid	<1 gal
06/10/94	Savannah, GA	Hydrochloric Acid	<1 pint
06/15/94	Hopewell, VA	Fuel Oil	1 pint
06/17/94	Cincinnati, OH	Environmentally Haz. Substances, Liquid	<1 gal
06/17/94	Columbus, OH	Diethyl Ether	2 cubic ft

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
06/18/94	Decatur, IL	Nitric Acid	10 gal
06/19/94	Decatur, IL	Polychlorinated Biphenyls	<5 gal
06/22/94	Chattanooga, TN	Hydrochloric Acid Sol.	1 gal
06/27/94	Macon, GA	Sulfuric Acid	<1 gal
06/28/94	Hopewell, VA	Sulfuric Acid	<5 gal
06/29/94	Mobile, AL	Methyl Acetoacetate	<1 pint
07/04/94	Chicago, IL	Sulfuric Acid	<1 pint
07/05/94	Buffalo, NY	Methyl Mathacrylate Monomer, Inhibited	1 pint
07/07/94	Centralia, IL	Hydrochloric Acid Sol.	0.5 gal
07/07/94	Cincinnati	Naptha	1 gal
07/07/94	Detroit, MI	Furfuryl Alcohol	1 quart
07/11/94	Dorney, OH	Corrosive Liquids, NOS	3/5 gal
07/18/94	Macon, GA	Sulfuric Acid	5 gal
07/21/94	Greenville, SC	Ethyl Hexyl Acetate	2 gal
07/21/94	Cincinnati, OH	Hydrochloric Acid Sol.	0.5 gal
07/23/94	Irondale, AL	Paracymene, Xylene	1 gal
07/28/94	Doraville, GA	Kerosene	3 gal
07/28/94	St. Louis, MO	Ethyl Hexyl Phthalate	30 gal
08/04/94	Roanoke, VA	Fuel Oil #2	<10 gal
08/05/94	Columbia, SC	Nitric Acid	<5 gal
08/08/94	Decatur, IL	Ethyl Acrylate, Inhibited	<1 pint
08/08/94	Roanoke, VA	Fuel Oil #2	3 gal
08/10/94	Jacksonville, FL	Benzoyl Chloride	1 pint
08/12/94	Williamson, WV	Fuel Oil #2	6 gal

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
08/24/94	Charlotte, NC	Ethylene Oxide	<1 pint
08/30/94	Decatur, IL	Cresol	<1 pint
08/31/94	Argos, IN	Denatured Alcohol	0.5 gal
09/07/94	Charleston, SC	Zinc Dithiophosphate	<10 gal
09/08/94	Pine Hill, AL	Ammonia, Anhydrous, Liquefied	1 pint
09/29/94	Maplesville, AL	Paracymene, Xylene	1 quart
10/03/94	Jennings, FL	Residue (last contained phosphoric acid)	150 gal
10/06/94	Decatur, IL	Hydrochloric Acid Sol.	<1 pint
10/17/94	N. Kansas City, MO	Sodium Hydrosulfate Solution	<1 gal
10/21/94	Decatur, IL	Creosote	0.5 gal
10/24/94	Asheville, NC	Resin Solution (Formaldehyde, Methanol, Phenol)	1 pint
10/27/94	Bellevue, OH	Ethyl Acrylate, Inhibited	<1 pint
10/27/94	Louisville, KY	Rum (alcoholic beverages)	25 gal
10/27/94	Elko, AL	Liquefied Petroleum Gas	1150 gal
10/28/94	Crab Orchard, TN	Emission Control Dust	7750 lbs
10/28/94	Louisville, KY	FREON (Chlorodifluoromethane)	10 lbs
10/30/94	Valdosta, GA	Ammonia, Anhydrous, Liquefied	<1 gal
11/01/94	Rock Hill, SC	Methanol	<1 gal
11/11/94	Springfield, IL	Iron Sulfate	1 bushel
11/12/94	Irondale, AL	Sulphate Turpintine	1 gal
11/12/94	Crewe, VA	Gasoline & Diesel Fuel	<1 pint
11/15/94	Chattanooga, TN	Hydrochloric Acid Sol.	1 pint
11/17/94	Decatur, IL	Asphalt, Cutback	4 gal

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
11/22/94	New Orleans, LA	Liquefied Petroleum Gas	<5 gal
11/25/94	Charlotte, NC	Residue (last contained ethyl acrylate)	<1 pint
12/03/94	Decatur, IL	Hydrochloric Acid Sol.	0.5 gal
12/06/94	Mobile, AL	Hydrochloric Acid Sol.	<1 pint
12/08/94	Loudon, TN	Ethyl Alcohol Denatured w/ Petro.	<10 gal
12/21/94	Springfield, IL	Ferric Sulfate	5 bushels
01/10/95	Bellevue, OH	Flammable liquid NOS (turpentine)	1 pt.
01/12/95	Charleston, TN	Sulfuric acid	Vapors *
01/12/95	Charleston, TN	Hydrochloric acid, solution	0 gal.*
01/12/95	Decatur, IL	Hydrochloric acid, solution	5 gal.
01/12/95	Decatur, IL	Hydrochloric acid, solution	Vapors*
01/16/95	St. Louis, MO	Naphtha solvent	0.5 pt.
01/21/95	Muscle Shoals, AL	Propionic acid	2 gal.
01/26/95	Knoxville, TN	Molten sulfur	< 1 gal.
01/29/95	Louisville, KY	Denatured alcohol	< 1 pt.
02/01/95	Selma, NC	Sodium hydroxide, solution	1/2 cup
02/07/95	Decatur, IL	Environmentally haz. sub. NOS, iron sulphate	1,000 lbs.
02/08/95	Louisville, KY	Butadiene	< 1 pt.
02/09/95	Cleveland, OH	Environmentally haz. sub. NOS, iron sulphate	50 lbs.
02/11/95	Mobile, AL	Hydrochloric acid solution	Vapors (< 1 pt.)
02/12/95	Blair, TN	Phosphoric acid, sulfuric acid	< 1 gal.
02/15/95	Decatur, IL	Denatured alcohol	0 gal.*

* Too little to quantify or vapors only.

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
02/17/95	Fostoria, OH	Petroleum gases, liquified	Vapors*
02/17/95	Fostoria, OH	Residue: LPG	Vapors*
02/17/95	Fostoria, OH	Residue: LPG	< 1 gal.
02/18/95	Chattanooga, TN	Corrosive liquids, NOS	0 gal.*
02/21/95	Columbus, OH	Phosphoric acid	1 qt.
02/23/95	Decatur, IL	Butadienes, inhibited	Vapors *
02/23/95	Harrisonburg, VA	Liquified petroleum gas	< 1 gal. (Vapors)
02/27/95	Durham, NC	Sodium hydroxide solution	5 gal.
03/01/95	Charleston, SC	Combustible liquid NOS	Approx. 1 qt.
03/06/95	Calhoun, TN	Hydrochloric acid solution	Vapors*
03/14/95	Chocowinity, NC	Sulfuric acid	< 1 pt.
03/20/95	Chattanooga, TN	Potassium hydroxide solution	1 pt.
03/20/95	Decatur, IL	Hydrochloric acid solution	1 gal.
03/21/95	Bellevue, OH	Ethylene glycol butyl ether	1 pt.
03/27/95	Louisville, KY	Hydrochloric acid	Vapors*
03/27/95	Fostoria, OH	Liquified petroleum gas	Vapors*
03/27/95	Fostoria, OH	Liquified petroleum gas	Vapors*
03/27/95	Fostoria, OH	Liquified petroleum gas	Vapors*
03/27/95	Fostoria, OH	Liquified petroleum gas	Vapors*
04/01/95	Chesapeake, VA	Corrosive liquid NOS	< 3 gal.
04/05/95	Mobile, AL	Combustible liquids NOS	< 1 pt.
04/07/95	Delaplain, KY	Diethyl ether	Vapors*

* Too little to quantify or vapors only.

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
04/27/95	Mobile, AL	Sulfuric acid, spent	< 1 pt.
04/29/95	Selma, AL	potassium hydroxide solution	< 1 pt.
05/08/95	Decatur, IL	Butadienes, inhibited	Vapors*
05/18/95	Mobile, AL	Sulfuric acid	< 1 gal.
05/26/95	Decatur, IL	Hydrochloric acid	Vapors*
05/29/95	Camden, OH	Elevated temperature material liquid NOS	37,025 gal.
05/30/95	Bessemer City, NC	Hydrochloric acid solution	200 to 800 gal.
05/30/95	McIntosh, AL	Sodium hydroxide solution	2 gal.
06/01/95	Kenova, WV	Creosote	1 gal.
06/07/95	Mobile, AL	Flammable liquid (turpentine)	< 1 qt.
06/19/95	Albany, GA	Sulfuric acid	1 gal.
06/28/95	Kenova, WV	Denatured alcohol	1 gal.
07/13/95	Cincinnati, OH	Sodium hydroxide solution	< 1 gal.
07/18/95	Charlotte, NC	Styrene monomer, inhibited	3 gal.
07/21/95	Decatur, IL	Hydrochloric acid solution	2 gal.
07/22/95	Bellevue, OH	Toluene	12 gal.
07/27/95	Louisville, KY	Methyl methacrylate monomer	< 1 pt.
07/27/95	Huron, OH	Ethylene glycol monobutyl ether	1 gal.
08/13/95	Decatur, IL	Nitric acid	< 1 pt.
08/14/95	Louisville, KY	Hydrochloric acid solution	< 1 pt.
08/17/95	Springville, AL	Hydrochloric acid solution	2 gal.
08/22/95	Cordele, GA	Sulfuric acid	1 gal.

* Too little to quantify or vapors only.

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
08/29/95	Louisville, KY	Hydrochloric acid solution	< 1 qt.
09/03/95	Decatur, IL	Denatured alcohol	< 1 gal.
09/05/95	Kansas City, MO	Alkylamines NOS	< 1 gal.
09/10/95	Melvindale, MI	Toxic liquids organic NOS	3 gal. at site, total unknown
09/10/95	Roanoke, VA	Diesel fuel	100 gal.
09/18/95	Atlanta, GA	Organophosphorus pest. NOS	< 1 gal.
09/18/95	Decatur, IL	Isopropanol	< 1 gal.
09/24/95	Cincinnati, OH	Fluorosilicic acid	< 1 gal.
09/25/95	Roxana, IL	Elev. temp. material, asphalt	< 1 pt.
09/25/95	Decatur, IL	Cresols	< 1 gal.
09/26/95	Portsmouth, OH	Molten sulfur	< 1 gal.
09/27/95	Hartford, IL	Molten sulfur	< 1 gal.
09/28/95	Albany, GA	Sulfuric acid	< 5 gal.
09/28/95	Louisville, KY	Potassium hydroxide	< 1 gal.
09/29/95	McIntosh, AL	Sodium hydroxide	< 1 gal.
10/02/95	Louisville, KY	Nitric acid, mixtures	< 1 gal.
10/04/95	Hopewell, VA	Carbon dioxide, refrigerated liquid	< 1 gal.
10/04/95	Decatur, IL	Hydrochloric acid solution	< 1 gal.
10/04/95	Hopewell, VA	Carbon dioxide, refrigerated liquid	1 gal.
10/07/95	Decatur, IL	Other reg. substance liquid NOS - Creosote	< 1 pt.
10/18/95	Charlotte, NC	Butyl acetate	< 1 pt.
10/24/95	Bellevue, OH	Comb. liq. NOS; fuel oil/lead	< 1 gal.
11/10/95	Birmingham, AL	Potassium hydroxide	< 1 gal.

NS Hazardous Material Reportable Incidents 1991 - 1995			
Date	**Location**	**Commodity**	**Quantity**
11/17/95	Birmingham, AL	LPG propane	< 1 gal.
11/19/95	Birmingham, AL	Ammonia, anhydrous	< 1 gal.
11/20/95	Louisville, KY	Hydrochloric acid	< 1 gal.
11/20/95	Roanoke, VA	Sulfuric acid	< 1 gal.
11/22/95	Louisville, KY	Env. haz. substance liq. NOS, bis. phthalate	< 1 gal.
11/24/95	Melvindale, MI	Acetone	< 1 gal.
12/04/95	Bement, IL	Elv. temp. material NOS, Benzo A Pyrene	< 1 gal.
12/13/95	Mobile, AL	Flammable liq. NOS, crude sulfate turp.	< 1 gal.
12/14/95	Sheffield, AL	Phosphoric acid	< 1 gal.
12/16/95	Sheffield, AL	Hydrochloric acid	< 1 gal.
12/22/95	Decatur, IL	Hydrochloric acid	< 1 gal.
12/26/95	Crewe, VA	Carbon dioxide	< 1 gal.

APPENDIX G

CSX - CHANGES IN LINE DENSITIES BY TRAIN AND BY GROSS TONNAGE FOR EXISTING CSX SYSTEMS, CONRAIL LINES TO BE ACQUIRED BY CSX, AND SHARED ASSETS AREAS. SOURCE: CSX OPERATING PLAN

CSX TRAIN DENSITIES

SEGMENT				ROAD	MILES	1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN # OF TRNS/DAY
FROM STATION		TO STATION				PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	
PARK JCT	PA	RG	PA	CSXT	4	0	25	25	0	15.6	15.6	-9.4
RG	PA	WILSMERE	DE	CSXT	26	0	22.9	22.9	0	26.4	26.4	3.5
WILSMERE	DE	BALTIMORE	MD	CSXT	68	0	26.9	26.9	0	28.8	28.8	1.9
BALTIMORE	MD	RELAY	MD	CSXT	7	15.5	39.6	55.1	15.5	42.7	58.2	3.1
RELAY	MD	JESSUP	MD	CSXT	7	15.5	33.1	48.6	15.5	37	52.5	3.9
JESSUP	MD	ALEXANDRIA JCT	MD	CSXT	17	15.5	33.4	48.9	15.5	37.1	52.6	3.7
ALEXANDRIA JCT	MD	WASHINGTON	DC	CSXT	5	15.5	23.9	39.4	15.5	30.8	46.3	6.9
WASHINGTON	DC	PT OF ROCK	MD	CSXT	63	14.4	23.8	38.2	14.4	30.8	45.2	7
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	13	14.4	33.3	47.7	14.4	41.6	56	8.3
HARPERS FERRY	WV	CHERRY RUN	WV	CSXT	32	7	33.3	40.3	7	40.6	47.6	7.3
CHERRY RUN	WV	CUMBERLAND	MD	CSXT	65	2	29	31	2	31	33	2
CUMBERLAND	MD	SIHNS	PA	CSXT	133	2	27.4	29.4	2	32.5	34.5	5.1
SIHNS	PA	RANKIN JCT	PA	CSXT	9	2	30.8	32.8	2	40.2	42.2	9.4
RANKIN JCT	PA	NEW CASTLE	PA	CSXT	51	0	28.9	28.9	0	38.3	38.3	9.4
NEW CASTLE	PA	YOUNGSTOWN	OH	CSXT	18.3	2	32.6	34.6	2	39.6	41.6	7
YOUNGSTOWN	OH	STERLING	OH	CSXT	79.1	2	32.6	34.6	2	33.9	35.9	1.3
STERLING	OH	GREENWICH	OH	CSXT	37.1	2	32.5	34.5	2	32.9	34.9	0.4
GREENWICH	OH	WILLARD	OH	CSXT	11.6	2	32.5	34.5	2	55.2	57.2	22.7
WILLARD	OH	FOSTORIA	OH	CSXT	36.8	2	32.5	34.5	2	54	56	21.5
FOSTORIA	OH	DESHLER	OH	CSXT	26	2	34	36	2	37.9	39.9	3.9
DESHLER	OH	WILLOW CREEK	IN	CSXT	174	2	21.4	23.4	2	47.7	49.7	26.3
WILLOW CREEK	IN	PINE JCT	IN	CSXT	12	2	20.1	22.1	2	36.6	38.6	16.5
PINE JCT	IN	BARR YD	IL	CSXT	11	0	27.6	27.6	0	33.3	33.3	5.7
RELAY	MD	PT OF ROCK	MD	CSXT	58	0	9.3	9.3	0	9.2	9.2	-0.1
HAGERSTOWN	MD	LURGAN	PA	CSXT	34	0	2.3	2.3	0	2.5	2.5	0.2
HAGERSTOWN	MD	CHERRY RUN	MD	CSXT	19	0	3	3	0	2	2	-1
ROCKWOOD	PA	JOHNSTOWN	PA	CSXT	45	0	1	1	0	1	1	0
LESTER	OH	LORAIN	OH	CSXT	23	0	1.4	1.4	0	1.4	1.4	0
STERLING	OH	LESTER	OH	CSXT	16	0	5.3	5.3	0	5.3	5.3	0
LESTER	OH	CLEVELAND	OH	CSXT	30	0	5.8	5.8	0	5.8	5.8	0
DETROIT	MI	PLYMOUTH	MI	CSXT	25	0	15.1	15.1	0	12.3	12.3	-2.8
PLYMOUTH	MI	GRAND RAPIDS	MI	CSXT	124	0	11.4	11.4	0	6.4	6.4	-5
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	2	8.2	10.2	2	4.5	6.5	-3.7
WAVERLY	MI	PORTER	IN	CSXT	110	2	4.8	6.8	2	2.8	4.8	-2
SAGINAW	MI	FLINT	MI	CSXT	29	0	10	10	0	12.2	12.2	2.2
FLINT	MI	HOLLY	MI	CSXT	28	0	12.8	12.8	0	14	14	1.2
HOLLY	MI	WIXOM	MI	CSXT	20	0	11.3	11.3	0	12.5	12.5	1.2
WIXOM	MI	PLYMOUTH	MI	CSXT	12	0	12.2	12.2	0	12.9	12.9	0.7
PLYMOUTH	MI	WAYNE	MI	CSXT	8	0	23.6	23.6	0	26.5	26.5	2.9
WAYNE	MI	CARLETON	MI	CSXT	15	0	22.8	22.8	0	24.8	24.8	2
CARLETON	MI	TOLEDO	MI	CSXT	16.5	0	21.9	21.9	0	33.1	33.1	11.2
CINCINNATI	OH	HAMILTON	OH	CSXT	21	1	28.2	29.2	1	31.2	32.2	3
HAMILTON	OH	DAYTON	OH	CSXT	34	0	25.4	25.4	0	26.5	26.5	1.1
DAYTON	OH	SIDNEY	OH	CSXT	27.3	0	22.6	22.6	0	24.9	24.9	2.3
SIDNEY	OH	LIMA	OH	CSXT	35.2	0	22.6	22.6	0	15.3	15.3	-7.3
LIMA	OH	DESHLER	OH	CSXT	33	0	26.5	26.5	0	14.9	14.9	-11.6
DESHLER	OH	TOLEDO	OH	CSXT	36	0	0.6	0.6	0	14.2	14.2	13.6
FOSTORIA	OH	TOLEDO	OH	CSXT	29	0	33.3	33.3	0	37.4	37.4	4.1
MARION	OH	FOSTORIA	OH	CSXT	40	0	17.8	17.8	0	27.4	27.4	9.6
COLUMBUS	OH	MARION	OH	CSXT	20	0	17.8	17.8	0	17.4	17.4	-0.4
N J CABIN	KY	COLUMBUS	OH	CSXT	53	0	11.7	11.7	0	11.4	11.4	-0.3
CINCINNATI	OH	COLUMBUS	OH	CSXT	112	0	2.8	2.8	0	2.9	2.9	0.1

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
PARK JCT	PA	RG	PA	CSXT	4	0	25	25	0	15.6	15.6	-9.4
RG	PA	WILSMERE	DE	CSXT	26	0	22.9	22.9	0	26.4	26.4	3.5
WILSMERE	DE	BALTIMORE	MD	CSXT	68	0	26.9	26.9	0	28.8	28.8	1.9
BALTIMORE	MD	RELAY	MD	CSXT	7	15.5	39.6	55.1	15.5	42.7	58.2	3.1
RELAY	MD	JESSUP	MD	CSXT	7	15.5	33.1	48.6	15.5	37	52.5	3.9
JESSUP	MD	ALEXANDRIA JCT	MD	CSXT	17	15.5	33.4	48.9	15.5	37.1	52.6	3.7
ALEXANDRIA JCT	MD	WASHINGTON	DC	CSXT	5	15.5	23.9	39.4	15.5	30.8	46.3	6.9
WASHINGTON	DC	PT OF ROCK	MD	CSXT	43	14.4	23.8	38.2	14.4	30.8	45.2	7
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	13	14.4	33.3	47.7	14.4	41.6	56	8.3
HARPERS FERRY	WV	CHERRY RUN	WV	CSXT	32	7	33.3	40.3	7	40.6	47.6	7.3
CHERRY RUN	WV	CUMBERLAND	MD	CSXT	65	2	29	31	2	31	33	2
CUMBERLAND	MD	SIMMS	PA	CSXT	133	2	27.4	29.4	2	32.5	34.5	5.1
SIMMS	PA	RANKIN JCT	PA	CSXT	9	2	30.8	32.8	2	40.2	42.2	9.4
RANKIN JCT	PA	NEW CASTLE	PA	CSXT	51	0	28.9	28.9	0	38.3	38.3	9.4
NEW CASTLE	PA	YOUNGSTOWN	OH	CSXT	18.3	2	32.6	34.6	2	39.6	41.6	7
YOUNGSTOWN	OH	STERLING	OH	CSXT	79.1	2	32.6	34.6	2	33.9	35.9	1.3
STERLING	OH	GREENWICH	OH	CSXT	37.1	2	32.5	34.5	2	32.9	34.9	0.4
GREENWICH	OH	WILLARD	OH	CSXT	11.6	2	32.5	34.5	2	55.2	57.2	22.7
WILLARD	OH	FOSTORIA	OH	CSXT	36.8	2	32.5	34.5	2	54	56	21.5
FOSTORIA	OH	DESHLER	OH	CSXT	26	2	34	36	2	37.9	39.9	3.9
DESHLER	OH	WILLOW CREEK	IN	CSXT	174	2	21.4	23.4	2	47.7	49.7	26.3
WILLOW CREEK	IN	PINE JCT	IN	CSXT	12	2	20.1	22.1	2	36.6	38.6	16.5
PINE JCT	IN	BARR YD	IL	CSXT	11	0	27.6	27.6	0	33.3	33.3	5.7
RELAY	MD	PT OF ROCK	MD	CSXT	58	0	9.3	9.3	0	9.2	9.2	-0.1
HAGERSTOWN	MD	LURGAN	PA	CSXT	34	0	2.3	2.3	0	2.5	2.5	0.2
HAGERSTOWN	MD	CHERRY RUN	MD	CSXT	19	0	3	3	0	2	2	-1
ROCKWOOD	PA	JOHNSTOWN	PA	CSXT	45	0	1	1	0	1	1	0
LESTER	OH	LORAIN	OH	CSXT	23	0	1.4	1.4	0	1.4	1.4	0
STERLING	OH	LESTER	OH	CSXT	16	0	5.3	5.3	0	5.3	5.3	0
LESTER	OH	CLEVELAND	OH	CSXT	30	0	5.8	5.8	0	5.8	5.8	0
DETROIT	MI	PLYMOUTH	MI	CSXT	25	0	15.1	15.1	0	12.3	12.3	-2.8
PLYMOUTH	MI	GRAND RAPIDS	MI	CSXT	124	0	11.4	11.4	0	6.4	6.4	-5
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	2	8.2	10.2	2	4.5	6.5	-3.7
WAVERLY	MI	PORTER	IN	CSXT	110	2	4.8	6.8	2	2.8	4.8	-2
SAGINAW	MI	FLINT	MI	CSXT	29	0	10	10	0	12.2	12.2	2.2
FLINT	MI	HOLLY	MI	CSXT	28	0	12.8	12.8	0	14	14	1.2
HOLLY	MI	WIXOM	MI	CSXT	20	0	11.3	11.3	0	12.5	12.5	1.2
WIXOM	MI	PLYMOUTH	MI	CSXT	12	0	12.2	12.2	0	12.9	12.9	0.7
PLYMOUTH	MI	WAYNE	MI	CSXT	8	0	23.6	23.6	0	26.5	26.5	2.9
WAYNE	MI	CARLETON	MI	CSXT	15	0	22.8	22.8	0	24.8	24.8	2
CARLETON	MI	TOLEDO	MI	CSXT	16.5	0	21.9	21.9	0	33.1	33.1	11.2
CINCINNATI	OH	HAMILTON	OH	CSXT	21	1	28.2	29.2	1	31.2	32.2	3
HAMILTON	OH	DAYTON	OH	CSXT	34	0	25.4	25.4	0	26.5	26.5	1.1
DAYTON	OH	SIDNEY	OH	CSXT	37.3	0	22.6	22.6	0	24.9	24.9	2.3
SIDNEY	OH	LIMA	OH	CSXT	35.2	0	22.6	22.6	0	15.3	15.3	-7.3
LIMA	OH	DESHLER	OH	CSXT	33	0	26.5	26.5	0	14.9	14.9	-11.6
DESHLER	OH	TOLEDO	OH	CSXT	36	0	0.6	0.6	0	14.2	14.2	13.6
FOSTORIA	OH	TOLEDO	OH	CSXT	29	0	33.3	33.3	0	37.4	37.4	4.1
MARION	OH	FOSTORIA	OH	CSXT	40	0	17.8	17.8	0	27.4	27.4	9.6
COLUMBUS	OH	MARION	OH	CSXT	20	0	17.8	17.8	0	17.4	17.4	-0.4
N J CABIN	KY	COLUMBUS	OH	CSXT	53	0	11.7	11.7	0	11.4	11.4	-0.3
CINCINNATI	OH	COLUMBUS	OH	CSXT	112	0	2.8	2.8	0	2.9	2.9	0.1

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1998 ADJ BASE PSGR	1998 ADJ BASE FREIGHT	1998 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
HAMPTON	VA	RIVANNA JCT	VA	CSXT	80	2.9	9.6	12.5	2.9	8.6	11.5	-1
RIVANNA JCT	VA	CLIFTON FORGE	VA	CSXT	229	0	9.8	9.8	0	9.7	9.7	-0.1
CLIFTON FORGE	VA	ST ALBANS	WV	CSXT	195	0.9	9.8	10.7	0.9	10.9	11.8	1.1
ST ALBANS	WV	BARBOURSVILLE	WV	CSXT	29	0.9	10.9	11.8	0.9	12.8	13.7	1.9
BARBOURSVILLE	WV	HUNTINGTON	WV	CSXT	10	0.9	13.4	14.3	0.9	14.9	15.8	1.5
HUNTINGTON	WV	KENOVA	WV	CSXT	8	0.9	15.5	16.4	0.9	16.8	17.7	1.3
KENOVA	WV	BIG SANDY JCT	WV	CSXT	1	0.9	15.4	16.3	0.9	33.2	34.1	17.8
BIG SANDY JCT	KY	ASHLAND	KY	CSXT	6	0.9	32.5	33.4	0.9	30.5	31.4	-2
ASHLAND	KY	RUSSELL	KY	CSXT	4	0.9	32.5	33.4	0.9	32.5	33.4	0
RUSSELL	KY	N J CABIN	KY	CSXT	19	0.9	20.8	21.7	0.9	18.8	19.7	-2
N J CABIN	KY	COVINGTON	KY	CSXT	121	0.9	7.5	8.4	0.9	8.6	9.5	1.1
CUMBERLAND	MD	W VIRGINIA C	WV	CSXT	28	0	14	14	0	16.6	16.6	2.6
W VIRGINIA C	WV	MK JCT	WV	CSXT	46	0	9.4	9.4	0	12	12	2.6
MK JCT	WV	GRAFTON	WV	CSXT	26	0	9.4	9.4	0	12	12	2.6
GRAFTON	WV	BERKELEY JCT	WV	CSXT	2	0	10.8	10.8	0	10.8	10.8	0
BERKELEY JCT	WV	SHORT LINE JCT	WV	CSXT	21	0	3.8	3.8	0	3.8	3.8	0
BROOKLYN JCT	WV	SHORT LINE JCT	WV	CSXT	58	0	4.6	4.6	0	4.4	4.4	-0.2
PARKERSBURG	WV	BROOKLYN JCT	WV	CSXT	55	0	4.5	4.5	0	4.5	4.5	0
PARKERSBURG	WV	HUNTINGTON	WV	CSXT	119	0	5.3	5.3	0	5.1	5.1	-0.2
BROOKLYN JCT	WV	BENWOOD JCT	WV	CSXT	34	0	6	6	0	6	6	0
RIVANNA JCT	VA	CHARLOTTESVILLE	VA	CSXT	98	0.9	1.5	2.4	0.9	1.5	2.4	0
CHARLOTTESVILLE	VA	CLIFTON FORGE	VA	CSXT	103	0.9	1.9	2.8	0.9	1.9	2.8	0
MUNSTER	IN	MONON	IN	CSXT	62	1.4	2.5	3.9	1.4	2.5	3.9	0
MONON	IN	LAFAYETTE	IN	CSXT	30	1.4	3	4.4	1.4	3	4.4	0
LAFAYETTE	IN	CRAWFORDSVILLE	IN	CSXT	29	1.4	7.6	9	1.4	7.6	9	0
CRAWFORDSVILLE	IN	GREENCASTLE	IN	CSXT	31	0	4.2	4.2	0	2.2	2.2	-2
HAMILTON	OH	INDIANAPOLIS	IN	CSXT	99	0.9	3	3.9	0.9	5	5.9	2
CINCINNATI	OH	MITCHELL	IN	CSXT	128	0	7.8	7.8	0	1.7	1.7	-6.1
MITCHELL	IN	VINCENNES	IN	CSXT	62	0	12.7	12.7	0	5.8	5.8	-6.9
VINCENNES	IN	SALEM	IL	CSXT	79	0	14.2	14.2	0	9.1	9.1	-5.1
SALEM	IL	E. ST LOUIS	IL	CSXT	68	0	11.8	11.8	0	8.7	8.7	-3.1
DOLTON	IL	DANVILLE	IL	CSXT	106	0	20.2	20.2	0	21.6	21.6	1.4
DANVILLE	IL	TERRE HAUTE	IN	CSXT	57	0	22.6	22.6	0	23.9	23.9	1.3
TERRE HAUTE	IN	VINCENNES	IN	CSXT	54	0	22.6	22.6	0	28.5	28.5	5.9
VINCENNES	IN	EVANSVILLE	IN	CSXT	53	0	22.3	22.3	0	30.8	30.8	8.5
EVANSVILLE	IN	AMQUI	TN	CSXT	137	0	23.4	23.4	0	32.7	32.7	9.3
AMQUI	TN	NASHVILLE	TN	CSXT	16	0	40.8	40.8	0	48.4	48.4	7.6
NASHVILLE	TN	DECATUR	AL	CSXT	118	0	21.7	21.7	0	23.4	23.4	1.7
DECATUR	AL	BLACK CREEK	AL	CSXT	89	0	22.5	22.5	0	23.8	23.8	1.3
BLACK CRK	AL	BIRMINGHAM	AL	CSXT	5	0	33.7	33.7	0	31	31	-2.7
BIRMINGHAM	AL	PARKWOOD	AL	CSXT	12	0	32.8	32.8	0	30.7	30.7	-2.1
PARKWOOD	AL	MONTGOMERY	AL	CSXT	87	0	14.1	14.1	0	14.3	14.3	0.2
MONTGOMERY	AL	FLOMATON	AL	CSXT	110	0	16.1	16.1	0	18	18	1.9
ANCHORAGE	KY	WINCHESTER	KY	CSXT	95	0	2.6	2.6	0	3.3	3.3	0.7
WINCHESTER	KY	TYPO	KY	CSXT	123	0	13.1	13.1	0	13.1	13.1	0
TYPO	KY	N. HAZARD	KY	CSXT	5	0	10.6	10.6	0	10.6	10.6	0
N. HAZARD	KY	LOTHAIR	KY	CSXT	2	0	10.9	10.9	0	10.9	10.9	0
LOTHAIR	KY	JEFF	KY	CSXT	5	0	8.4	8.4	0	8.4	8.4	0
JEFF	KY	DENT	KY	CSXT	11	0	6.9	6.9	0	6.9	6.9	0
DENT	KY	BLACKEY	KY	CSXT	8	0	5.2	5.2	0	5.2	5.2	0
BLACKEY	KY	DUO	KY	CSXT	2	0	4.3	4.3	0	4.3	4.3	0
DUO	KY	PAT	KY	CSXT	10	0	4.3	4.3	0	4.3	4.3	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
PAT	KY	DEANE	KY	CSXT	6	0	4.4	4.4	0	4.4	4.4	0
BCC JCT	KY	DEANE	KY	CSXT	22	0	6	6	0	6	6	0
PORTER JCT	KY	B C C JCT	KY	CSXT	6	0	6	6	0	6	6	0
STEVENS BRANCH	KY	PORTER JCT	KY	CSXT	12	0	7.5	7.5	0	7.5	7.5	0
MARTIN	KY	STEVENS BRANCH	KY	CSXT	1	0	7.5	7.5	0	7.5	7.5	0
BEAVER JCT	KY	MARTIN	KY	CSXT	5	0	7.5	7.5	0	7.5	7.5	0
LATONIA	KY	ANCHORAGE	KY	CSXT	86	0	15	15	0	12.7	12.7	-2.3
ANCHORAGE	KY	LOUISVILLE	KY	CSXT	13	0	20.6	20.6	0	18.3	18.3	-2.3
LOUISVILLE	KY	AMOUI	TN	CSXT	173	0	18.8	18.8	0	17.4	17.4	-1.4
CINCINNATI	OH	COVINGTON	KY	CSXT	6	0.9	35.9	36.8	0.9	33.6	34.5	-2.3
COVINGTON	KY	LATONIA	KY	CSXT	1	0	30.3	30.3	0	28.9	28.9	-1.4
LATONIA	KY	WINCHESTER	KY	CSXT	93	0	17.1	17.1	0	16	16	-1.1
WINCHESTER	KY	SINKS	KY	CSXT	56	0	24.6	24.6	0	23.3	23.3	-1.3
SINKS	KY	CORBIN	KY	CSXT	35	0	22.9	22.9	0	21.6	21.6	-1.3
CORBIN	KY	CARTERSVILLE	GA	CSXT	263	0	27.3	27.3	0	26.1	26.1	-1.2
CARTERSVILLE	GA	ATLANTA	GA	CSXT	46	0	39.4	39.4	0	38.3	38.3	-1.1
ATLANTA	GA	MANCHESTER	GA	CSXT	78	0	19.2	19.2	0	16.6	16.6	-2.6
MANCHESTER	GA	WAYCROSS	GA	CSXT	203	0	27.9	27.9	0	26	26	-1.9
CORBIN	KY	HEIDRICK	KY	CSXT	15	0	9.2	9.2	0	9.2	9.2	0
HEIDRICK	KY	ELYS	KY	CSXT	10	0	9	9	0	9	9	0
ELYS	KY	YINGLING	KY	CSXT	2	0	9	9	0	9	9	0
YINGLING	KY	PINEVILLE	KY	CSXT	4	0	9	9	0	9	9	0
PINEVILLE	KY	HARBELL	KY	CSXT	3	0	5.8	5.8	0	5.8	5.8	0
HARBELL	KY	PONZA	KY	CSXT	2	0	5.5	5.5	0	5.5	5.5	0
PONZA	KY	CROSBY	KY	CSXT	11	0	5.5	5.5	0	5.5	5.5	0
BLACKMONT	KY	CROSBY	KY	CSXT	4	0	5.5	5.5	0	5.5	5.5	0
BLACKMONT	KY	KERR	KY	CSXT	9	0	5.6	5.6	0	5.6	5.6	0
KERR	KY	BAXTER	KY	CSXT	8	0	5.7	5.7	0	5.7	5.7	0
BAXTER	KY	HARLAN	KY	CSXT	2	0	5.7	5.7	0	5.7	5.7	0
DRESSEN	KY	HARLAN	KY	CSXT	1	0	4.4	4.4	0	4.4	4.4	0
DRESSEN	KY	GLIDDEN	KY	CSXT	5	0	4.4	4.4	0	4.4	4.4	0
GLIDDEN	KY	POPEVILLE	KY	CSXT	2	0	4	4	0	4	4	0
POPEVILLE	KY	KY-VA ST-LN	KY	CSXT	7	0	4	4	0	4	4	0
KY-VA ST-LN	VA	HAGANS	VA	CSXT	3	0	4	4	0	4	4	0
HAGANS	VA	PENNINGTON	VA	CSXT	16	0	4	4	0	4	4	0
PENNINGTON	VA	BIG STONE GAP	VA	CSXT	16	0	4.3	4.3	0	4.3	4.3	0
LOUISVILLE	KY	LONG BRANCH	KY	CSXT	18	0	4.4	4.4	0	4.2	4.2	-0.2
LONG BRANCH	KY	SKILLMAN	KY	CSXT	49	0	4.3	4.3	0	4	4	-0.3
SKILLMAN	KY	HENDERSON	KY	CSXT	60	0	4.3	4.3	0	4	4	-0.3
BIG SANDY JCT	KY	ELKHORN CITY	KY	CSXT	127	0	18.8	18.8	0	18.8	18.8	0
ELKHORN CITY	KY	FRISCO	TN	CSXT	89	0	19.3	19.3	0	19.3	19.3	0
FRISCO	TN	BOSTIC	NC	CSXT	157	0	19.3	19.3	0	19.3	19.3	0
BOSTIC	NC	SPARTANBURG	SC	CSXT	32	0	13.8	13.8	0	13.8	13.8	0
LAURENS	SC	SPARTANBURG	SC	CSXT	38	0	13.6	13.6	0	12.8	12.8	-0.8
CLINTON	SC	LAURENS	SC	CSXT	11	0	6.4	6.4	0	6.4	6.4	0
COLUMBIA	SC	CLINTON	SC	CSXT	63	0	10.4	10.4	0	10.4	10.4	0
EASTOVER JCT	SC	COLUMBIA	SC	CSXT	27	0	4.3	4.3	0	4.3	4.3	0
SUMTER	SC	EASTOVER JCT	SC	CSXT	19	0	3.9	3.9	0	3.9	3.9	0
SUMTER	SC	LANE	SC	CSXT	40	0	3.7	3.7	0	3.7	3.7	0
CHARLOTTE	NC	BOSTIC	NC	CSXT	73	0	7.6	7.6	0	7.6	7.6	0
MONROE	NC	CHARLOTTE	NC	CSXT	24	0	12	12	0	12.4	12.4	0.4
AUGUSTA	GA	GREENWOOD	SC	CSXT	68	0	8.8	8.8	0	8.2	8.2	-0.6

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
GREENWOOD	SC	LAURENS	SC	CSXT	28	0	10.5	10.5	0	9.8	9.8	-0.7
ALEXANDRIA JCT	MD	BENNING	DC	CSXT	6	0	18.7	18.7	0	24.3	24.3	5.6
FREDERICKSBURG	VA	POTOMAC YARD	VA	CSXT	49	22	16.3	38.3	22	23.4	45.4	7.1
DOSWELL	VA	FREDERICKSBURG	VA	CSXT	37	14.5	16.2	30.7	14.5	22.8	37.3	6.6
RICHMOND	VA	DOSWELL	VA	CSXT	24	14.5	17.8	32.3	14.5	24.8	39.3	7
S. RICHMOND	VA	WELDON	NC	CSXT	82	8	18.4	26.4	8	23	31	4.6
WELDON	NC	ROCKY MT	NC	CSXT	37	8	19.6	27.6	8	25.5	33.5	5.9
ROCKY MT	NC	CONTENTNEA	NC	CSXT	19	8	19.6	27.6	8	22.1	30.1	2.5
CONTENTNEA	NC	SELMA	NC	CSXT	22	8	18.2	26.2	8	21	29	2.8
SELMA	NC	FAYETTEVILLE	NC	CSXT	49	4	20.4	24.4	4	21.6	25.6	1.2
FAYETTEVILLE	NC	PEMBROKE	NC	CSXT	31	4	22.1	26.1	4	22.2	26.2	0.1
PEMBROKE	NC	DILLON	SC	CSXT	21	4	15.7	19.7	4	17.2	21.2	1.5
DILLON	SC	FLORENCE	SC	CSXT	31	4	15.6	19.6	4	19	23	3.4
FLORENCE	SC	LANE	SC	CSXT	49	4	12.7	16.7	4	16.6	20.6	3.9
LANE	SC	ST STEPHEN	SC	CSXT	8	4	16.2	20.2	4	19.9	23.9	3.7
ST STEPHEN	SC	ASHLEY JCT	SC	CSXT	39	4	12.7	16.7	4	16.5	20.5	3.8
ASHLEY JCT	SC	YEMASSEE	SC	CSXT	54	4	16.7	20.7	4	20.6	24.6	3.9
YEMASSEE	SC	SAVANNAH	GA	CSXT	55	4	12.2	16.2	4	16.1	20.1	3.9
SAVANNAH	GA	JESUP	GA	CSXT	52	6	17.3	23.3	6	22.8	28.8	5.5
JESUP	GA	WAYCROSS	GA	CSXT	39	0	7.2	7.2	0	7.8	7.8	0.6
PEMBROKE	NC	WILMINGTON	NC	CSXT	81	0	3.5	3.5	0	5	5	1.5
HAMLET	NC	PEMBROKE	NC	CSXT	34	0	11.8	11.8	0	13.1	13.1	1.3
HAMLET	NC	MONROE	NC	CSXT	53	0	20.4	20.4	0	23	23	2.6
MONROE	NC	CLINTON	NC	CSXT	92	0	13.1	13.1	0	15.6	15.6	2.5
CLINTON	SC	GREENWOOD	SC	CSXT	28	0	17.1	17.1	0	19.6	19.6	2.5
GREENWOOD	SC	ATHENS	GA	CSXT	66	0	16.1	16.1	0	18.8	18.8	2.7
ATHENS	GA	ATLANTA	GA	CSXT	69	0	18.7	18.7	0	21	21	2.3
ATLANTA	GA	LAGRANGE	GA	CSXT	70	0	15.3	15.3	0	16.5	16.5	1.2
LAGRANGE	GA	MONTGOMERY	AL	CSXT	100	0	11.9	11.9	0	11.2	11.2	-0.7
HAMLET	NC	MCBEE	SC	CSXT	108	2	3.4	5.4	2	3.3	5.3	-0.1
MCBEE	SC	COLUMBIA	SC	CSXT	108	2	4.4	6.4	2	4.4	6.4	0
COLUMBIA	SC	FAIRFAX	SC	CSXT	76	2	3.9	5.9	2	[illegible]	5.7	-0.2
FAIRFAX	SC	SAVANNAH	GA	CSXT	62	2	12.4	14.4	2	[illegible]	13.6	-0.8
HAMLET	NC	DILLON	SC	CSXT	42	0	8.9	8.9	0	7.7	7.7	-1.2
DILLON	SC	ANDREWS	SC	CSXT	74	0	4.3	4.3	0	4.2	4.2	-0.1
ANDREWS	SC	STATE JCT	SC	CSXT	28	0	2.5	2.5	0	2.5	2.5	0
STATE JCT	SC	REMOUNT	SC	CSXT	20	0	2.2	2.2	0	2.2	2.2	0
REMOUNT	SC	CHARLESTON	SC	CSXT	10	0	1.6	1.6	0	1.6	1.6	0
CAMAK	GA	ATLANTA	GA	CSXT	126	0	8.1	8.1	0	7.7	7.7	-0.4
AUGUSTA	GA	CAMAK	GA	CSXT	48	0	7.1	7.1	0	6.7	6.7	-0.4
ROBBINS	SC	AUGUSTA	GA	CSXT	28	0	12.9	12.9	0	12.3	12.3	-0.6
FAIRFAX	SC	ROBBINS	SC	CSXT	29	0	12.9	12.9	0	12.3	12.3	-0.6
YEMASSEE	SC	FAIRFAX	SC	CSXT	31	0	5	5	0	5	5	0
MCKENZIE	TN	MEMPHIS	TN	CSXT	116	0	10.1	10.1	0	12.4	12.4	2.3
NASHVILLE	TN	MCKENZIE	TN	CSXT	117	0	9.4	9.4	0	11.7	11.7	2.3
NASHVILLE	TN	STEVENSON	AL	CSXT	113	0	20.6	20.6	0	21.1	21.1	0.5
STEVENSON	AL	CHATTANOOGA	TN	CSXT	39	0	19.6	19.6	0	17.5	17.5	-2.1
CHATTANOOGA	TN	CARTERSVILLE	GA	CSXT	87	0	17.7	17.7	0	17.4	17.4	-0.3
LAGRANGE	AL	PARKWOOD	AL	CSXT	142	0	13.5	13.5	0	13.5	13.5	0
MANCHESTER	GA	LAGRANGE	GA	CSXT	49	0	12	12	0	11.6	11.6	-0.4
WAYCROSS	GA	THOMASVILLE	GA	CSXT	105	0	8	8	0	7.6	7.6	-0.4
THOMASVILLE	GA	METCALF	GA	CSXT	11	0	0.4	0.4	0	0.4	0.4	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1998 ADJ BASE PSGR	1998 ADJ BASE FREIGHT	1998 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
THOMASVILLE	GA	MONTGOMERY	AL	CSXT	210	0	7.9	7.9	0	6.2	6.2	-1.7
JESUP	GA	FOLKSTON	GA	CSXT	54	6	10.3	16.3	6	12.4	18.4	2.1
JACKSONVILLE	FL	BALDWIN	FL	CSXT	18	2.8	21.9	24.7	2.8	23.3	26.1	1.4
BALDWIN	FL	CHATTAHOOCHEE	FL	CSXT	189	0.8	11.7	12.5	0.8	11.1	11.9	-0.6
CHATTAHOOCHEE	FL	PENSACOLA	FL	CSXT	161	0.8	10.3	11.1	0.8	9.7	10.5	-0.6
PENSACOLA	FL	FLOMATON	AL	CSXT	43	0.8	9.9	10.7	0.8	11.3	12.1	1.4
FLOMATON	AL	MOBILE	AL	CSXT	59	0.8	25.1	25.9	0.8	25.8	26.6	0.7
MOBILE	AL	NEW ORLEANS	LA	CSXT	143	0.8	20.6	21.4	0.8	22.7	23.5	2.1
WAYCROSS	GA	FOLKSTON	GA	CSXT	35	0	33.1	33.1	0	32.4	32.4	-0.7
FOLKSTON	GA	CALLAHAN	FL	CSXT	22	6	43.9	49.9	6	44.6	50.6	0.7
CALLAHAN	FL	BALDWIN	FL	CSXT	21	0	17.7	17.7	0	18.3	18.3	0.6
BALDWIN	FL	STARKE	FL	CSXT	26	2	22.7	24.7	2	23.3	25.3	0.6
STARKE	FL	VITIS	FL	CSXT	126	2	19.3	21.3	2	19.3	21.3	0
VITIS	FL	PLANT CITY	FL	CSXT	19	0	9.6	9.6	0	9.6	9.6	0
PLANT CITY	FL	UCETA YARD	FL	CSXT	17	4	9.1	13.1	4	9.6	13.6	0.5
CALLAHAN	FL	JACKSONVILLE	FL	CSXT	16	6	23.5	29.5	6	23.2	29.2	-0.3
JACKSONVILLE	FL	PALATKA	FL	CSXT	54	4.8	8.3	13.1	4.8	8.3	13.1	0
PALATKA	FL	SANFORD	FL	CSXT	68	4.8	6.6	11.4	4.8	6.6	11.4	0
SANFORD	FL	ALOMA	FL	CSXT	27	0	2	2	0	2	2	0
SANFORD	FL	ORLANDO	FL	CSXT	22	4.8	8	12.8	4.8	8	12.8	0
ORLANDO	FL	AUBURNDALE	FL	CSXT	51	4	7.7	11.7	4	9.1	13.1	1.4
AUBURNDALE	FL	LAKELAND	FL	CSXT	12	4	7.2	11.2	4	8.6	12.6	1.4
LAKELAND	FL	WINSTON	FL	CSXT	4	4	17.6	21.6	4	18.9	22.9	1.3
WINSTON	FL	PLANT CITY	FL	CSXT	5	4	9.8	13.8	4	11.1	15.1	1.3
AUBURNDALE	FL	SEBRING	FL	CSXT	47	4	11.3	15.3	4	11.3	15.3	0
SEBRING	FL	W. PALM BCH	FL	CSXT	103	6	15.6	21.6	6	15.6	21.6	0
W. PALM BCH	FL	MIAMI	FL	CSXT	70	30	6.7	36.7	30	6.7	36.7	0
BALTIMORE	MD	HANOVER	PA	CSXT	55	0	3.4	3.4	0	3.4	3.4	0
HANOVER	PA	HAGERSTOWN	MD	CSXT	57	0	1.6	1.6	0	1.6	1.6	0
HARPERS FERRY	WV	STRASBURG JCT	VA	CSXT	51	0	0.9	0.9	0	0.9	0.9	0
GREEN JCT	PA	BROWNFIELD	PA	CSXT	15	0	0.4	0.4	0	0.4	0.4	0
SINNS	PA	BROWNSVILLE	PA	CSXT	38	0	1.5	1.5	0	10.8	10.8	9.3
RANKIN JCT	PA	WILLOW GROVE	PA	CSXT	11	2	1.7	3.7	2	1.7	3.7	0
GLENWOOD JCT	PA	TYLERDALE	PA	CSXT	32	0	0.5	0.5	0	0.5	0.5	0
WILLOW GROVE	PA	NEW CASTLE	PA	CSXT	56	0	1	1	0	1	1	0
WELLSBORO	IN	N. JUDSON	IN	CSXT	15	0	0.3	0.3	0	0.3	0.3	0
PINE JCT	IN	ROCK ISLAND JCT	IL	CSXT	10	0	2	2	0	2	2	0
BARR YD	IL	BLUE ISLAND JCT	IL	CSXT	3	0	7	7	0	22.9	22.9	15.9
DOLTON	IL	75TH STREET	IL	CSXT	8	0	4	4	0	3.6	3.6	-0.4
BLUE ISLAND JCT	IL	59TH STREET	IL	CSXT	15	0	8	8	0	11.4	11.4	3.4
BLUE ISLAND JCT	IL	CLEARING	IL	CSXT	15	0	17	17	0	17.4	17.4	0.4
JOLIET	IL	OTTAWA	IL	CSXT	45	0	3	3	0	3	3	0
OTTAWA	IL	HENRY	IL	CSXT	44	0	2	2	0	2	2	0
GRAND RAPIDS	MI	BALDWIN	MI	CSXT	75	0	1.9	1.9	0	1.9	1.9	0
BALDWIN	MI	WALHALLA	MI	CSXT	13	0	2	2	0	2	2	0
WALHALLA	MI	LUDINGTON	MI	CSXT	14	0	1.6	1.6	0	1.6	1.6	0
WALHALLA	MI	MANISTEE	MI	CSXT	27	0	0.9	0.9	0	0.9	0.9	0
WAVERLY	MI	GRAND HAVEN	MI	CSXT	20	0	2.8	2.8	0	2.8	2.8	0
GRAND HAVEN	MI	MUSKEGON	MI	CSXT	13	0	1.7	1.7	0	1.7	1.7	0
MUSKEGON	MI	BERRY	MI	CSXT	5	0	1.7	1.7	0	1.7	1.7	0
BERRY	MI	MONTAGUE	MI	CSXT	11	0	1.7	1.7	0	1.7	1.7	0
BERRY	MI	FREMONT	MI	CSXT	20	0	0.6	0.6	0	0.6	0.6	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
SAGINAW	MI	MIDLAND	MI	CSXT	20	0	4	4	0	4	4	0
SAGINAW	MI	BAY CITY	MI	CSXT	17	0	2.4	2.4	0	2.4	2.4	0
SAGINAW	MI	YALE	MI	CSXT	19	0	2.2	2.2	0	2.2	2.2	0
PORT HURON	MI	BELLE RIVER	MI	CSXT	15	0	4	4	0	4	4	0
FARGO	ON	BLENHEIM	ON	CSXT	4	0	2.2	2.2	0	2.2	2.2	0
CHATHAM	ON	FARGO	ON	CSXT	7	0	1.2	1.2	0	1.2	1.2	0
CHATHAM	ON	SARNIA	ON	CSXT	53	0	1.2	1.2	0	1.2	1.2	0
BLENHEIM	ON	W. LORNE	ON	CSXT	28	0	1.2	1.2	0	1.2	1.2	0
CAMBRIDGE	OH	NEWARK	OH	CSXT	52	0	1	1	0	1	1	0
NEWARK	OH	COLUMBUS	OH	CSXT	35	0	1.6	1.6	0	1.6	1.6	0
MIDDLETOWN JCT	OH	MIDDLETOWN	OH	CSXT	11	0	6.3	6.3	0	5.4	5.4	-0.9
S. RICHMOND	VA	BELLWOOD	VA	CSXT	8	0	3.7	3.7	0	3.7	3.7	0
BELLWOOD	VA	HOPEWELL	VA	CSXT	16	0	2.9	2.9	0	2.9	2.9	0
BELLWOOD	VA	CENTRALIA	VA	CSXT	3	0	2.1	2.1	0	2.1	2.1	0
WELDON	NC	ROANOKE RAPIDS	NC	CSXT	5	0	0.2	0.2	0	0.2	0.2	0
WELDON	NC	FRANKLIN	VA	CSXT	41	0	7.7	7.7	0	7.4	7.4	-0.3
FRANKLIN	VA	PORTSMOUTH	VA	CSXT	37	0	7.1	7.1	0	6.6	6.6	-0.5
ROCKY MT	NC	PARMELE	NC	CSXT	32	0	3.2	3.2	0	3.2	3.2	0
PARMELE	NC	PLYMOUTH	NC	CSXT	37	0	2	2	0	2	2	0
PARMELE	NC	ELMER	NC	CSXT	38	0	2	2	0	2	2	0
CONTENTNEA	NC	WALLACE	NC	CSXT	69	0	4.4	4.4	0	4.4	4.4	0
WARSAW	NC	MOLTONVILLE	NC	CSXT	10	0	1.3	1.3	0	1.3	1.3	0
FAYETTEVILLE	NC	FORT JCT	NC	CSXT	9	0	0.6	0.6	0	0.6	0.6	0
FAYETTEVILLE	NC	VANDER	NC	CSXT	6	0	0.6	0.6	0	0.6	0.6	0
ST STEPHEN	SC	CROSS	SC	CSXT	10	0	2.1	2.1	0	2.1	2.1	0
WAYCROSS	GA	BRUNSWICK	GA	CSXT	63	0	2	2	0	2	2	0
WAYCROSS	GA	PEARSON	GA	CSXT	30	0	1	1	0	1	1	0
YULEE	FL	FERNANDINA BCH	FL	CSXT	12	0	2.5	2.5	0	2.5	2.5	0
JACKSONVILLE	FL	SEALS	GA	CSXT	41	0	0	0	0	0	0	0
VALRICO	FL	YEOMAN YARD	FL	CSXT	9	0	24.2	24.2	0	24.2	24.2	0
ORANGEBURG	SC	SUMTER	SC	CSXT	44	0	1.3	1.3	0	1.3	1.3	0
BELTON	SC	GREENVILLE	SC	CSXT	20	0	1	1	0	1	1	0
GREENVILLE	SC	SPARTANBURG	SC	CSXT	34	0	1.7	1.7	0	1.7	1.7	0
ANDERSON	SC	BELTON	SC	CSXT	12	0	0.4	0.4	0	0.4	0.4	0
DURHAM	NC	JOYLAND	NC	CSXT	7	0	1.4	1.4	0	1.4	1.4	0
APEX	NC	DURHAM	NC	CSXT	22	0	1.4	1.4	0	1.4	1.4	0
NORLINA	NC	RALEIGH	NC	CSXT	55	0	2.6	2.6	0	2.6	2.6	0
RALEIGH	NC	HAMLET	NC	CSXT	97	2	8.2	10.2	2	8.2	10.2	0
MCBEE	SC	ROBINSON	SC	CSXT	7	0	1	1	0	1	1	0
MT HOLLY	NC	TERRELL	NC	CSXT	24	0	1.2	1.2	0	1.2	1.2	0
MONTGOMERY	AL	WESTERN JCT	AL	CSXT	51	0	1	1	0	1	1	0
CAMAK	GA	HARLLEE	GA	CSXT	56	0	2.8	2.8	0	2.8	2.8	0
ANDREWS	SC	PENNYROYAL JCT	SC	CSXT	8	0	3.6	3.6	0	3.6	3.6	0
PENNYROYAL JCT	SC	GEORGETOWN	SC	CSXT	8	0	1.2	1.2	0	1.2	1.2	0
DAMES PT JCT	FL	N. SHORE JCT	FL	CSXT	5	0	6	6	0	5.8	5.8	-0.2
BAINBRIDGE	GA	TALLAHASSEE	FL	CSXT	43	0	2	2	0	2	2	0
HILLSDALE	IN	CHRISMAN	IL	CSXT	16.3	0	1.8	1.8	0	2.1	2.1	0.3
CHRISMAN	IL	DECATUR	IL	CSXT	68.5	0	1.8	1.8	0	2.1	2.1	0.3
BRENTWOOD	TN	COLUMBIA	AL	CSXT	35	0	2.8	2.8	0	2.8	2.8	0
WELLINGTON	AL	BIRMINGHAM	AL	CSXT	64	0	2.2	2.2	0	2.2	2.2	0
BAKERS SIDING	IN	CHINOOK	IN	CSXT	11	0	2	2	0	2	2	0
EVANSVILLE	IN	ADAMS	IN	CSXT	9	0	3.7	3.7	0	3.7	3.7	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
ADAMS	IN	CARMI	IL	CSXT	28	0	2.6	2.6	0	2.6	2.6	0
ADAMS	IN	ABEE	IN	CSXT	6	0	0.8	0.8	0	0.8	0.8	0
CARMI	IL	VENEDY	IL	CSXT	89	0	0.6	0.6	0	0.6	0.6	0
KRONOS	KY	MOORMAN	KY	CSXT	5	0	1.2	1.2	0	1.2	1.2	0
KRONOS	KY	WILSON STA	KY	CSXT	4	0	1.2	1.2	0	1.2	1.2	0
MOORMAN	KY	DRAKESBORO	KY	CSXT	13	0	2.1	2.1	0	2.1	2.1	0
MORTON	KY	ATKINSON	KY	CSXT	5	0	5.8	5.8	0	5.8	5.8	0
ATKINSON	KY	PROVIDENCE	KY	CSXT	19	0	3.8	3.8	0	3.8	3.8	0
PROVIDENCE	KY	DOTIKI	KY	CSXT	5	0	2.6	2.6	0	2.6	2.6	0
MILLPORT	KY	ATKINSON	KY	CSXT	19	0	2.4	2.4	0	2.4	2.4	0
COMO	KY	ZEIGLER 9 (NW)	KY	CSXT	4	0	1.2	1.2	0	1.2	1.2	0
DRAKESBORO	KY	SINCLAIR	KY	CSXT	6	0	0.9	0.9	0	0.9	0.9	0
DENT	KY	JIM HILL	KY	CSXT	6	0	1.4	1.4	0	1.4	1.4	0
BLACK CRK	AL	CHETOPA	AL	CSXT	13	0	2.6	2.6	0	2.6	2.6	0
MAGELLA	AL	BESSEMER	AL	CSXT	10	0	3.2	3.2	0	3.2	3.2	0
ATTALLA	AL	GUNTERSVILLE	AL	CSXT	30	0	0.4	0.4	0	0.4	0.4	0
ATTALLA	AL	WELLINGTON	AL	CSXT	22	0	1.7	1.7	0	1.7	1.7	0
BOYLES	AL	BLUE CRK JCT	AL	CSXT	15	0	4.7	4.7	0	4.7	4.7	0
BLUE CRK JCT	AL	VALLEY CRK	AL	CSXT	8	0	4.4	4.4	0	4.4	4.4	0
BOYLES	AL	MT. PINSON	AL	CSXT	10	0	0.9	0.9	0	0.9	0.9	0
SELMA	AL	WESTERN JCT	AL	CSXT	3	0	1.6	1.6	0	1.6	1.6	0
SELMA	AL	MYRTLEWOOD	AL	CSXT	61	0	1.6	1.6	0	1.6	1.6	0
MONTGOMERY	AL	AUTAUGA CRK	AL	CSXT	12	0	0.4	0.4	0	0.4	0.4	0
CALHOUN	TN	PATTY	TN	CSXT	9	0	1	1	0	1	1	0
DOSSETT	TN	HARRIMAN	TN	CSXT	24	0	0.5	0.5	0	0.5	0.5	0
ETOWAH	TN	BLUE RIDGE	GA	CSXT	61	0	1.2	1.2	0	1.2	1.2	0
WORTHVILLE	KY	WARSAW	KY	CSXT	20	0	2.4	2.4	0	2.4	2.4	0
LOUISVILLE	KY	MEDORA	KY	CSXT	10	0	2.1	2.1	0	2.1	2.1	0
LOUISVILLE	KY	WATSON	IN	CSXT	7	0	1.6	1.6	0	1.6	1.6	0
MCKENZIE	TN	DRESDEN	TN	CSXT	16	0	1.6	1.6	0	1.6	1.6	0
PARK CITY	KY	GLASGOW	KY	CSXT	10	0	0.6	0.6	0	0.6	0.6	0
ROCKMART	GA	STILESBORO JCT	GA	CSXT	22	0	1.2	1.2	0	1.2	1.2	0
STILESBORO JCT	GA	STILESBORO	GA	CSXT	3	0	4	4	0	4	4	0
MONON	IN	MONTICELLO	IN	CSXT	10	0	0.2	0.2	0	0.2	0.2	0
MONON	IN	MEDARYVILLE	IN	CSXT	15	0	0.4	0.4	0	0.4	0.4	0
GREENCASTLE	IN	BLOOMINGTON	IN	CSXT	24	0	0.6	0.6	0	0.6	0.6	0
MITCHELL	IN	LOUISVILLE	KY	CSXT	67	0	7.8	7.8	0	4	4	-3.8
LONG BRANCH	KY	POE RUN	KY	CSXT	1	0	4	4	0	4	4	0
TWENTY FIRST ST	WV	HAMPSHIRE	WV	CSXT	11	0	3.4	3.4	0	3.4	3.4	0
HAMPSHIRE	WV	MD-WV ST-LN	WV	CSXT	29	0	3.4	3.4	0	3.4	3.4	0
MD-WV ST-LN	WV	BAYARD	WV	CSXT	33	0	3.4	3.4	0	3.4	3.4	0
BAYARD	WV	HENRY	WV	CSXT	6	0	1.2	1.2	0	1.2	1.2	0
MK JCT	WV	KINGWOOD	WV	CSXT	18	0	1.2	1.2	0	1.2	1.2	0
GRAFTON	WV	WD TOWER	WV	CSXT	27	0	1.6	1.6	0	3.5	3.5	1.9
WD TOWER	WV	RIVESVILLE	WV	CSXT	4	0	1.5	1.5	0	3.4	3.4	1.9
W. MARIETTA	OH	RELIEF	OH	CSXT	27	0	1.8	1.8	0	1.8	1.8	0
BELPRE	OH	W. MARIETTA	OH	CSXT	12	0	1.8	1.8	0	1.8	1.8	0
BELPRE	OH	PARKERSBURG	OH	CSXT	1	0	3	3	0	3	3	0
BERKELEY JCT	WV	BERRYBURG JCT	WV	CSXT	11	0	7.2	7.2	0	7.2	7.2	0
BERRYBURG JCT	WV	TYGART JCT	WV	CSXT	11	0	7.2	7.2	0	7.2	7.2	0
TYGART JCT	WV	CENTURY JCT	WV	CSXT	4	0	6.2	6.2	0	6.2	6.2	0
CENTURY JCT	WV	BUCKHANNON	WV	CSXT	13	0	5.6	5.6	0	5.6	5.6	0

CSX TRAIN DENSITIES

SEGMENT						1998 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
BUCKHANNON	WV	HAMPTON JCT	WV	CSXT	6	0	5.6	5.6	0	5.6	5.6	0
HAMPTON JCT	WV	BURNSVILLE JCT	WV	CSXT	31	0	5.6	5.6	0	5.6	5.6	0
BURNSVILLE JCT	WV	WN TOWER	WV	CSXT	42	0	5.4	5.4	0	5.4	5.4	0
WN TOWER	WV	ALLINGDALE	WV	CSXT	11	0	0.6	0.6	0	0.6	0.6	0
TYGART JCT	WV	NORTON	WV	CSXT	22	0	0.6	0.6	0	0.6	0.6	0
NORTON	WV	ELKINS	WV	CSXT	8	0	0.1	0.1	0	0.1	0.1	0
BURNSVILLE JCT	WV	GILMER	WV	CSXT	5	0	0.4	0.4	0	0.4	0.4	0
HAMPTON JCT	WV	IC JCT	WV	CSXT	6	0	0.4	0.4	0	0.4	0.4	0
IC JCT	WV	ALEXANDER	WV	CSXT	10	0	0.4	0.4	0	0.4	0.4	0
BERRYBURG JCT	WV	SENTINAL	WV	CSXT	13	0	0.6	0.6	0	0.6	0.6	0
CENTURY JCT	WV	CENTURY	WV	CSXT	5	0	0.1	0.1	0	0.1	0.1	0
WN TOWER	WV	DONALDSON W	WV	CSXT	3	0	0.2	0.2	0	0.2	0.2	0
DONALDSON W	WV	BECKLEY NO 1	WV	CSXT	19	0	0.1	0.1	0	0.1	0.1	0
ST ALBANS	WV	SPROUL	WV	CSXT	15	0	16	16	0	16	16	0
SPROUL	WV	MADISON	WV	CSXT	22	0	9.6	9.6	0	9.6	9.6	0
MADISON	WV	CLOTHIER	WV	CSXT	12	0	3	3	0	3	3	0
CLOTHIER	WV	SHARPLES	WV	CSXT	3	0	2.6	2.6	0	2.6	2.6	0
SHARPLES	WV	MONCLO	WV	CSXT	1	0	2.6	2.6	0	2.6	2.6	0
BARBOURSVILLE	WV	LOGAN	WV	CSXT	65	0	6.6	6.6	0	6.6	6.6	0
LOGAN	WV	STOLLINGS	WV	CSXT	2	0	4.2	4.2	0	4.2	4.2	0
STOLLINGS	WV	RUM JCT	WV	CSXT	3	0	4.2	4.2	0	4.2	4.2	0
RUM JCT	WV	GILBERT YARD	WV	CSXT	21	0	3	3	0	3	3	0
MEADOW CRK	WV	RAINELLE JCT	WV	CSXT	20	0	1.3	1.3	0	1.3	1.3	0
RAINELLE JCT	WV	SWISS JCT	WV	CSXT	47	0	0.9	0.9	0	0.9	0.9	0
RAINELLE JCT	WV	CLEARCO	WV	CSXT	24	0	0.5	0.5	0	0.5	0.5	0
GREENBRIR E J	WV	PEASER JCT	WV	CSXT	13	0	0.5	0.5	0	0.5	0.5	0
PEASER JCT	WV	LEE	WV	CSXT	1	0	0.5	0.5	0	0.5	0.5	0
PRINCE	WV	GLEN DANIELS JC	WV	CSXT	27	0	2.5	2.5	0	2.5	2.5	0
RALEIGH	WV	STONE COAL JCT	WV	CSXT	20	0	0.1	0.1	0	0.1	0.1	0
BECKLEY JCT	WV	CRANBERRY	WV	CSXT	6	0	0.1	0.1	0	0.1	0.1	0
GLEN DANIELS JC	WV	MAPLE MEADOW	WV	CSXT	4	0	2.5	2.5	0	2.5	2.5	0
GAULEY BR	WV	RICH CRK JCT	WV	CSXT	7	0	0.1	0.1	0	0.1	0.1	0
MADISON	WV	HARRIS	WV	CSXT	30	0	6.4	6.4	0	6.4	6.4	0
VAN JCT	WV	ROBIN HOOD	WV	CSXT	8	0	0.6	0.6	0	0.6	0.6	0
ROBINSON CRK JC	WV	HOLBROOK	WV	CSXT	2	0	0.6	0.6	0	0.6	0.6	0
SPROUL	WV	ELK RUN JCT	WV	CSXT	34	0	6.4	6.4	0	6.4	6.4	0
ELK RUN JCT	WV	JARROLDS VALL	WV	CSXT	3	0	1.9	1.9	0	1.9	1.9	0
SETH	WV	PRENTER NO 5	WV	CSXT	10	0	1.2	1.2	0	1.2	1.2	0
JARROLDS VALL	WV	PETTUS	WV	CSXT	1	0	1.9	1.9	0	1.9	1.9	0
PETTUS	WV	MARFORK	WV	CSXT	2	0	1.4	1.4	0	1.4	1.4	0
PETTUS	WV	SUNDIAL	WV	CSXT	8	0	0.6	0.6	0	0.6	0.6	0
WYLO	WV	ELK CRK NO 1	WV	CSXT	2	0	3.2	3.2	0	3.2	3.2	0
MAN	WV	BUFFALO MINE	WV	CSXT	16	0	1.9	1.9	0	1.9	1.9	0
SNAP CRK JCT	WV	DON	WV	CSXT	3	0	0.1	0.1	0	0.1	0.1	0
RUM JCT	WV	MACGREGOR	WV	CSXT	6	0	0.3	0.3	0	0.3	0.3	0
STOLLINGS	WV	BAND MILL JCT	WV	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
BAND MILL JCT	WV	MELVILLE	WV	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
LOGAN	WV	TRACE JCT	WV	CSXT	3	0	1.8	1.8	0	1.8	1.8	0
MONITOR JCT	WV	OMAR	WV	CSXT	8	0	1.4	1.4	0	1.4	1.4	0
LOGAN	WV	HOBET NO 7	WV	CSXT	6	0	1.4	1.4	0	1.4	1.4	0
LEVISA JCT	KY	SLONES BRANCH	KY	CSXT	1	0	0.3	0.3	0	0.3	0.3	0
RUN JCT	WV	ISLAND CRK NO 2	WV	CSXT	6	0	0.3	0.3	0	0.3	0.3	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
GLADE CRK JCT	WV	CAREN	WV	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
DAWKINS	KY	SKYLINE	KY	CSXT	35	0	0.7	0.7	0	0.7	0.7	0
SHELBY JCT	KY	MYRA 1	KY	CSXT	15	0	1.4	1.4	0	1.4	1.4	0
COALRUN	KY	BURKE STATION	KY	CSXT	31	0	3.8	3.8	0	3.8	3.8	0
PENNINGTON	VA	ST CHARLES	VA	CSXT	5	0	0.6	0.6	0	0.6	0.6	0
ST CHARLES	VA	TURNERS STA	VA	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
PASKERT	VA	ST CHARLES	VA	CSXT	1	0	0.5	0.5	0	0.5	0.5	0
SAVOY	KY	GATLIFF	KY	CSXT	10	0	1	1	0	1	1	0
HEIDRICK	KY	HORSE CRK JCT	KY	CSXT	22	0	0.2	0.2	0	0.2	0.2	0
PASKERT	VA	MAYFLOWER	VA	CSXT	2	0	0.5	0.5	0	0.5	0.5	0
HARBELL	KY	MIDDLESBORO	KY	CSXT	10	0	0.3	0.3	0	0.3	0.3	0
CATO	KY	POPEVILLE	KY	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
CATO	KY	CRUMMIES	KY	CSXT	2	0	0.1	0.1	0	0.1	0.1	0
MIDDLESBORO	KY	STONY FORK JCT	KY	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
STONY FORK JCT	KY	BURLEY	KY	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
GLIDDEN	KY	CREECH	KY	CSXT	2	0	0.3	0.3	0	0.3	0.3	0
STRAIGHT CRK	KY	CLOVER	KY	CSXT	21	0	3.7	3.7	0	3.7	3.7	0
STRAIGHT CRK	KY	HEYBURN	KY	CSXT	5	0	1.2	1.2	0	1.2	1.2	0
HEYBURN	KY	WEN-LAR	KY	CSXT	7	0	1.2	1.2	0	1.2	1.2	0
TYPO	KY	WAHOO	KY	CSXT	3	0	0.4	0.4	0	0.4	0.4	0
JEFF	KY	KENMONT	KY	CSXT	1	0	1.4	1.4	0	1.4	1.4	0
BLACKEY	KY	HOT SPOT	KY	CSXT	7	0	0.9	0.9	0	0.9	0.9	0
JEFF	KY	VICCO	KY	CSXT	6	0	1.6	1.6	0	1.6	1.6	0
PAT	KY	SAPPHIRE	KY	CSXT	2	0	2.2	2.2	0	2.2	2.2	0
BAXTER	KY	CLOVERLICK JCT	KY	CSXT	21	0	3.3	3.3	0	3.3	3.3	0
CLOVERLICK JCT	KY	LYNCH 3	KY	CSXT	1	0	3.1	3.1	0	3.1	3.1	0
HARLAN	KY	PARKDALE	KY	CSXT	8	0	1.2	1.2	0	1.2	1.2	0
PARKDALE	KY	PILLSBURY	KY	CSXT	1	0	0.9	0.9	0	0.9	0.9	0
PILLSBURY	KY	HIGHSPLINT	KY	CSXT	6	0	0.9	0.9	0	0.9	0.9	0
HIGHSPLINT	KY	GLENBROOK	KY	CSXT	13	0	0.3	0.3	0	0.3	0.3	0
BUFFEN	KY	BLUE GRASS	KY	CSXT	3	0	0.2	0.2	0	0.2	0.2	0
DRESSEN	KY	GULSTON	KY	CSXT	4	0	0	0	0	0	0	0
GULSTON	KY	BARDO	KY	CSXT	3	0	0	0	0	0	0	0
N. HAZARD	KY	DUANE	KY	CSXT	4	0	2.7	2.7	0	2.7	2.7	0
PARKDALE	KY	KENVIR 3	KY	CSXT	1	0	0	0	0	0	0	0
HIGH SPRINGS	FL	NEWBERRY	FL	CSXT	42	0	2.9	2.9	0	2.9	2.9	0
STARKE	FL	NEWBERRY	FL	CSXT	40	0	3.8	3.8	0	4.4	4.4	0.6
NEWBERRY	FL	DUNNELLON	FL	CSXT	47	0	2.9	2.9	0	3.5	3.5	0.6
DUNNELLON	FL	RED LEVEL JCT	FL	CSXT	10	0	2.9	2.9	0	3.5	3.5	0.6
VITIS	FL	LAKELAND	FL	CSXT	19	2	16.4	18.4	2	16.4	18.4	0
LAKELAND	FL	EATON PARK	FL	CSXT	5	0	0.2	0.2	0	0.2	0.2	0
BARTOW	FL	BOWLING GREEN	FL	CSXT	19	0	3.2	3.2	0	3.2	3.2	0
BURNETTS LAKE	FL	GAINESVILLE	FL	CSXT	14	0	3.4	3.4	0	3.4	3.4	0
CLEARWATER	FL	ST PETERSBURG	FL	CSXT	15	0	0.6	0.6	0	0.6	0.6	0
HAWTHORNE	FL	KEUKA	FL	CSXT	11	0	0.9	0.9	0	0.9	0.9	0
WINSTON	FL	MULBERRY	FL	CSXT	12	0	8.9	8.9	0	8.9	8.9	0
ACHAN	FL	MULBERRY	FL	CSXT	6	0	24	24	0	24	24	0
ACHAN	FL	BONNIE	FL	CSXT	4	0	18	18	0	18	18	0
ACHAN	FL	GREEN BAY	FL	CSXT	4	0	8	8	0	8	8	0
GREEN BAY	FL	NORALYN	FL	CSXT	1	0	3	3	0	3	3	0
AGRICOLA	FL	GREEN BAY	FL	CSXT	4	0	6	6	0	6	6	0
YEOMAN YARD	FL	SUTTON	FL	CSXT	5	0	25.9	25.9	0	25.9	25.9	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN # OF TRNS/DAY
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	
SUTTON	FL	BIG BEND JCT.	FL	CSXT	0	0	27.1	27.1	0	27.1	27.1	0
BIG BEND JCT	FL	ONECO	FL	CSXT	20	0	2.8	2.8	0	2.8	2.8	0
WELCOME JCT	FL	PLANT CITY	FL	CSXT	11	0	10.9	10.9	0	10.9	10.9	0
EDISON JCT	FL	WELCOME JCT	FL	CSXT	2	0	10.9	10.9	0	10.9	10.9	0
EDISON JCT	FL	MULBERRY	FL	CSXT	5	0	24	24	0	24	24	0
ALERT	FL	BARTOW	FL	CSXT	5	0	9.3	9.3	0	9.3	9.3	0
EDISON JCT	FL	BREWSTER	FL	CSXT	11	0	12	12	0	12	12	0
BREWSTER	FL	AGROCK	FL	CSXT	4	0	12	12	0	12	12	0
AGROCK	FL	FOUR CORNERS	FL	CSXT	12	0	1.1	1.1	0	1.1	1.1	0
AGROCK	FL	ARCADIA	FL	CSXT	35	0	0.6	0.6	0	0.6	0.6	0
BREWSTER	FL	LONESOME	FL	CSXT	12	0	1	1	0	1	1	0
BRADLEY JCT	FL	PIERCE	FL	CSXT	6	0	12	12	0	12	12	0
ACHAN	FL	PIERCE	FL	CSXT	5	0	1.5	1.5	0	1.5	1.5	0
ALERT	FL	BONNIE	FL	CSXT	2	0	4	4	0	4	4	0
BRADLEY JCT	FL	AGRICOLA	FL	CSXT	7	0	12	12	0	12	12	0
AGRICOLA	FL	ROCKLAND JCT	FL	CSXT	8	0	4	4	0	4	4	0
HIALEAH	FL	HOMESTEAD	FL	CSXT	30	0	0.8	0.8	0	0.8	0.8	0
GARY	FL	SULPHUR SPRGS	FL	CSXT	5	0	8.2	8.2	0	8.2	8.2	0
SULPHUR SPRGS	FL	CLEARWATER	FL	CSXT	26	0	2.2	2.2	0	2.2	2.2	0
WELCOME JCT	FL	VALRICO	FL	CSXT	12	0	20.4	20.4	0	20.4	20.4	0
SULPHUR SPRGS	FL	ROCK	FL	CSXT	45	0	1.2	1.2	0	1.2	1.2	0

CR TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
Columbus	OH	Hocking	OH	CR	1	0	13.4	13.4	0	9.5	9.5	-3.9
Galion	OH	Columbus	OH	CR	57.7	0	13.4	13.4	0	7.5	7.5	-5.9
Berea	OH	Greenwich	OH	CR	62	0	14.5	14.5	0	54.2	54.2	39.7
Greenwich	OH	Crestline	OH	CR	21.2	0	14.5	14.5	0	31.3	31.3	16.8
Crestline	OH	Galion	OH	CR	3.3	0	28.3	28.3	0	26.5	26.5	-1.8
Galion	OH	Marion	OH	CR	22.5	0	18.6	18.6	0	23.6	23.6	5
Marion	OH	Ridgeway	OH	CR	23.2	0	16.1	16.1	0	31.8	31.8	15.7
Ridgeway	OH	Sidney	OH	CR	38.3	0	24.2	24.2	0	31	31	6.8
Sidney	OH	So. Anderson	IN	CR	85.6	0	29.4	29.4	0	26.7	26.7	-2.7
So. Anderson	IN	Indianapolis	IN	CR	35.1	0	32	32	0	25.7	25.7	-6.3
Indianapolis	IN	Avon	IN	CR	12.5	0	26	26	0	21.7	21.7	-4.3
Avon	IN	Greencastle	IN	CR	27.5	0	23	23	0	19.9	19.9	-3.1
Greencastle	IN	Terre Haute	IN	CR	32	0	26.4	26.4	0	19.9	19.9	-6.5
Terre Haute	IN	Effingham	IL	CR	60.6	0	23.8	23.8	0	16.1	16.1	-7.7
Effingham	IL	St. Elmo	IL	CR	13.7	0	22.3	22.3	0	14.1	14.1	-8.2
St. Elmo	IL	E. St. Louis	IL	CR	82.7	0	16	16	0	9.1	9.1	-6.9
Terre Haute	IN	Paris	IL	CR	21.5	0	1.6	1.6	0	1.7	1.7	0.1
Paris	IL	Chrisman	IL	CR	10.6	0	1.6	1.6	0	0	0	-1.6
Chrisman	IL	Danville	IL	CR	24.9	0	1.6	1.6	0	0	0	-1.6
Danville	IL	Olin	IN	CR	11.3	0	1.8	1.8	0	1.8	1.8	0
Indianapolis	IN	Kraft	IN	CR	3	1.4	7.8	9.2	1.4	9.8	11.2	2
Kraft	IN	Avon	IN	CR	5.6	1.4	9.6	11	1.4	11.6	13	2
Avon	IN	Clermont	IN	CR	4	1.4	8.8	10.2	1.4	8.9	10.3	0.1
Clermont	IN	Crawfordsville	IN	CR	34.2	1.4	7.4	8.8	1.4	7.5	8.9	0.1
Clermont	IN	Frankfort	IN	CR	37.2	0	1.4	1.4	0	1.4	1.4	0
Shelbyville	IN	Indianapolis	IN	CR	28.3	0	1.6	1.6	0	1.6	1.6	0
Stanley	OH	Dunkirk	OH	CR	57.2	0	11.6	11.6	0	1.4	1.4	-10.2
Dunkirk	OH	Ridgeway	OH	CR	21.1	0	13.2	13.2	0	1.4	1.4	-11.8
Ridgeway	OH	Marysville	OH	CR	22.2	0	22.2	22.2	0	9.4	9.4	-12.8
Marysville	OH	Darby	OH	CR	19.2	0	22.2	22.2	0	5	5	-17.2
Darby	OH	Mounds	OH	CR	2.6	0	2.2	2.2	0	2	2	-0.2
Mounds	OH	Scioto	OH	CR	5.8	0	2.2	2.2	0	2	2	-0.2
Crestline	OH	Bucyrus	OH	CR	11.9	0	6.5	6.5	0	14.5	14.5	8
Bucyrus	OH	Adams	IN	CR	113.9	0	5.9	5.9	0	13.9	13.9	8
Adams	IN	Ft. Wayne	IN	CR	5	0	5.9	5.9	0	13.9	13.9	8
Ft. Wayne	IN	Warsaw	IN	NS	39.7	0	2.4	2.4	0	6.4	6.4	4
Warsaw	IN	Tolleston	IN	NS	83.1	0	1	1	0	5	5	4
Tolleston	IN	Clark Jct	IN	CR	3.9	0	0	0	0	5	5	5
Decatur	IN	Adams	IN	CR	16.2	0	1.4	1.4	0	1.4	1.4	0
Buffalo	NY	Draw	NY	CR	1.7	2	55.8	57.8	2	58.5	60.5	2.7
Draw	NY	Buff Crk Jct	NY	CR	0.4	2	55.8	57.8	2	52.5	54.5	-3.3
Buff Crk Jct	NY	Buff Seneca	NY	CR	3.3	2	55.8	57.8	2	52.5	54.5	-3.3
Buff Seneca	NY	Ashtabula	OH	CR	122.8	2	50.1	52.1	2	50.8	52.8	0.7
Ashtabula	OH	Quaker	OH	CR	46.5	2	48.3	50.3	2	54.2	56.2	5.9
Quaker	OH	Drawbridge	OH	CR	7.6	2	53.4	55.4	2	12.9	14.9	-40.5
Porter	IN	Willow Creek	IN	CR	6	0	9.6	9.6	0	0	0	-9.6
Willow Creek	IN	Ivanhoe	IN	CR	12.8	0	9.6	9.6	0	11.4	11.4	1.8
Woodville	OH	Walbridge	OH	CR	13.5	0	2.8	2.8	0	2.8	2.8	0
CP Maumee	OH	Oak	OH	CR	1	0	15.2	15.2	0	4	4	-11.2
Oak	OH	Walbridge	OH	CR	1.7	0	15.2	15.2	0	4	4	-11.2
Quaker	OH	Mayfield	OH	CR	5.8	0	6.8	6.8	0	43.8	43.8	37
Mayfield	OH	Marcy	OH	CR	3.3	0	3.4	3.4	0	43.8	43.8	40.4

CR TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
Marcy	OH	Short	OH	CR	8.8	0	16.4	16.4	0	45.8	45.8	29.4
Short	OH	Berea	OH	CR	6	0	13.4	13.4	0	47.3	47.3	33.9
Readville	MA	Boston	MA	MBTA	9.1	120	0.1	120.1	120	0.1	120.1	0
Mansfield	MA	Readville	MA	MBTA	19.5	70	4	74	70	4	74	0
Attleboro	MA	Mansfield	MA	MBTA	7.2	44	4	48	44	4	48	0
MA/RI	RI	Attleboro	MA	MBTA	6.1	24	2	26	24	2	26	0
Bridgeport	CT	New Haven	CT	CDOT	16	102	3	105	102	3	105	0
Norwalk	CT	Bridgeport	CT	CDOT	15.5	92	2	94	92	2	94	0
New Rochelle	NY	Norwalk	CT	CDOT	25	192	5	197	192	5	197	0
Woodlawn	NY	New Rochelle	NY	MNR	4.5	176	2	178	176	2	178	0
MO	NY	Woodlawn	NY	MNR	6.6	332	2	334	332	2	334	0
Mill River	CT	Cedar Hill	CT	CR	7	0	2	2	0	2	2	0
Readville	MA	Walpole	MA	MBTA	10	32	6	38	32	6	38	0
Walpole	MA	Franklin	MA	MBTA	8.9	28	2	30	28	2	30	0
Transfer	MA	Tower	MA	MBTA	9.5	33	2	35	33	2	35	0
Attleboro	MA	Dean	MA	CR	11.6	0	3.6	3.6	0	3.6	3.6	0
Dean	MA	Cotley	MA	CR	1.9	0	3.6	3.6	0	3.6	3.6	0
Weir	MA	New Bedford	MA	CR	10.5	0	1	1	0	1	1	0
Swamp	MA	Warf	MA	CR	12	0	1	1	0	1	1	0
Fitchburg	MA	Leominster	MA	CR	4.3	0	1.6	1.6	0	1.6	1.6	0
Leominster	MA	Buro	MA	CR	26.2	0	1.6	1.6	0	1.6	1.6	0
Buro	MA	Framingham Center	MA	CR	4.5	0	1.6	1.6	0	1.6	1.6	0
Mansfield	MA	Walpole	MA	CR	8.5	0	4	4	0	4	4	0
Walpole	MA	Medfield Jct	MA	CR	5.2	0	6	6	0	6	6	0
Medfield Jct	MA	Framingham	MA	CR	7.3	0	6	6	0	6	6	0
Boston Beacon Park	MA	Framingham	MA	CR	18.3	38	9.3	47.3	38	8.7	46.7	-0.6
Framingham	MA	Westboro	MA	CR	11.9	12	15.3	27.3	12	14.4	26.4	-0.9
Westboro	MA	Worcester	MA	CR	11	12	15.3	27.3	12	14.4	26.4	-0.9
Worcester	MA	Palmer	MA	CR	39	4	20.3	24.3	4	19.9	23.9	-0.4
Palmer	MA	Springfield	MA	CR	15.3	6	22.3	28.3	6	21.9	27.9	-0.4
Springfield	MA	Westfield	MA	CR	11	2	22.3	24.3	2	22.1	24.1	-0.2
Westfield	MA	Selkirk	NY	CR	85	2	24.3	26.3	2	24.1	26.1	-0.2
Selkirk	NY	Port of Albany	NY	CR	7.1	0	3	3	0	3	3	0
Carman	NY	S Schenectady	NY	CR	3.7	0	1.6	1.6	0	1.6	1.6	0
MO	NY	Poughkeepsie	NY	MNR	70.1	140	6	146	140	6	146	0
Poughkeepsie	NY	Stuyvesant	NY	CR	90.1	20	4	24	20	4	24	0
Stuyvesant	NY	Rensselaer	NY	CR	16.6	20	1	21	20	1	21	0
Stuyvesant	NY	Selkirk	NY	CR	10.2	0	4	4	0	4	4	0
Selkirk	NY	Hoffmans	NY	CR	25.6	0	38.7	38.7	0	45.2	45.2	6.5
Rensselaer	NY	W Albany	NY	CR	6	14	3.6	17.6	14	3.6	17.6	0
W Albany	NY	Hoffmans	NY	AMTK	23	7.6	0.1	7.5	7.6	0.1	7.5	0
Hoffmans	NY	Utica	NY	CR	66.6	7.6	38.3	45.7	7.6	44.8	52.2	6.5
Utica	NY	Syracuse	NY	CR	50.6	7.6	36.9	44.3	7.6	43.4	50.8	6.5
Syracuse	NY	Syracuse Jct	NY	CR	5.5	7.1	40	47.1	7.1	46.6	53.7	6.6
Syracuse Jct	NY	Solvay	NY	CR	2	7.1	38.2	45.3	7.1	44.8	51.9	6.6
Solvay	NY	Lyons	NY	CR	42.3	7.1	39.5	46.6	7.1	44.8	51.9	5.3
Lyons	NY	Fairport	NY	CR	23.6	7.1	39.8	46.9	7.1	45.1	52.2	5.3
Fairport	NY	Rochester	NY	CR	10.7	7.1	31.8	38.9	7.1	36.5	43.6	4.7
Rochester	NY	Chili	NY	CR	12.7	7.1	33.8	40.9	7.1	36.9	44	3.5
Chili	NY	Frontier	NY	CR	90.9	7.1	40.6	47.7	7.1	45.9	53	5.3
Frontier	NY	Buffalo	NY	CR	4.1	7.1	32.8	39.9	7.1	49.5	56.6	-3.3
Lock	NY	CP39	NY	CR	2.7	0	6	6	0	6	6	0

CR TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
Woodard	NY	Fort	NY	CR	25.8	0	6	6	0	6	6	0
CP59	NY	CP22	NY	CR	11.6	0	7.2	7.2	0	7.2	7.2	0
Buffalo	NY	CP Sycamore	NY	CR	1.2	0	9	9	0	14	14	5
CP Sycamore	NY	Black Rock	NY	CR	6	0	13	13	0	18	18	5
Syracuse	NY	Oswego	NY	CR	30	0	1.8	1.8	0	1.8	1.8	0
Buffalo	NY	Black Rock	NY	CR	7.1	5.1	1.6	6.7	5.1	1.6	6.7	0
Black Rock	NY	Niagara Falls	NY	CR	21.1	5.1	23	28.1	5.1	22	27.1	-1
Fairport	NY	Genesee Jct	NY	CR	16.3	0	11.4	11.4	0	11.2	11.2	-0.2
Genesee Jct	NY	Chili	NY	CR	7.1	0	11.4	11.4	0	11.8	11.8	0.4
Syracuse	NY	Woodard	NY	CR	4.2	0	10	10	0	10	10	0
Woodard	NY	Philadelphia	NY	CR	83.6	0	7	7	0	7	7	0
Philadelphia	NY	Massena	NY	CR	71	0	11	11	0	11	11	0
Massena	NY	Huntingdon	PQ	CR	38.9	0	7	7	0	7	7	0
Huntingdon	PQ	Cecile Jct	PQ	CR	14.4	0	4	4	0	4	4	0
Cecile Jct	PQ	Adirondack Jct	PQ	CR	24.3	0	2	2	0	2	2	0
Regis	NY	Philadelphia	NY	CR	11.3	0	1.8	1.8	0	1.8	1.8	0
Ridgefield Heights	NJ	Newburgh	NY	CR	44.9	0	23.6	23.6	0	24.8	24.8	1.2
Newburgh	NY	Selkirk	NY	CR	80.1	0	22.2	22.2	0	23.4	23.4	1.2
Newtown Jct	PA	Quakertown	PA	SEPTA	35.8	145	1.6	146.6	145	1.6	146.6	0
Glenside	PA	Warminster	PA	SEPTA	8.4	40	1.6	41.6	40	1.6	41.6	0
Jenkintown	PA	Neshaminy Falls	PA	SEPTA	10.3	44	1.6	45.6	44	1.6	45.6	0
Lansdale	PA	Doylestown	PA	SEPTA	10.1	34	1.6	35.6	34	1.6	35.6	0
Park Jct	PA	Belmont	PA	CR	0.9	0	17	17	0	18.3	18.3	1.3
Belmont	PA	West Falls	PA	CR	1.3	0	24.5	24.5	0	27.1	27.1	2.6
West Falls	PA	CP Newtown Jct	PA	CR	3.7	0	11.1	11.1	0	11.4	11.4	0.3
CP Newtown Jct	PA	CP Wood	PA	CR	20.7	48	12	60	48	11.4	59.4	-0.6
CP Wood	PA	Trenton	NJ	CR	5.7	48	14.3	62.3	48	10	58	-4.3
Trenton	NJ	CP Pt Reading	NJ	CR	24.7	0	15.7	15.7	0	11.4	11.4	-4.3
RG	PA	Field	PA	CR	2	0	0	0	0	16	16	16
South Philadelphia	PA	Field	PA	CR	5	0	8.2	8.2	0	21.1	21.1	12.9
Field	PA	Belmont	PA	CR	4	0	8.2	8.2	0	15.8	15.8	7.6
Landover	MD	Anacostia	DC	CR	5.4	0	3.4	3.4	0	9.1	9.1	5.7
Anacostia	DC	Virginia Ave	DC	CR	2.5	0	19.3	19.3	0	28.6	28.6	9.3
Virginia Ave	DC	Potomac yard	VA	CR	6	35	17.9	52.9	35	28.6	63.6	10.7
Brandywine	DE	Chalk Pt	MD	CR	17.3	0	1.4	1.4	0	1.4	1.4	0
Bowie	MD	Brandywine	MD	CR	26.9	0	1.8	1.8	0	1.8	1.8	0
Brandywine	MD	Morgantown	MD	CR	20.7	0	1	1	0	1	1	0

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
PARK JCT	PA	RG	PA	CSXT	4	45	24	-47%
RG	PA	WILSMERE	DE	CSXT	26	40	49	23%
WILSMERE	DE	BALTIMORE	MD	CSXT	68	44	50	14%
BALTIMORE	MD	RELAY	MD	CSXT	7	64	70	11%
RELAY	MD	JESSUP	MD	CSXT	7	46	58	26%
JESSUP	MD	ALEXANDRIA JCT	MD	CSXT	17	48	70	45%
ALEXANDRIA JCT	MD	WASHINGTON	DC	CSXT	5	35	56	63%
WASHINGTON	DC	PT OF ROCK	MD	CSXT	43	38	56	48%
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	13	58	76	30%
HARPERS FERRY	WV	CHERRY RUN	WV	CSXT	32	58	75	29%
CHERRY RUN	WV	CUMBERLAND	MD	CSXT	65	62	67	9%
CUMBERLAND	MD	SINNS	PA	CSXT	133	41	54	33%
SINNS	PA	RANKIN JCT	PA	CSXT	9	40	72	77%
RANKIN JCT	PA	NEW CASTLE	PA	CSXT	51	41	72	74%
NEW CASTLE	PA	YOUNGSTOWN	OH	CSXT	18.3	54	79	46%
YOUNGSTOWN	OH	STERLING	OH	CSXT	79.1	54	66	24%
STERLING	OH	GREENWICH	OH	CSXT	37.1	55	62	13%
GREENWICH	OH	WILLARD	OH	CSXT	11.6	56	109	96%
WILLARD	OH	FOSTORIA	OH	CSXT	36.8	56	110	97%
FOSTORIA	OH	DESHLER	OH	CSXT	26	61	70	15%
DESHLER	OH	WILLOW CREEK	IN	CSXT	174	45	94	111%
WILLOW CREEK	IN	PINE JCT	IN	CSXT	12	34	70	105%
PINE JCT	IN	BARR YD	IL	CSXT	11	41	65	58%
RELAY	MD	PT OF ROCK	MD	CSXT	58	19	21	8%
HAGERSTOWN	MD	LURGAN	PA	CSXT	34	4	2	-33%
HAGERSTOWN	MD	CHERRY RUN	MD	CSXT	19	6	2	-59%
ROCKWOOD	PA	JOHNSTOWN	PA	CSXT	45	1	1	0%
LESTER	OH	LORAIN	OH	CSXT	23	1	1	0%
STERLING	OH	LESTER	OH	CSXT	16	7	7	7%
LESTER	OH	CLEVELAND	OH	CSXT	30	6	7	19%
DETROIT	MI	PLYMOUTH	MI	CSXT	25	13	11	-13%
PLYMOUTH	MI	GRAND RAPIDS	MI	CSXT	124	13	10	-27%
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	8	6	-32%
WAVERLY	MI	PORTER	IN	CSXT	110	9	3	-62%
SAGINAW	MI	FLINT	MI	CSXT	29	10	12	18%
FLINT	MI	HOLLY	MI	CSXT	28	15	18	22%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
HOLLY	MI	WIXOM	MI	CSXT	20	15	17	20%
WIXOM	MI	PLYMOUTH	MI	CSXT	12	16	19	14%
PLYMOUTH	MI	WAYNE	MI	CSXT	8	51	53	4%
WAYNE	MI	CARLETON	MI	CSXT	15	44	57	30%
CARLETON	MI	TOLEDO	MI	CSXT	16.5	40	64	61%
CINCINNATI	OH	HAMILTON	OH	CSXT	21	55	64	16%
HAMILTON	OH	DAYTON	OH	CSXT	34	50	50	1%
DAYTON	OH	SIDNEY	OH	CSXT	37.3	44	63	42%
SIDNEY	OH	LIMA	OH	CSXT	35.2	44	44	0%
LIMA	OH	DESHLER	OH	CSXT	33	44	40	-8%
DESHLER	OH	TOLEDO	OH	CSXT	36	0	50	10000%
FOSTORIA	OH	TOLEDO	OH	CSXT	29	67	79	19%
MARION	OH	FOSTORIA	OH	CSXT	40	40	63	56%
COLUMBUS	OH	MARION	OH	CSXT	20	40	44	10%
N J CABIN	KY	COLUMBUS	OH	CSXT	53	40	42	4%
CINCINNATI	OH	COLUMBUS	OH	CSXT	112	4	5	25%
HAMPTON	VA	RIVANNA JCT	VA	CSXT	80	38	38	-1%
RIVANNA JCT	VA	CLIFTON FORGE	VA	CSXT	229	54	53	-1%
CLIFTON FORGE	VA	ST ALBANS	WV	CSXT	195	57	60	5%
ST ALBANS	WV	BARBOURSVILLE	WV	CSXT	29	68	66	-3%
BARBOURSVILLE	WV	HUNTINGTON	WV	CSXT	10	71	69	-2%
HUNTINGTON	WV	KENOVA	WV	CSXT	8	62	67	8%
KENOVA	WV	BIG SANDY JCT	WV	CSXT	1	59	66	11%
BIG SANDY JCT	KY	ASHLAND	KY	CSXT	6	98	95	-3%
ASHLAND	KY	RUSSELL	KY	CSXT	4	107	103	-4%
RUSSELL	KY	N J CABIN	KY	CSXT	19	67	68	2%
N J CABIN	KY	COVINGTON	KY	CSXT	121	27	31	14%
CUMBERLAND	MD	W VIRGINIA C	WV	CSXT	28	23	31	32%
W VIRGINIA C	WV	MK JCT	WV	CSXT	46	20	27	36%
MK JCT	WV	GRAFTON	WV	CSXT	26	20	27	36%
GRAFTON	WV	BERKELEY JCT	WV	CSXT	2	21	23	11%
BERKELEY JCT	WV	SHORT LINE JCT	WV	CSXT	21	7	7	-8%
BROOKLYN JCT	WV	SHORT LINE JCT	WV	CSXT	58	6	6	-5%
PARKERSBURG	WV	BROOKLYN JCT	WV	CSXT	55	7	7	0%
PARKERSBURG	WV	HUNTINGTON	WV	CSXT	119	9	9	0%
BROOKLYN JCT	WV	BENWOOD JCT	WV	CSXT	34	4	5	4%

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CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
RIVANNA JCT	VA	CHARLOTTESVILLE	VA	CSXT	98	3	3	9%
CHARLOTTESVILLE	VA	CLIFTON FORGE	VA	CSXT	103	3	3	5%
MUNSTER	IN	MONON	IN	CSXT	62	3	4	19%
MONON	IN	LAFAYETTE	IN	CSXT	30	4	5	25%
LAFAYETTE	IN	CRAWFORDSVILLE	IN	CSXT	29	9	10	7%
CRAWFORDSVILLE	IN	GREENCASTLE	IN	CSXT	31	4	2	-54%
HAMILTON	OH	INDIANAPOLIS	IN	CSXT	99	6	8	34%
CINCINNATI	OH	MITCHELL	IN	CSXT	128	14	1	-94%
MITCHELL	IN	VINCENNES	IN	CSXT	62	21	4	-82%
VINCENNES	IN	SALEM	IL	CSXT	79	24	13	-43%
SALEM	IL	E. ST LOUIS	IL	CSXT	68	20	13	-34%
DOLTON	IL	DANVILLE	IL	CSXT	106	31	40	29%
DANVILLE	IL	TERRE HAUTE	IN	CSXT	57	40	52	28%
TERRE HAUTE	IN	VINCENNES	IN	CSXT	54	40	63	56%
VINCENNES	IN	EVANSVILLE	IN	CSXT	53	45	78	75%
EVANSVILLE	IN	AMQUI	TN	CSXT	137	48	74	53%
AMQUI	TN	NASHVILLE	TN	CSXT	16	80	104	30%
NASHVILLE	TN	DECATUR	AL	CSXT	118	41	60	47%
DECATUR	AL	BLACK CREEK	AL	CSXT	89	38	60	55%
BLACK CRK	AL	BIRMINGHAM	AL	CSXT	5	49	67	37%
BIRMINGHAM	AL	PARKWOOD	AL	CSXT	12	49	67	38%
PARKWOOD	AL	MONTGOMERY	AL	CSXT	87	23	28	23%
MONTGOMERY	AL	FLOMATON	AL	CSXT	110	23	34	46%
ANCHORAGE	KY	WINCHESTER	KY	CSXT	95	3	5	39%
WINCHESTER	KY	TYPO	KY	CSXT	123	29	29	0%
TYPO	KY	N. HAZARD	KY	CSXT	5	23	23	0%
N. HAZARD	KY	LOTHAIR	KY	CSXT	2	24	24	0%
LOTHAIR	KY	JEFF	KY	CSXT	5	18	18	0%
JEFF	KY	DENT	KY	CSXT	11	15	15	0%
DENT	KY	BLACKEY	KY	CSXT	8	11	11	0%
BLACKEY	KY	DUO	KY	CSXT	2	9	9	0%
DUO	KY	PAT	KY	CSXT	10	9	9	0%
PAT	KY	DEANE	KY	CSXT	6	10	10	0%
BCC JCT	KY	DEANE	KY	CSXT	22	12	12	0%
PORTER JCT	KY	B C C JCT	KY	CSXT	6	13	13	0%
STEVENS BRANCH	KY	PORTER JCT	KY	CSXT	12	17	17	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
MARTIN	KY	STEVENS BRANCH	KY	CSXT	1	17	17	0%
BEAVER JCT	KY	MARTIN	KY	CSXT	5	18	18	0%
LATONIA	KY	ANCHORAGE	KY	CSXT	86	31	27	-13%
ANCHORAGE	KY	LOUISVILLE	KY	CSXT	13	35	35	-2%
LOUISVILLE	KY	AMQUI	TN	CSXT	173	35	32	-9%
CINCINNATI	OH	COVINGTON	KY	CSXT	6	76	81	7%
COVINGTON	KY	LATONIA	KY	CSXT	1	57	59	3%
LATONIA	KY	WINCHESTER	KY	CSXT	93	27	29	7%
WINCHESTER	KY	SINKS	KY	CSXT	56	40	42	4%
SINKS	KY	CORBIN	KY	CSXT	35	41	41	2%
CORBIN	KY	CARTERSVILLE	GA	CSXT	263	54	53	-2%
CARTERSVILLE	GA	ATLANTA	GA	CSXT	46	82	79	-3%
ATLANTA	GA	MANCHESTER	GA	CSXT	78	35	34	-3%
MANCHESTER	GA	WAYCROSS	GA	CSXT	203	53	57	9%
CORBIN	KY	HEIDRICK	KY	CSXT	15	20	20	0%
HEIDRICK	KY	ELYS	KY	CSXT	10	20	20	0%
ELYS	KY	YINGLING	KY	CSXT	2	20	20	0%
YINGLING	KY	PINEVILLE	KY	CSXT	4	20	20	0%
PINEVILLE	KY	HARBELL	KY	CSXT	3	13	13	0%
HARBELL	KY	PONZA	KY	CSXT	2	12	12	0%
PONZA	KY	CROSBY	KY	CSXT	11	12	12	0%
BLACKMONT	KY	CROSBY	KY	CSXT	4	12	12	0%
BLACKMONT	KY	KERR	KY	CSXT	9	12	12	0%
KERR	KY	BAXTER	KY	CSXT	8	12	12	0%
BAXTER	KY	HARLAN	KY	CSXT	2	13	13	0%
DRESSEN	KY	HARLAN	KY	CSXT	1	10	10	0%
DRESSEN	KY	GLIDDEN	KY	CSXT	5	9	9	0%
GLIDDEN	KY	POPEVILLE	KY	CSXT	2	9	9	0%
POPEVILLE	KY	KY-VA ST-LN	KY	CSXT	7	9	9	0%
KY-VA ST-LN	VA	HAGANS	VA	CSXT	3	9	9	0%
HAGANS	VA	PENNINGTON	VA	CSXT	16	9	9	0%
PENNINGTON	VA	BIG STONE GAP	VA	CSXT	16	9	9	0%
LOUISVILLE	KY	LONG BRANCH	KY	CSXT	18	6	6	-4%
LONG BRANCH	KY	SKILLMAN	KY	CSXT	49	9	10	5%
SKILLMAN	KY	HENDERSON	KY	CSXT	60	7	7	1%
BIG SANDY JCT	KY	ELKHORN CITY	KY	CSXT	127	43	44	2%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
ELKHORN CITY	KY	FRISCO	TN	CSXT	89	31	33	7%
FRISCO	TN	BOSTIC	NC	CSXT	157	42	45	9%
BOSTIC	NC	SPARTANBURG	SC	CSXT	32	28	30	9%
LAURENS	SC	SPARTANBURG	SC	CSXT	38	27	23	-17%
CLINTON	SC	LAURENS	SC	CSXT	11	7	7	0%
COLUMBIA	SC	CLINTON	SC	CSXT	63	12	12	0%
EASTOVER JCT	SC	COLUMBIA	SC	CSXT	27	7	7	0%
SUMTER	SC	EASTOVER JCT	SC	CSXT	19	5	5	0%
SUMTER	SC	LANE	SC	CSXT	40	5	5	0%
CHARLOTTE	NC	BOSTIC	NC	CSXT	73	15	17	10%
MONROE	NC	CHARLOTTE	NC	CSXT	24	18	20	10%
AUGUSTA	GA	GREENWOOD	SC	CSXT	68	18	17	-2%
GREENWOOD	SC	LAURENS	SC	CSXT	28	22	20	-9%
ALEXANDRIA JCT	MD	BENNING	DC	CSXT	6	40	51	27%
FREDERICKSBURG	VA	POTOMAC YARD	VA	CSXT	49	40	52	29%
DOSWELL	VA	FREDERICKSBURG	VA	CSXT	37	41	52	28%
RICHMOND	VA	DOSWELL	VA	CSXT	24	44	54	22%
S. RICHMOND	VA	WELDON	NC	CSXT	82	47	56	18%
WELDON	NC	ROCKY MT	NC	CSXT	37	50	56	12%
ROCKY MT	NC	CONTENTNEA	NC	CSXT	19	50	53	6%
CONTENTNEA	NC	SELMA	NC	CSXT	22	44	45	2%
SELMA	NC	FAYETTEVILLE	NC	CSXT	49	45	45	0%
FAYETTEVILLE	NC	PEMBROKE	NC	CSXT	31	44	45	3%
PEMBROKE	NC	DILLON	SC	CSXT	21	23	28	24%
DILLON	SC	FLORENCE	SC	CSXT	31	34	35	3%
FLORENCE	SC	LANE	SC	CSXT	49	29	31	8%
LANE	SC	ST STEPHEN	SC	CSXT	8	33	36	7%
ST STEPHEN	SC	ASHLEY JCT	SC	CSXT	39	29	31	7%
ASHLEY JCT	SC	YEMASSEE	SC	CSXT	54	32	38	17%
YEMASSEE	SC	SAVANNAH	GA	CSXT	55	27	33	21%
SAVANNAH	GA	JESUP	GA	CSXT	52	47	51	9%
JESUP	GA	WAYCROSS	GA	CSXT	39	20	22	10%
PEMBROKE	NC	WILMINGTON	NC	CSXT	81	9	11	14%
HAMLET	NC	PEMBROKE	NC	CSXT	34	32	32	1%
HAMLET	NC	MONROE	NC	CSXT	53	42	43	4%
MONROE	NC	CLINTON	NC	CSXT	92	22	29	29%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
CLINTON	SC	GREENWOOD	SC	CSXT	28	28	30	7%
GREENWOOD	SC	ATHENS	GA	CSXT	66	28	31	8%
ATHENS	GA	ATLANTA	GA	CSXT	69	33	38	14%
ATLANTA	GA	LAGRANGE	GA	CSXT	70	23	25	10%
LAGRANGE	GA	MONTGOMERY	AL	CSXT	100	17	19	7%
HAMLET	NC	MCBEE	SC	CSXT	108	5	6	7%
MCBEE	SC	COLUMBIA	SC	CSXT	108	5	6	9%
COLUMBIA	SC	FAIRFAX	SC	CSXT	76	4	4	3%
FAIRFAX	SC	SAVANNAH	GA	CSXT	62	23	21	-8%
HAMLET	NC	DILLON	SC	CSXT	42	18	19	4%
DILLON	SC	ANDREWS	SC	CSXT	74	9	7	-13%
ANDREWS	SC	STATE JCT	SC	CSXT	28	1	1	0%
STATE JCT	SC	REMOUNT	SC	CSXT	20	2	3	4%
REMOUNT	SC	CHARLESTON	SC	CSXT	10	4	4	0%
CAMAK	GA	ATLANTA	GA	CSXT	126	16	14	-10%
AUGUSTA	GA	CAMAK	GA	CSXT	48	14	13	-5%
ROBBINS	SC	AUGUSTA	GA	CSXT	28	26	23	-12%
FAIRFAX	SC	ROBBINS	SC	CSXT	29	26	23	-11%
YEMASSEE	SC	FAIRFAX	SC	CSXT	31	7	6	-8%
MCKENZIE	TN	MEMPHIS	TN	CSXT	116	19	21	8%
NASHVILLE	TN	MCKENZIE	TN	CSXT	117	21	25	21%
NASHVILLE	TN	STEVENSON	AL	CSXT	113	40	42	4%
STEVENSON	AL	CHATTANOOGA	TN	CSXT	39	38	38	2%
CHATTANOOGA	TN	CARTERSVILLE	GA	CSXT	87	36	36	-2%
LAGRANGE	AL	PARKWOOD	AL	CSXT	142	24	29	21%
MANCHESTER	GA	LAGRANGE	GA	CSXT	45	21	23	11%
WAYCROSS	GA	THOMASVILLE	GA	CSXT	105	11	12	4%
THOMASVILLE	GA	METCALF	GA	CSXT	11	0	0	0%
THOMASVILLE	GA	MONTGOMERY	AL	CSXT	210	11	11	0%
JESUP	GA	FOLKSTON	GA	CSXT	54	26	26	0%
JACKSONVILLE	FL	BALDWIN	FL	CSXT	18	19	20	9%
BALDWIN	FL	CHATTAHOOCHEE	FL	CSXT	189	24	21	-13%
CHATTAHOOCHEE	FL	PENSACOLA	FL	CSXT	161	18	16	-12%
PENSACOLA	FL	FLOMATON	AL	CSXT	43	20	21	5%
FLOMATON	AL	MOBILE	AL	CSXT	59	38	48	24%
MOBILE	AL	NEW ORLEANS	LA	CSXT	143	23	35	48%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
WAYCROSS	GA	FOLKSTON	GA	CSXT	35	65	66	2%
FOLKSTON	GA	CALLAHAN	FL	CSXT	22	96	84	-12%
CALLAHAN	FL	BALDWIN	FL	CSXT	21	44	51	15%
BALDWIN	FL	STARKE	FL	CSXT	26	47	52	11%
STARKE	FL	VITIS	FL	CSXT	126	39	40	3%
VITIS	FL	PLANT CITY	FL	CSXT	19	25	26	2%
PLANT CITY	FL	UCETA YARD	FL	CSXT	17	26	28	8%
CALLAHAN	FL	JACKSONVILLE	FL	CSXT	16	47	46	-3%
JACKSONVILLE	FL	PALATKA	FL	CSXT	54	22	21	-2%
PALATKA	FL	SANFORD	FL	CSXT	68	16	16	-1%
SANFORD	FL	ALOMA	FL	CSXT	27	0	0	0%
SANFORD	FL	ORLANDO	FL	CSXT	22	14	13	-8%
ORLANDO	FL	AUBURNDALE	FL	CSXT	51	8	8	13%
AUBURNDALE	FL	LAKELAND	FL	CSXT	12	16	16	1%
LAKELAND	FL	WINSTON	FL	CSXT	4	19	23	20%
WINSTON	FL	PLANT CITY	FL	CSXT	5	18	20	10%
AUBURNDALE	FL	SEBRING	FL	CSXT	47	13	14	2%
SEBRING	FL	W. PALM BCH	FL	CSXT	103	11	11	2%
W. PALM BCH	FL	MIAMI	FL	CSXT	70	12	12	1%
BALTIMORE	MD	HANOVER	PA	CSXT	55	5	6	7%
HANOVER	PA	HAGERSTOWN	MD	CSXT	57	2	2	0%
HARPERS FERRY	WV	STRASBURG JCT	VA	CSXT	51	2	2	0%
GREEN JCT	PA	BROWNFIELD	PA	CSXT	15	0	0	0%
SINNS	PA	BROWNSVILLE	PA	CSXT	38	2	23	1055%
RANKIN JCT	PA	WILLOW GROVE	PA	CSXT	11	3	3	0%
GLENWOOD JCT	PA	TYLERDALE	PA	CSXT	32	2	2	0%
WILLOW GROVE	PA	NEW CASTLE	PA	CSXT	56	1	1	0%
WELLSBORO	IN	N. JUDSON	IN	CSXT	15	0	0	0%
PINE JCT	IN	ROCK ISLAND JCT	IL	CSXT	10	1	1	0%
BARR YD	IL	BLUE ISLAND JCT	IL	CSXT	3	7	39	490%
DOLTON	IL	75TH STREET	IL	CSXT	8	7	4	-35%
BLUE ISLAND JCT	IL	59TH STREET	IL	CSXT	15	3	12	351%
BLUE ISLAND JCT	IL	CLEARING	IL	CSXT	15	35	37	5%
JOLIET	IL	OTTAWA	IL	CSXT	45	5	5	1%
OTTAWA	IL	HENRY	IL	CSXT	44	1	1	0%
GRAND RAPIDS	MI	BALDWIN	MI	CSXT	75	2	2	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
BALDWIN	MI	WALHALLA	MI	CSXT	13	2	2	0%
WALHALLA	MI	LUDINGTON	MI	CSXT	14	1	1	0%
WALHALLA	MI	MANISTEE	MI	CSXT	27	1	1	0%
WAVERLY	MI	GRAND HAVEN	MI	CSXT	20	4	4	0%
GRAND HAVEN	MI	MUSKEGON	MI	CSXT	13	2	2	0%
MUSKEGON	MI	BERRY	MI	CSXT	5	0	0	0%
BERRY	MI	MONTAGUE	MI	CSXT	11	0	0	0%
BERRY	MI	FREMONT	MI	CSXT	20	0	0	0%
SAGINAW	MI	MIDLAND	MI	CSXT	20	1	1	0%
SAGINAW	MI	BAY CITY	MI	CSXT	17	2	2	0%
SAGINAW	MI	YALE	MI	CSXT	19	1	1	0%
PORT HURON	MI	BELLE RIVER	MI	CSXT	15	5	5	0%
FARGO	ON	BLENHEIM	ON	CSXT	4	0	0	0%
CHATHAM	ON	FARGO	ON	CSXT	7	0	0	0%
CHATHAM	ON	SARNIA	ON	CSXT	53	0	0	0%
BLENHEIM	ON	W. LORNE	ON	CSXT	28	0	0	0%
CAMBRIDGE	OH	NEWARK	OH	CSXT	52	1	1	0%
NEWARK	OH	COLUMBUS	OH	CSXT	35	2	2	0%
MIDDLETOWN JCT	OH	MIDDLETOWN	OH	CSXT	11	13	9	-30%
S. RICHMOND	VA	BELLWOOD	VA	CSXT	8	5	5	0%
BELLWOOD	VA	HOPEWELL	VA	CSXT	16	4	4	0%
BELLWOOD	VA	CENTRALIA	VA	CSXT	3	1	1	0%
WELDON	NC	ROANOKE RAPIDS	NC	CSXT	5	1	1	0%
WELDON	NC	FRANKLIN	VA	CSXT	41	8	7	-15%
FRANKLIN	VA	PORTSMOUTH	VA	CSXT	37	7	7	-9%
ROCKY MT	NC	PARMELE	NC	CSXT	32	2	2	0%
PARMELE	NC	PLYMOUTH	NC	CSXT	37	2	2	0%
PARMELE	NC	ELMER	NC	CSXT	38	2	2	0%
CONTENTNEA	NC	WALLACE	NC	CSXT	69	5	5	0%
WARSAW	NC	MOLTONVILLE	NC	CSXT	10	1	1	0%
FAYETTEVILLE	NC	FORT JCT	NC	CSXT	9	0	0	0%
FAYETTEVILLE	NC	VANDER	NC	CSXT	6	0	0	0%
ST STEPHEN	SC	CROSS	SC	CSXT	10	4	4	0%
WAYCROSS	GA	BRUNSWICK	GA	CSXT	63	3	3	0%
WAYCROSS	GA	PEARSON	GA	CSXT	30	0	0	0%
YULEE	FL	FERNANDINA BCH	FL	CSXT	12	4	4	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
JACKSONVILLE	FL	SEALS	GA	CSXT	41	6	6	0%
VALRICO	FL	YEOMAN YARD	FL	CSXT	9	32	33	3%
ORANGEBURG	SC	SUMTER	SC	CSXT	44	0	0	0%
BELTON	SC	GREENVILLE	SC	CSXT	28	1	1	0%
GREENVILLE	SC	SPARTANBURG	SC	CSXT	34	1	1	0%
ANDERSON	SC	BELTON	SC	CSXT	12	0	0	0%
DURHAM	NC	JOYLAND	NC	CSXT	7	0	0	0%
APEX	NC	DURHAM	NC	CSXT	22	1	1	0%
NORLINA	NC	RALEIGH	NC	CSXT	55	1	1	0%
RALEIGH	NC	HAMLET	NC	CSXT	97	5	4	-4%
MCBEE	SC	ROBINSON	SC	CSXT	7	0	0	0%
MT HOLLY	NC	TERRELL	NC	CSXT	24	2	2	0%
MONTGOMERY	AL	WESTERN JCT	AL	CSXT	51	2	2	0%
CAMAK	GA	HARLLEE	GA	CSXT	56	5	5	0%
ANDREWS	SC	PENNYROYAL JCT	SC	CSXT	8	6	6	0%
PENNYROYAL JCT	SC	GEORGETOWN	SC	CSXT	8	3	3	0%
DAMES PT JCT	FL	N. SHORE JCT	FL	CSXT	5	4	4	0%
BAINBRIDGE	GA	TALLAHASSEE	FL	CSXT	43	2	2	0%
HILLSDALE	IN	CHRISMAN	IL	CSXT	16.3	4	4	8%
CHRISMAN	IL	DECATUR	IL	CSXT	68.5	4	4	8%
BRENTWOOD	TN	COLUMBIA	AL	CSXT	35	2	2	0%
WELLINGTON	AL	BIRMINGHAM	AL	CSXT	64	4	4	0%
BAKERS SIDING	IN	CHINOOK	IN	CSXT	11	1	1	0%
EVANSVILLE	IN	ADAMS	IN	CSXT	9	6	6	0%
ADAMS	IN	CARMI	IL	CSXT	28	3	3	0%
ADAMS	IN	ABEE	IN	CSXT	6	1	1	0%
CARMI	IL	VENEDY	IL	CSXT	89	0	0	0%
KRONOS	KY	MOORMAN	KY	CSXT	5	2	2	0%
KRONOS	KY	WILSON STA	KY	CSXT	4	2	2	0%
MOORMAN	KY	DRAKESBORO	KY	CSXT	13	3	3	0%
MORTON	KY	ATKINSON	KY	CSXT	5	13	13	0%
ATKINSON	KY	PROVIDENCE	KY	CSXT	19	9	9	0%
PROVIDENCE	KY	DOTIKI	KY	CSXT	5	3	3	0%
MILLPORT	KY	ATKINSON	KY	CSXT	19	5	5	0%
COMO	KY	ZEIGLER 9 (NW)	KY	CSXT	4	2	2	0%
DRAKESBORO	KY	SINCLAIR	KY	CSXT	6	2	2	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION		ROAD	MILES			
DENT	KY	JIM HILL	KY	CSXT	6	4	4	0%
BLACK CRK	AL	CHETOPA	AL	CSXT	13	5	5	0%
MAGELLA	AL	BESSEMER	AL	CSXT	10	2	2	0%
ATTALLA	AL	GUNTERSVILLE	AL	CSXT	30	1	1	0%
ATTALLA	AL	WELLINGTON	AL	CSXT	22	3	3	0%
BOYLES	AL	BLUE CRK JCT	AL	CSXT	15	6	6	0%
BLUE CRK JCT	AL	VALLEY CRK	AL	CSXT	8	10	10	0%
BOYLES	AL	MT. PINSON	AL	CSXT	10	0	0	0%
SELMA	AL	WESTERN JCT	AL	CSXT	3	2	2	0%
SELMA	AL	MYRTLEWOOD	AL	CSXT	61	1	1	0%
MONTGOMERY	AL	AUTAUGA CRK	AL	CSXT	12	1	1	0%
CALHOUN	TN	PATTY	TN	CSXT	9	1	1	0%
DOSSETT	TN	HARRIMAN	TN	CSXT	24	1	1	0%
ETOWAH	TN	BLUE RIDGE	GA	CSXT	61	1	1	0%
WORTHVILLE	KY	WARSAW	KY	CSXT	20	1	1	0%
LOUISVILLE	KY	MEDORA	KY	CSXT	10	9	9	0%
LOUISVILLE	KY	WATSON	IN	CSXT	7	2	2	0%
MCKENZIE	TN	DRESDEN	TN	CSXT	16	1	1	0%
PARK CITY	KY	GLASGOW	KY	CSXT	10	0	0	0%
ROCKMART	GA	STILESBORO JCT	GA	CSXT	22	3	3	0%
STILESBORO JCT	GA	STILESBORO	GA	CSXT	3	11	11	0%
MONON	IN	MONTICELLO	IN	CSXT	10	0	0	0%
MONON	IN	MEDARYVILLE	IN	CSXT	15	1	1	0%
GREENCASTLE	IN	BLOOMINGTON	IN	CSXT	24	0	0	0%
MITCHELL	IN	LOUISVILLE	KY	CSXT	67	8	3	-63%
LONG BRANCH	KY	DOE RUN	KY	CSXT	1	1	1	0%
TWENTY FIRST ST	WV	HAMPSHIRE	WV	CSXT	11	1	1	0%
HAMPSHIRE	WV	MD-WV ST-LN	WV	CSXT	29	5	5	0%
MD-WV ST-LN	WV	BAYARD	WV	CSXT	33	5	5	0%
BAYARD	WV	HENRY	WV	CSXT	6	2	2	0%
MK JCT	WV	KINGWOOD	WV	CSXT	18	2	2	0%
GRAFTON	WV	WD TOWER	WV	CSXT	27	5	8	59%
WD TOWER	WV	RIVESVILLE	WV	CSXT	4	4	7	108%
W. MARIETTA	OH	RELIEF	OH	CSXT	27	2	2	0%
BELPRE	OH	W. MARIETTA	OH	CSXT	12	2	2	0%
BELPRE	OH	PARKERSBURG	OH	CSXT	1	3	3	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
BERKELEY JCT	WV	BERRYBURG JCT	WV	CSXT	11	14	14	0%
BERRYBURG JCT	WV	TYGART JCT	WV	CSXT	11	11	11	0%
TYGART JCT	WV	CENTURY JCT	WV	CSXT	4	11	11	0%
CENTURY JCT	WV	BUCKHANNON	WV	CSXT	13	10	10	0%
BUCKHANNON	WV	HAMPTON JCT	WV	CSXT	6	9	9	0%
HAMPTON JCT	WV	BURNSVILLE JCT	WV	CSXT	31	9	9	0%
BURNSVILLE JCT	WV	WN TOWER	WV	CSXT	42	7	7	0%
WN TOWER	WV	ALLINGDALE	WV	CSXT	11	0	0	0%
TYGART JCT	WV	NORTON	WV	CSXT	22	0	0	0%
NORTON	WV	ELKINS	WV	CSXT	8	0	0	0%
BURNSVILLE JCT	WV	GILMER	WV	CSXT	5	0	0	0%
HAMPTON JCT	WV	IC JCT	WV	CSXT	6	1	1	0%
IC JCT	WV	ALEXANDER	WV	CSXT	10	1	1	0%
BERRYBURG JCT	WV	SENTINAL	WV	CSXT	13	3	3	0%
CENTURY JCT	WV	CENTURY	WV	CSXT	5	0	0	0%
WN TOWER	WV	DONALDSON W	WV	CSXT	3	0	0	0%
DONALDSON W	WV	BECKLEY NO 1	WV	CSXT	19	0	0	0%
ST ALBANS	WV	SPROUL	WV	CSXT	15	53	53	0%
SPROUL	WV	MADISON	WV	CSXT	22	33	33	0%
MADISON	WV	CLOTHIER	WV	CSXT	12	10	10	0%
CLOTHIER	WV	SHARPLES	WV	CSXT	3	9	9	0%
SHARPLES	WV	MONCLO	WV	CSXT	1	9	9	0%
BARBOURSVILLE	WV	LOGAN	WV	CSXT	65	21	21	0%
LOGAN	WV	STOLLINGS	WV	CSXT	2	13	13	0%
STOLLINGS	WV	RUM JCT	WV	CSXT	3	13	13	0%
RUM JCT	WV	GILBERT YARD	WV	CSXT	21	8	8	0%
MEADOW CRK	WV	RAINELLE JCT	WV	CSXT	20	3	3	0%
RAINELLE JCT	WV	SWISS JCT	WV	CSXT	47	2	2	0%
RAINELLE JCT	WV	CLEARCO	WV	CSXT	24	0	0	0%
GREENBRIR E J	WV	PEASER JCT	WV	CSXT	13	0	0	0%
PEASER JCT	WV	LEE	WV	CSXT	1	0	0	0%
PRINCE	WV	GLEN DANIELS JC	WV	CSXT	27	5	5	0%
RALEIGH	WV	STONE COAL JCT	WV	CSXT	20	1	1	0%
BECKLEY JCT	WV	CRANBERRY	WV	CSXT	6	0	0	0%
GLEN DANIELS JC	WV	MAPLE MEADOW	WV	CSXT	4	2	2	0%
GAULEY BR	WV	RICH CRK JCT	WV	CSXT	7	0	0	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
MADISON	WV	HARRIS	WV	CSXT	30	17	17	0%
VAN JCT	WV	ROBIN HOOD	WV	CSXT	8	2	2	0%
ROBINSON CRK JC	WV	HOLBROOK	WV	CSXT	2	2	2	0%
SPROUL	WV	ELK RUN JCT	WV	CSXT	34	19	19	0%
ELK RUN JCT	WV	JARROLDS VALL	WV	CSXT	3	5	5	0%
SETH	WV	PRENTER NO 5	WV	CSXT	10	3	3	0%
JARROLDS VALL	WV	PETTUS	WV	CSXT	1	5	5	0%
PETTUS	WV	MARFORK	WV	CSXT	2	3	3	0%
PETTUS	WV	SUNDIAL	WV	CSXT	8	2	2	0%
WYLO	WV	ELK CRK NO 1	WV	CSXT	2	3	3	0%
MAN	WV	BUFFALO MINE	WV	CSXT	16	6	6	0%
SNAP CRK JCT	WV	DON	WV	CSXT	3	0	0	0%
RUM JCT	WV	MACGREGOR	WV	CSXT	6	2	2	0%
STOLLINGS	WV	BAND MILL JCT	WV	CSXT	1	0	0	0%
BAND MILL JCT	WV	MELVILLE	WV	CSXT	1	0	0	0%
LOGAN	WV	TRACE JCT	WV	CSXT	3	6	6	0%
MONITOR JCT	WV	OMAR	WV	CSXT	8	4	4	0%
LOGAN	WV	HOBET NO 7	WV	CSXT	6	4	4	0%
LEVISA JCT	KY	SLONES BRANCH	KY	CSXT	1	2	2	0%
RUN JCT	WV	ISLAND CRK NO 2	WV	CSXT	8	1	1	0%
GLADE CRK JCT	WV	CAREN	WV	CSXT	3	2	2	0%
DAWKINS	KY	SKYLINE	KY	CSXT	35	1	1	0%
SHELBY JCT	KY	MYRA 1	KY	CSXT	15	5	5	0%
COALRUN	KY	BURKE STATION	KY	CSXT	31	14	14	0%
PENNINGTON	VA	ST CHARLES	VA	CSXT	5	1	1	0%
ST CHARLES	VA	TURNERS STA	VA	CSXT	1	0	0	0%
PASKERT	VA	ST CHARLES	VA	CSXT	1	1	1	0%
SAVOY	KY	GATLIFF	KY	CSXT	18	2	2	0%
HEIDRICK	KY	HORSE CRK JCT	KY	CSXT	22	0	0	0%
PASKERT	VA	MAYFLOWER	VA	CSXT	2	1	1	0%
HARBELL	KY	MIDDLESBORO	KY	CSXT	10	1	1	0%
CATO	KY	POPEVILLE	KY	CSXT	1	0	0	0%
CATO	KY	CRUMMIES	KY	CSXT	2	0	0	0%
MIDDLESBORO	KY	STONY FORK JCT	KY	CSXT	3	1	1	0%
STONY FORK JCT	KY	BURLEY	KY	CSXT	3	1	1	0%
GLIDDEN	KY	BEECH	KY	CSXT	2	1	1	0%

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CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
STRAIGHT CRK	KY	CLOVER	KY	CSXT	21	8	8	0%
STRAIGHT CRK	KY	HEYBURN	KY	CSXT	5	3	3	0%
HEYBURN	KY	WEN-LAR	KY	CSXT	7	3	3	0%
TYPO	KY	WAHOO	KY	CSXT	3	1	1	0%
JEFF	KY	KENMONT	KY	CSXT	1	3	3	0%
BLACKEY	KY	HOT SPOT	KY	CSXT	7	2	2	0%
JEFF	KY	VICCO	KY	CSXT	6	4	4	0%
PAT	KY	SAPPHIRE	KY	CSXT	2	5	5	0%
BAXTER	KY	CLOVERLICK JCT	KY	CSXT	21	7	7	0%
CLOVERLICK JCT	KY	LYNCH 3	KY	CSXT	1	7	7	0%
HARLAN	KY	PARKDALE	KY	CSXT	8	3	3	0%
PARKDALE	KY	PILLSBURY	KY	CSXT	1	2	2	0%
PILLSBURY	KY	HIGHSPLINT	KY	CSXT	6	2	2	0%
HIGHSPLINT	KY	GLENBROOK	KY	CSXT	13	1	1	0%
BUFFEN	KY	BLUE GRASS 4	KY	CSXT	3	1	1	0%
DRESSEN	KY	GULSTON	KY	CSXT	4	0	0	0%
GULSTON	KY	BARDO	KY	CSXT	3	0	0	0%
N. HAZARD	KY	DUANE	KY	CSXT	4	6	6	0%
PARKDALE	KY	KENVIR 3	KY	CSXT	1	0	0	0%
HIGH SPRINGS	FL	NEWBERRY	FL	CSXT	42	0	0	0%
STARKE	FL	NEWBERRY	FL	CSXT	40	7	8	15%
NEWBERRY	FL	DUNNELLON	FL	CSXT	47	5	6	19%
DUNNELLON	FL	RED LEVEL JCT	FL	CSXT	10	5	6	19%
VITIS	FL	LAKELAND	FL	CSXT	19	17	18	5%
LAKELAND	FL	EATON PARK	FL	CSXT	5	0	0	0%
BARTOW	FL	BOWLING GREEN	FL	CSXT	19	3	3	0%
BURNETTS LAKE	FL	GAINESVILLE	FL	CSXT	14	0	0	0%
CLEARWATER	FL	ST PETERSBURG	FL	CSXT	15	0	0	0%
HAWTHORNE	FL	KEUKA	FL	CSXT	11	0	0	0%
WINSTON	FL	MULBERRY	FL	CSXT	12	15	15	0%
ACHAN	FL	MULBERRY	FL	CSXT	6	9	9	0%
ACHAN	FL	BONNIE	FL	CSXT	4	6	6	0%
ACHAN	FL	GREEN BAY	FL	CSXT	4	14	14	0%
GREEN BAY	FL	NORALYN	FL	CSXT	1	4	4	0%
AGRICOLA	FL	GREEN BAY	FL	CSXT	4	10	10	0%
YEOMAN YARD	FL	SUTTON	FL	CSXT	5	38	38	0%

CSX TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
SUTTON	FL	BIG BEND JCT.	FL	CSXT	8	18	18	0%
BIG BEND JCT	FL	ONECO	FL	CSXT	28	3	3	0%
WELCOME JCT	FL	PLANT CITY	FL	CSXT	11	3	3	0%
EDISON JCT	FL	WELCOME JCT	FL	CSXT	2	35	35	0%
EDISON JCT	FL	MULBERRY	FL	CSXT	5	19	19	0%
ALERT	FL	BARTOW	FL	CSXT	5	5	5	0%
EDISON JCT	FL	BREWSTER	FL	CSXT	11	25	25	0%
BREWSTER	FL	AGROCK	FL	CSXT	4	18	18	0%
AGROCK	FL	FOUR CORNERS	FL	CSXT	12	4	4	0%
AGROCK	FL	ARCADIA	FL	CSXT	35	1	1	0%
BREWSTER	FL	LONESOME	FL	CSXT	12	2	2	0%
BRADLEY JCT	FL	PIERCE	FL	CSXT	6	3	3	0%
ACHAN	FL	PIERCE	FL	CSXT	5	3	3	0%
ALERT	FL	BONNIE	FL	CSXT	2	7	7	0%
BRADLEY JCT	FL	AGRICOLA	FL	CSXT	7	13	13	0%
AGRICOLA	FL	ROCKLAND JCT	FL	CSXT	8	5	5	0%
HIALEAH	FL	HOMESTEAD	FL	CSXT	30	1	1	0%
GARY	FL	SULPHUR SPRGS	FL	CSXT	5	6	6	0%
SULPHUR SPRGS	FL	CLEARWATER	FL	CSXT	26	1	1	0%
WELCOME JCT	FL	VALRICO	FL	CSXT	12	32	32	0%
SULPHUR SPRGS	FL	ROCK	FL	CSXT	45	2	2	0%

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CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
Columbus	OH	Hocking	OH	CR	1	29	12	-60%
Galion	OH	Columbus	OH	CR	57.7	29	12	-59%
Berea	OH	Greenwich	OH	CR	42	31	108	250%
Greenwich	OH	Crestline	OH	CR	21.2	31	58	88%
Crestline	OH	Galion	OH	CR	3.3	67	52	-22%
Galion	OH	Marion	OH	CR	22.5	39	42	6%
Marion	OH	Ridgeway	OH	CR	23.2	39	51	31%
Ridgeway	OH	Sidney	OH	CR	38.3	51	55	8%
Sidney	OH	So. Anderson	IN	CR	85.6	51	40	-22%
So. Anderson	IN	Indianapolis	IN	CR	35.1	63	41	-34%
Indianapolis	IN	Avon	IN	CR	12.5	61	38	-38%
Avon	IN	Greencastle	IN	CR	27.5	52	42	-19%
Greencastle	IN	Terre Haute	IN	CR	32	52	42	-20%
Terre Haute	IN	Effingham	IL	CR	68.6	49	32	-35%
Effingham	IL	St. Elmo	IL	CR	3.7	48	28	-42%
St. Elmo	IL	E. St. Louis	IL	CR	82.7	32	12	-60%
Terre Haute	IN	Paris	IL	CR	21.5	2	0	-75%
Paris	IL	Chrisman	IL	CR	10.6	1	0	-100%
Chrisman	IL	Danville	IL	CR	24.9	1	0	-100%
Danville	IL	Olin	IN	CR	11.3	0	0	0%
Indianapolis	IN	Kraft	IN	CR	3	9	9	5%
Kraft	IN	Avon	IN	CR	5.6	9	10	10%
Avon	IN	Clermont	IN	CR	4	12	13	6%
Clermont	IN	Crawfordsville	IN	CR	34.2	12	12	1%
Clermont	IN	Frankfort	IN	CR	37.2	1	1	0%
Shelbyville	IN	Indianapolis	IN	CR	28.3	0	0	0%
Stanley	OH	Dunkirk	OH	CR	57.2	19	0	-98%
Dunkirk	OH	Ridgeway	OH	CR	21.1	19	0	-98%
Ridgeway	OH	Marysville	OH	CR	22.2	27	14	-49%
Marysville	OH	Darby	OH	CR	19.2	27	5	-82%
Darby	OH	Mounds	OH	CR	2.6	3	1	-48%
Mounds	OH	Scioto	OH	CR	5.8	3	1	-49%
Crestline	OH	Bucyrus	OH	CR	11.9	4	19	417%
Bucyrus	OH	Adams	IN	CR	113.5	4	19	412%
Adams	IN	Ft. Wayne	IN	CR	5	3	19	460%
Ft. Wayne	IN	Warsaw	IN	NS	39.7	4	13	214%

CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
Warsaw	IN	Tolleston	IN	NS	83.1	4	12	206%
Tolleston	IN	Clark Jct	IN	CR	3.9	0	12	10000%
Decatur	IN	Adams	IN	CR	16.2	1	1	0%
Buffalo	NY	Draw	NY	CR	1.7	92	110	20%
Draw	NY	Buff Crk Jct	NY	CR	0.4	97	101	4%
Buff Crk Jct	NY	Buff Seneca	NY	CR	3.3	104	101	-2%
Buff Seneca	NY	Ashtabula	OH	CR	122.8	103	100	-2%
Ashtabula	OH	Quaker	OH	CR	46.5	103	108	5%
Quaker	OH	Drawbridge	OH	CR	7.6	111	16	-85%
Porter	IN	Willow Creek	IN	CR	6	21	0	-100%
Willow Creek	IN	Ivanhoe	IN	CR	12.8	21	23	6%
Woodville	OH	Walbridge	OH	CR	13.5	2	2	0%
CP Maumee	OH	Oak	OH	CR	1	39	1	-97%
Oak	OH	Walbridge	OH	CR	1.7	39	1	-97%
Quaker	OH	Mayfield	OH	CR	5.8	9	93	933%
Mayfield	OH	Marcy	OH	CR	3.3	9	93	933%
Marcy	OH	Short	OH	CR	8.8	26	95	267%
Short	OH	Berea	OH	CR	4	15	102	578%
Readville	MA	Boston	MA	MBTA	9.1	26	26	0%
Mansfield	MA	Readville	MA	MBTA	15.5	16	16	0%
Attleboro	MA	Mansfield	MA	MBTA	7.2	11	11	0%
MA/RI	RI	Attleboro	MA	MBTA	6.1	5	5	0%
Bridgeport	CT	New Haven	CT	CDOT	16	23	23	0%
Norwalk	CT	Bridgeport	CT	CDOT	15.5	20	20	0%
New Rochelle	NY	Norwalk	CT	CDOT	25	42	42	0%
Woodlawn	NY	New Rochelle	NY	MNR	4.5	39	39	0%
MO	NY	Woodlawn	NY	MNR	6.4	72	72	0%
Mill River	CT	Cedar Hill	CT	CR	7	1	1	0%
Readville	MA	Walpole	MA	MBTA	10	10	10	0%
Walpole	MA	Franklin	MA	MBTA	8.9	7	7	0%
Transfer	MA	Tower	MA	MBTA	9.5	9	9	0%
Attleboro	MA	Dean	MA	CR	11.4	2	2	0%
Dean	MA	Cotley	MA	CR	1.9	1	1	0%
Weir	MA	New Bedford	MA	CR	18.5	0	0	0%
Swamp	MA	Warf	MA	CR	12	0	0	0%
Fitchburg	MA	Leominster	MA	CR	4.3	0	0	0%

CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
Leominster	MA	Buro	MA	CR	26.2	1	1	0%
Buro	MA	Framingham Cente	MA	CR	4.5	1	1	0%
Mansfield	MA	Walpole	MA	CR	8.5	5	5	0%
Walpole	MA	Medfield Jct	MA	CR	5.2	5	5	0%
Medfield Jct	MA	Framingham	MA	CR	7.3	5	5	0%
Boston Beacon Pa	MA	Framingham	MA	CR	18.3	22	24	9%
Framingham	MA	Westboro	MA	CR	11.9	21	25	19%
Westboro	MA	Worcester	MA	CR	11	24	26	9%
Worcester	MA	Palmer	MA	CR	39	28	30	10%
Palmer	MA	Springfield	MA	CR	15.3	28	30	7%
Springfield	MA	Westfield	MA	CR	11	33	34	3%
Westfield	MA	Selkirk	NY	CR	85	36	39	7%
Selkirk	NY	Port of Albany	NY	CR	7.1	1	1	0%
Carman	NY	S Schenectady	NY	CR	3.7	0	0	0%
MO	NY	Poughkeepsie	NY	MNR	70.1	34	35	3%
Poughkeepsie	NY	Stuyvesant	NY	CR	50.1	12	13	8%
Stuyvesant	NY	Rensselaer	NY	CR	16.4	10	10	0%
Stuyvesant	NY	Selkirk	NY	CR	10.2	6	6	0%
Selkirk	NY	Hoffmans	NY	CR	25.4	79	88	13%
Rensselaer	NY	W Albany	NY	CR	4	8	8	0%
W Albany	NY	Hoffmans	NY	AMTK	23	7	7	0%
Hoffmans	NY	Utica	NY	CR	66.4	76	89	17%
Utica	NY	Syracuse	NY	CR	50.6	78	88	14%
Syracuse	NY	Syracuse Jct	NY	CR	5.5	82	89	9%
Syracuse Jct	NY	Solvay	NY	CR	2	80	91	14%
Solvay	NY	Lyons	NY	CR	42.3	80	91	14%
Lyons	NY	Fairport	NY	CR	23.4	80	91	14%
Fairport	NY	Rochester	NY	CR	10.7	66	73	10%
Rochester	NY	Chili	NY	CR	12.7	69	76	10%
Chili	NY	Frontier	NY	CR	50.5	80	92	16%
Frontier	NY	Buffalo	NY	CR	4.1	101	98	-3%
Lock	NY	CP59	NY	CR	2.7	5	6	5%
Woodard	NY	Fort	NY	CR	25.8	2	2	0%
CP59	NY	CP22	NY	CR	11.6	5	5	0%
Buffalo	NY	CP Sycamore	NY	CR	1.2	7	15	109%
CP Sycamore	NY	Black Rock	NY	CR	6	15	26	73%

CR TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
Syracuse	NY	Oswego	NY	CR	30	1	1	0%
Buffalo	NY	Black Rock	NY	CR	7.1	1	1	0%
Black Rock	NY	Niagara Falls	NY	CR	21.1	17	19	12%
Fairport	NY	Genesee Jct	NY	CR	14.3	20	19	-4%
Genesee Jct	NY	Chili	NY	CR	7.1	21	21	-1%
Syracuse	NY	Woodard	NY	CR	4.2	14	14	1%
Woodard	NY	Philadelphia	NY	CR	83.6	10	11	1%
Philadelphia	NY	Massena	NY	CR	71	9	9	0%
Massena	NY	Huntingdon	PQ	CR	38.9	5	5	0%
Huntingdon	PQ	Cecile Jct	PQ	CR	14.4	1	1	0%
Cecile Jct	PQ	Adirondack Jct	PQ	CR	24.3	1	1	0%
Regis	NY	Philadelphia	NY	CR	11.3	0	0	0%
Ridgefield Heigh	NJ	Newburgh	NY	CR	44.9	41	48	19%
Newburgh	NY	Selkirk	NY	CR	80.1	42	48	13%
Newtown Jct	PA	Quakertown	PA	SEPTA	35.8	32	32	0%
Glenside	PA	Warminster	PA	SEPTA	8.4	9	9	0%
Jenkintown	PA	Neshaminy Falls	PA	SEPTA	10.3	10	10	0%
Lansdale	PA	Doylestown	PA	SEPTA	10.1	7	7	0%
Park Jct	PA	Belmont	PA	CR	0.9	33	34	4%
Belmont	PA	West Falls	PA	CR	1.3	44	50	13%
West Falls	PA	CP Newtown Jct	PA	CR	3.7	13	16	18%
CP Newtown Jct	PA	CP Wood	PA	CR	20.7	15	16	1%
CP Wood	PA	Trenton	NJ	CR	5.7	17	16	-7%
Trenton	NJ	CP Pt Reading	NJ	CR	24.7	17	16	-8%
RG	PA	Field	PA	CR	2	0	17	10000%
South Philadelph	PA	Field	PA	CR	5	6	25	303%
Field	PA	Belmont	PA	CR	4	11	20	80%
Landover	MD	Anacostia	DC	CR	5.4	5	11	117%
Anacostia	DC	Virginia Ave	DC	CR	2.5	40	45	12%
Virginia Ave	DC	Potomac yard	VA	CR	6	40	48	18%
Brandywine	DE	Chalk Pt	MD	CR	17.3	2	2	0%
Bowie	MD	Brandywine	MD	CR	24.9	3	3	0%
Brandywine	MD	Morgantown	MD	CR	20.7	2	2	0%

SHARED TERRITORY TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1998 ADJ BASE PSGR	1998 ADJ BASE FREIGHT	1998 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
W. Brownsville	PA	Waynesburg	PA	CR	27.6	0	19	19	0	19	19	0
W.Brownsville	PA	Catawba Jct.	PA	CR	66.4	0	5.6	5.6	0	7.4	7.4	1.8
Catawba Jct	PA	Loveridge Mine	WV	CR	13.2	0	3.6	3.6	0	3.6	3.6	0
Waynesburg	PA	Wana	PA	CR	19.2	0	6.4	6.4	0	6.4	6.4	0
Wana	PA	Clif	PA	CR	2.3	0	3.4	3.4	0	3.4	3.4	0
Clif	PA	Blacksville	PA	CR	4.8	0	3.4	3.4	0	3.4	3.4	0
Waynesburg	PA	Bailey	PA	CR	14.6	0	10.2	10.2	0	10.2	10.2	0
Clif	PA	Federal	PA	CR	5.9	0	1.8	1.8	0	1.8	1.8	0
W Detroit	MI	North Yard	MI	CR	6.7	0	7.9	7.9	0	13.2	13.2	5.3
North Yard	MI	Utica	MI	CR	17.1	0	8.3	8.3	0	9.6	9.6	1.3
West Detroit	MI	Delray	MI	CR	2.4	0	12.7	12.7	0	16.5	16.5	3.8
Delray	MI	Trenton	MI	CR	10.2	0	14.8	14.8	0	16.5	16.5	1.7
Carleton	MI	Ecorse	MI	CR	20	0	2	2	0	11.2	11.2	9.2
W Detroit	MI	Dearborn	MI	CR	4.5	6	1.6	7.6	6	3.4	5.4	1.8
Nave	NJ	N Bergen	NJ	CR	6	0	4.4	4.4	0	1.4	1.4	-3
N Bergen	NJ	Ridgefield Hts	NJ	CR	5.6	0	23.1	23.1	0	22.1	22.1	-1
Aldene	NJ	High Bridge	NJ	NJT	39	56	1.6	57.6	56	1.6	57.6	0
Union	NJ	Red Bank	NJ	NJT	15.9	60	1.6	61.6	60	1.6	61.6	0
Red Bank	NJ	Lakehurst	NJ	CR	28.9	0	1.6	1.6	0	1.6	1.6	0
CQ	NJ	Monmouth Jct	NJ	CR	18.8	0	3.4	3.4	0	3.4	3.4	0
PN	NJ	Bayway	NJ	CR	9.1	0	10.9	10.9	0	16.2	16.2	5.3
Bayway	NJ	PD	NJ	CR	6.4	0	6	6	0	7.7	7.7	1.7
PD	NJ	Wood	NJ	CR	3.1	0	4	4	0	4	4	0
Jamesburg	NJ	Farmingdale	NJ	CR	19	0	1.6	1.6	0	1.6	1.6	0
Nave	NJ	CP Green	NJ	CR	4.2	0	18.5	18.5	0	16.5	16.5	-2
Nave	NJ	Croxton	NJ	CR	1.8	0	18.5	18.5	0	15.5	15.5	-3
Green	NJ	Oak Island	NJ	CR	1.3	0	18.5	18.5	0	18.5	18.5	0
Hack	NJ	Croxton	NJ	CR	1.3	0	17.7	17.7	0	8.2	8.2	-9.5
Croxton	NJ	North Bergen	NJ	CR	2.7	0	19.1	19.1	0	19.2	19.2	0.1
Waldo	NJ	Hack	NJ	CR	1.6	0	4.8	4.8	0	2.8	2.8	-2
Hack	NJ	Kearny	NJ	CR	1.7	0	17.4	17.4	0	8.2	8.2	-9.2
Kearny	NJ	Valley	NJ	CR	3.6	0	19.6	19.6	0	5.9	5.9	-13.7
Valley	NJ	NK	NJ	CR	0.8	0	24.5	24.5	0	23.7	23.7	-0.8
Pt Reading Jct	NJ	Port Reading	NJ	CR	16	0	3.6	3.6	0	5.3	5.3	1.7
NK	NJ	Boundbrook	NJ	CR	21.7	56	36	92	56	25.5	81.5	-10.5
Boundbrook	NJ	Pt Reading Jct	NJ	CR	2.7	0	34.2	34.2	0	27.4	27.4	-6.8
Park Jct	PA	Phil Frankfort	PA	CR	6.1	0	7.8	7.8	0	10.7	10.7	2.9
Phil Frankfort	PA	Camden	NJ	CR	4.1	0	7.8	7.8	0	10.7	10.7	2.9
Eastwick	PA	Lester	PA	CR	6.1	0	3.2	3.2	0	3.2	3.2	0
Woodbury	NJ	Paulsboro	NJ	CR	5.5	0	3.2	3.2	0	3.2	3.2	0
Paulsboro	NJ	Deepwater	NJ	CR	15.7	0	2	2	0	2	2	0
Cooper	NJ	Woodbury	NJ	CR	8.8	0	2	2	0	2	2	0
Lane	NJ	Union	NJ	AMTK	7.1	240	3.4	243.4	240	11	251	7.6
Union	NJ	Midway	NJ	AMTK	21.6	166	3.4	169.4	166	11	177	7.6
Midway	NJ	Morrisville	PA	AMTK	17.3	156	3.4	159.4	156	11	167	7.6
Morrisville	PA	Zoo	PA	AMTK	28.9	132	3.4	135.4	132	7.1	139.1	3.7
Arsenal	PA	Davis	DE	AMTK	25	116	2.3	118.3	116	10.5	126.5	8.2
Davis	DE	Perryville	MD	AMTK	21.1	67	4.5	71.5	67	12.4	79.4	7.9
Perryville	MD	Baltimore	MD	AMTK	32.4	77	14.3	91.3	77	15.6	92.6	1.3
Baltimore	MD	Bowie	MD	AMTK	28.6	99	2.4	101.4	99	7.7	106.7	5.3
Bowie	MD	Landover	MD	AMTK	6.3	99	3.2	102.2	99	12.5	111.5	9.3

SHARED TERRITORY TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT						ADJ. 1995 BASE	POST-ACQUISITION	% CHANGE
FROM STATION		TO STATION		ROAD	MILES	TONS	TONS	IN TONS/YR
W. Brownsville	PA	Waynesburg	PA	CR	27.6	47	47	0%
W.Brownsville	PA	Catawba Jct.	PA	CR	66.4	6	8	33%
Catawba Jct	PA	Loveridge Mine	WV	CR	13.2	6	6	0%
Waynesburg	PA	Wana	PA	CR	19.2	21	21	0%
Wana	PA	Clif	PA	CR	2.3	6	6	0%
Clif	PA	Blacksville	PA	CR	4.8	4	4	0%
Waynesburg	PA	Bailey	PA	CR	14.6	24	24	0%
Clif	PA	Federal	PA	CR	5.9	6	6	0%
W Detroit	MI	North Yard	MI	CR	6.7	6	14	119%
North Yard	MI	Utica	MI	CR	17.1	6	6	-2%
West Detroit	MI	Delray	MI	CR	2.4	11	17	53%
Delray	MI	Trenton	MI	CR	10.2	28	24	-14%
Carleton	MI	Ecorse	MI	CR	20	1	15	2802%
W Detroit	MI	Dearborn	MI	CR	4.5	3	3	0%
Nave	NJ	N Bergen	NJ	CR	6	13	0	-97%
N Bergen	NJ	Ridgefield Heigh	NJ	CR	5.6	41	42	4%
Aldene	NJ	High Bridge	NJ	NJT	39	13	13	0%
Union	NJ	Red Bank	NJ	NJT	15.9	13	13	0%
Red Bank	NJ	Lakehurst	NJ	CR	28.9	0	0	0%
CQ	NJ	Monmouth Jct	NJ	CR	18.8	0	0	0%
PN	NJ	Bayway	NJ	CR	9.1	10	16	62%
Bayway	NJ	PD	NJ	CR	6.4	7	10	47%
PD	NJ	Wood	NJ	CR	3.1	4	4	1%
Jamesburg	NJ	Farmingdale	NJ	CR	19	0	0	0%
Nave	NJ	CP Green	NJ	CR	4.2	25	25	1%
Nave	NJ	Croxton	NJ	CR	1.8	25	25	0%
Green	NJ	Oak Island	NJ	CR	1.3	25	28	11%
Hack	NJ	Croxton	NJ	CR	1.3	17	8	-52%
Croxton	NJ	North Bergen	NJ	CR	2.7	25	28	13%
Waldo	NJ	Hack	NJ	CR	1.6	7	1	-90%
Hack	NJ	Kearny	NJ	CR	1.7	27	8	-69%
Kearny	NJ	Valley	NJ	CR	3.6	21	4	-81%
Valley	NJ	NK	NJ	CR	0.8	43	39	-9%
Pt Reading Jct	NJ	Port Reading	NJ	CR	16	6	8	43%
NK	NJ	Boundbrook	NJ	CR	21.7	46	43	-8%
Boundbrook	NJ	Pt Reading Jct	NJ	CR	2.7	44	45	3%

SHARED TERRITORY TRAFFIC DENSITIES
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

SEGMENT				ROAD	MILES	ADJ. 1995 BASE TONS	POST-ACQUISITION TONS	% CHANGE IN TONS/YR
FROM STATION		TO STATION						
Park Jct	PA	Phil Frankfort	PA	CR	6.1	14	17	27%
Phil Frankfort	PA	Camden	NJ	CR	4.1	13	17	29%
Eastwick	PA	Lester	PA	CR	6.1	6	6	1%
Woodbury	NJ	Paulsboro	NJ	CR	5.5	4	4	0%
Paulsboro	NJ	Deepwater	NJ	CR	15.7	4	4	0%
Cooper	NJ	Woodbury	NJ	CR	8.8	5	5	0%
Lane	NJ	Union	NJ	AMTK	7.1	59	76	29%
Union	NJ	Midway	NJ	AMTK	21.6	41	58	41%
Midway	NJ	Morrisville	PA	AMTK	17.3	37	54	46%
Morrisville	PA	Zoo	PA	AMTK	28.5	33	41	25%
Arsenal	PA	Davis	DE	AMTK	25	28	46	63%
Davis	DE	Perryville	MD	AMTK	21.1	26	45	74%
Perryville	MD	Baltimore	MD	AMTK	32.4	42	45	7%
Baltimore	MD	Bowie	MD	AMTK	28.6	25	37	49%
Bowie	MD	Landover	MD	AMTK	8.3	29	43	51%

APPENDIX H

NS - CHANGES IN LINE DENSITIES BY TRAIN AND BY GROSS TONNAGE FOR EXISTING NS SYSTEMS, CONRAIL LINES TO BE ACQUIRED BY NS, AND SHARED ASSETS AREAS. SOURCE: NS OPERATING PLAN

Figure D.6-1

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
CR TRAIN DENSITIES

			BASE CASE			POST CONSOLIDATION CASE			
Station	Station	Miles	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	CHANGE IN TRAINS
Oak Island NJ	Aldene NJ	8	50.0	21.5	71.5	50.0	12.5	62.5	-9.0
Aldene NJ	Manville NJ	20	0.0	21.8	21.8	0.0	12.8	12.8	-9.0
Manville NJ	Bethlehem PA	52	0.0	18.7	18.7	0.0	17.4	17.4	-1.3
Bethlehem PA	Allentown PA	3	0.0	17.2	17.2	0.0	13.3	13.3	-3.9
Allentown PA	Burn PA	3	0.0	24.9	24.9	0.0	21.3	21.3	-3.6
Bethlehem PA	Burn PA	5	0.0	10.1	10.1	0.0	9.6	9.6	-0.5
Burn PA	Rdg Belt Jct PA	37	0.0	36.4	36.4	0.0	30.9	30.9	-5.5
Rdg Belt Jct PA	WM Jct PA	4	0.0	31.2	31.2	0.0	26.3	26.3	-4.9
WM Jct PA	Rutherford PA	45	0.0	42.4	42.4	0.0	49.7	49.7	7.4
Rutherford PA	Harrisburg PA	6	0.0	44.3	44.3	0.0	57.9	57.9	13.6
Harrisburg PA	Marysville PA	9	4.0	42.4	46.4	4.0	49.1	53.1	6.7
Oak Island NJ	Greenville NJ	4	0.0	17.1	17.1	0.0	8.7	8.7	-8.4
Oak Island NJ	E Rail TV NJ	6	0.0	10.4	10.4	0.0	15.2	15.2	4.7
E Rail TV NJ	Port Reading NJ	8	0.0	5.7	5.7	0.0	6.0	6.0	0.3
Port Reading NJ	South Amboy NJ	6	0.0	2.9	2.9	0.0	2.4	2.4	-0.5
Bound Brook NJ	Port Reading NJ	15	0.0	2.4	2.4	0.0	5.1	5.1	2.7
Phillipsburg NJ	Dover NJ	47	0.0	1.1	1.1	0.0	1.4	1.4	0.3
Hazelton PA	Lehighton PA	29	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Lehighton PA	Allentown PA	29	0.0	5.7	5.7	0.0	4.3	4.3	-1.4
Reading PA	Reading Belt Jct. PA	2	0.0	6.0	6.0	0.0	4.9	4.9	-1.1
West Falls PA	Abrams PA	14	0.0	17.3	17.3	0.0	14.0	14.0	-3.3
Abrams PA	WM Jct. PA	39	0.0	25.1	25.1	0.0	27.4	27.4	2.3
Oak Island NJ	Morrisville PA	49	172.0	4.4	176.4	172.0	7.3	179.3	2.9
Morrisville PA	Abrams PA	32	0.0	7.7	7.7	0.0	10.3	10.3	2.6
Earnest PA	Coatsville PA	29	0.0	1.4	1.4	0.0	1.4	1.4	0.0
West Falls PA	Wayne Jct PA	4	0.0	7.3	7.3	0.0	4.0	4.0	-3.3
Zoo PA	Arsenal PA	2	0.0	5.4	5.4	0.0	9.3	9.3	3.9
Arsenal PA	Greenwich PA	3	0.0	5.4	5.4	0.0	6.9	6.9	1.5
Eastwick PA	Marcus Hook PA	12	0.0	3.0	3.0	0.0	7.8	7.8	4.8
CSX Park Jct PA	Frankfrd Jct PA	5	0.0	4.7	4.7	0.0	6.1	6.1	1.4
Frankfrd Jct PA	Pavonia NJ	4	28.0	4.7	32.7	28.0	5.7	33.7	1.0

Figure D.6-1

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
CR TRAIN DENSITIES

			BASE CASE			POST CONSOLIDATION CASE			
Station	Station	Miles	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	CHANGE IN TRAINS
Pavonia NJ	Woodbury NJ	9	0.0	3.8	3.8	0.0	5.0	5.0	1.2
Woodbury NJ	Paulsboro NJ	5	0.0	2.6	2.6	0.0	3.1	3.1	0.5
Paulsboro NJ	Carneys Pnt NJ	16	0.0	1.7	1.7	0.0	1.7	1.7	0.0
Woodbury NJ	Millville NJ	30	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Bulson St NJ	Winslow Jct NJ	23	0.0	1.7	1.7	0.0	0.6	0.6	-1.1
Winslow Jct NJ	Palermo Coal NJ	34	0.0	0.3	0.3	0.0	0.3	0.3	0.0
Pavonia NJ	Burlington NJ	15	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Morrisville PA	Frankfrd Jct PA	23	131.0	1.0	132.0	131.0	4.3	135.3	3.3
Frankfrd Jct PA	Zoo PA	6	153.5	0.0	153.5	153.5	2.5	156.0	2.4
Arsenal PA	Marcus Hook PA	15	97.0	0.0	97.0	97.0	0.0	97.0	0.0
Marcus Hook PA	Perryville MD	43	76.1	3.8	79.9	76.1	7.5	83.5	3.6
Perryville MD	Bay View MD	32	77.0	12.2	89.2	77.0	13.5	90.5	1.3
Bayview MD	Washington DC	44	98.6	1.8	100.4	98.6	5.7	104.3	4.0
Bell DE	Edgemoor DE	1	0.0	5.0	5.0	0.0	11.8	11.8	6.8
Newark DE	Harrington DE	56	0.0	3.1	3.1	0.0	4.5	4.5	1.3
Harrington DE	Pocomoke DE	64	0.0	1.2	1.2	0.0	1.4	1.4	0.2
Harrington DE	Indian River Coal DE	43	0.0	0.9	0.9	0.0	0.9	0.9	0.0
Wayne NJ	Croxton NJ	19	0.0	0.6	0.6	0.0	0.9	0.9	0.3
Croxton NJ	Suffern NY	28	58.9	5.1	64.0	58.9	8.2	67.1	3.1
Suffern NY	CampbellHall NY	35	13.4	4.7	18.1	13.4	7.7	21.1	3.0
Campbell Hall NY	Port Jervis NY	30	13.4	7.9	21.3	13.4	12.0	25.4	4.1
Port Jervis NY	Binghamton NY	126	0.0	7.9	7.9	0.0	12.0	12.0	4.1
Binghamton NY	Waverly NY	42	0.0	13.0	13.0	0.0	19.9	19.9	6.9
Waverly NY	Corning NY	36	0.0	16.4	16.4	0.0	21.4	21.4	5.0
Corning NY	Buffalo NY	128	0.0	13.6	13.6	0.0	20.6	20.6	7.0
Waverly NY	Mehoopany PA	59	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Sayre PA	Ludlowvle Coal NY	49	0.0	2.0	2.0	0.0	1.3	1.3	-0.7
Corning NY	Geneva NY	57	0.0	0.2	0.2	0.0	1.6	1.6	1.4
Marysville PA	Enola PA	5	0.0	23.7	23.7	0.0	18.4	18.4	-5.3
Enola Pa	Wago YorkHaven PA	18	0.0	19.3	19.3	0.0	12.9	12.9	-6.4
Wago YorkHaven PA	Perryville PA	58	0.0	16.0	16.0	0.0	14.1	14.1	-1.9

Figure D.6-1

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
CR TRAIN DENSITIES

			BASE CASE			POST CONSOLIDATION CASE			
Station	Station	Miles	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	CHANGE IN TRAINS
Wago YorkHaven PA	York PA	10	0.0	1.7	1.7	0.0	1.1	1.1	-0.6
Cola PA	Lancaster PA	12	0.0	2.0	2.0	0.0	1.7	1.7	-0.3
Harrisburg PA	Shocks PA	22	0.0	2.2	2.2	0.0	6.0	6.0	3.8
Harrisburg PA	Hagerstown PA	74	0.0	11.2	11.2	0.0	19.4	19.4	8.2
Rockville PA	Watsontown PA	64	0.0	5.0	5.0	0.0	7.0	7.0	2.0
Watsontown PA	Montgomery PA	7	0.0	7.6	7.6	0.0	6.9	6.9	-0.7
Montgomery PA	Linden PA North	22	0.0	3.3	3.3	0.0	5.0	5.0	1.7
Montgomery PA	Linden PA South	22	0.0	4.2	4.2	0.0	2.0	2.0	-2.2
Linden PA	Keating PA	59	0.0	7.4	7.4	0.0	7.9	7.9	0.5
Keating PA	Ebenezer Jct NY	149	0.0	4.2	4.2	0.0	4.2	4.2	0.0
Ebenezer Jct NY	Buffalo NY	6	0.0	0.0	0.0	0.0	3.6	3.6	3.6
Watsontown PA	Straw Rdg CL PA	13	0.0	2.3	2.3	0.0	1.7	1.7	-0.6
Marysville PA	Pitcairn PA	227	4.0	42.5	46.5	4.0	42.8	46.8	0.2
Pitcairn PA	Jacks Run PA	18	4.0	32.8	36.8	4.0	36.6	40.6	3.8
Jacks Run PA	Conway East PA	16	4.0	50.4	54.4	4.0	49.8	53.8	-0.6
Conpitt Jct PA	Avonmre Coal PA	28	0.0	1.4	1.4	0.0	2.9	2.9	1.5
Avonmre Coal PA	Etna PA	44	0.0	0.6	0.6	0.0	1.7	1.7	1.1
Etna PA	Federal St PA	6	0.0	1.7	1.7	0.0	2.0	2.0	0.3
Pitcairn PA	Thomson PA	3	0.0	9.7	9.7	0.0	6.7	6.7	-3.0
Thomson PA	Jacks Run PA	16	0.0	15.5	15.5	0.0	9.9	9.9	-5.6
Thomson PA	W Brownsvile PA	42	0.0	23.1	23.1	0.0	11.8	11.8	-11.3
W Brownsvile PA	Blacksvle Coal WV	54	0.0	10.5	10.5	0.0	5.5	5.5	-5.0
Blacksvle Coal WV	Fed 2 Coal WV	6	0.0	2.4	2.4	0.0	0.9	0.9	-1.5
Emerald Coal PA	Bailey MineCL PA	15	0.0	8.4	8.4	0.0	5.6	5.6	-2.8
W Brownsvile PA	Loveridge Coal WV	81	0.0	5.2	5.2	0.0	3.1	3.1	-2.2
Conway East PA	Rochester PA	5	4.0	57.1	61.1	4.0	48.7	52.7	-8.4
Rochester PA	Ashtabula OH	98	0.0	12.0	12.0	0.0	16.3	16.3	4.2
Ashtabula OH	Ashtabula Harbor OH	2	0.0	5.9	5.9	0.0	4.0	4.0	-1.9
Hubbard OH	Oil City PA	80	0.0	1.9	1.9	0.0	1.8	1.8	-0.1
Youngstown OH	Alliance OH	42	0.0	1.8	1.8	0.0	2.5	2.5	0.7
Latimer OH	Warren OH	11	0.0	0.9	0.9	0.0	0.6	0.6	-0.3

Figure D.6-1

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
CR TRAIN DENSITIES

			BASE CASE			POST CONSOLIDATION CASE			
Station	Station	Miles	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	CHANGE IN TRAINS
Rochester PA	Yellow Creek OH	26	0.0	6.2	6.2	0.0	4.6	4.6	-1.6
Yellow Creek OH	Mingo Jct OH	20	0.0	7.7	7.7	0.0	7.2	7.2	-0.5
Mingo Jct OH	Weirton OH	3	0.0	6.0	6.0	0.0	6.9	6.9	0.9
Mingo Jct OH	MartinsFerry OH	18	0.0	1.7	1.7	0.0	1.4	1.4	-0.3
Yellow Creek OH	Alliance OH	41	0.0	2.0	2.0	0.0	2.6	2.6	0.6
Rochester PA	Alliance OH	57	2.0	37.9	39.9	2.0	26.3	28.3	-11.6
Alliance OH	Crestline OH	106	0.0	19.1	19.1	0.0	6.6	6.6	-12.6
Columbus OH	Charleston WV	185	0.0	4.1	4.1	0.0	3.4	3.4	-0.7
Charleston WV	Dickinson WV	14	0.0	4.3	4.3	0.0	4.6	4.6	0.3
Dickinson WV	Peters Jct WV	41	0.0	1.6	1.6	0.0	2.7	2.7	1.1
Deepwater WV	Fola Mine WV	17	0.0	0.6	0.6	0.0	2.0	2.0	1.4
Scioto OH	Alton OH	6	0.0	3.3	3.3	0.0	5.6	5.6	2.3
Alton OH	Ivorydale OH	109	0.0	11.3	11.3	0.0	18.4	18.4	7.1
Alliance OH	White OH	46	2.0	26.4	28.4	2.0	27.8	29.8	1.5
White OH	Cleveland OH	11	2.0	12.5	14.5	2.0	26.8	28.8	14.3
Kinsman OH	North Randall OH	9	0.0	0.9	0.9	0.0	1.4	1.4	0.5
Cleveland OH	Shortline Jct OH	7	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Cleveland OH	Vermillion OH	43	4.0	48.4	52.4	4.0	24.4	28.4	-24.0
Vermillion OH	Oak Harbor OH	43	4.0	48.3	52.3	4.0	36.2	40.2	-12.2
Oak Harbor OH	Airline OH	24	4.0	48.6	52.6	4.0	57.1	61.1	8.5
Airline OH	River Rouge MI	50	0.0	11.6	11.6	0.0	14.5	14.5	2.9
River Rouge MI	W. Detroit MI	5	0.0	22.9	22.9	0.0	25.6	25.6	2.8
W. Detroit MI	North Yd MI	6	0.0	9.4	9.4	0.0	12.1	12.1	2.7
North Yard MI	Sterling MI	14	0.0	8.0	8.0	0.0	8.1	8.1	0.1
Ecorse Jct MI	Brownstown MI	4	0.0	1.4	1.4	0.0	1.4	1.4	0.0
West Detroit MI	Jackson MI	74	8.0	2.9	10.9	8.0	12.1	20.1	9.2
Jackson MI	Kalamazoo MI	67	8.0	5.4	13.4	8.0	12.0	20.0	6.7
Kalamazoo MI	Elkhart IN	55	0.0	7.0	7.0	0.0	6.5	6.5	-0.5
Jackson MI	Lansing MI	37	0.0	1.6	1.6	0.0	3.1	3.1	1.5
Kalamazoo MI	Grand Rapids MI	49	0.0	1.9	1.9	0.0	3.0	3.0	1.1
Airline OH	Butler IN	68	4.0	50.4	54.4	4.0	43.8	47.8	-6.6

Figure D.6-1

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
CR TRAIN DENSITIES

			BASE CASE			POST CONSOLIDATION CASE			
Station	Station	Miles	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	PASS TRNS DAY	TOT FRT TRNS DAY	TOT TRNS DAY	CHANGE IN TRAINS
Butler IN	Elkhart IN	63	4.0	51.1	55.1	4.0	40.0	44.0	-11.2
Goshen IN	Alexandria IN	99	0.0	4.7	4.7	0.0	6.8	6.8	2.1
Alexandria IN	Anderson IN	13	0.0	4.3	4.3	0.0	0.0	0.0	-4.3
Elkhart IN	Porter IN	61	4.0	53.0	57.0	4.0	45.2	49.2	-7.9
Porter IN	Control Pt 501 IN	20	14.0	69.4	83.4	14.0	68.7	82.7	-0.7
Control Pt 501 IN	Indiana Hbr IN	1	14.0	43.4	57.4	14.0	56.5	70.5	13.1
Indiana Hbr IN	South Chgo IL	8	16.0	41.1	57.1	16.0	49.0	65.0	7.9
South Chgo IL	Ashland Ave IL	9	16.0	28.5	44.5	16.0	12.3	28.3	-16.1
Colehour IL	Calumet Park IL	5	0.0	1.1	1.1	0.0	2.4	2.4	1.3
Indiana Harbor IN	Kankakee IL	57	0.0	6.6	6.6	0.0	4.0	4.0	-2.6
Kankakee IL	Streator IL	49	0.0	4.9	4.9	0.0	5.0	5.0	0.0
Streator IL	Hennepin IL	32	0.0	2.3	2.3	0.0	1.0	1.0	-1.3
Schneider IL	Wheatfld Coal IN	21	0.0	2.6	2.6	0.0	2.9	2.9	0.3

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

			Base Case			Post-Acquisition Case			
Station	Station	Miles	Pagr Trains Day	Frt Trains Day	Total Trains Day	Pagr Trains Day	Frt Trains Day	Total Trains Day	Change in Trains
Alexandria VA	Manassas VA	22	11.7	7.8	19.5	11.7	9.6	21.3	1.8
Manassas VA	Montview VA	142	2.2	13.7	15.9	2.2	15.0	17.2	1.3
Montview VA	Altavista VA	21	2.0	15.4	17.4	2.0	19.6	21.6	4.2
Altavista VA	Greensboro NC	86	2.0	15.9	17.9	2.0	16.6	18.6	0.7
Greensboro NC	Linwood NC	41	6.0	20.2	26.2	6.0	18.3	24.3	-1.9
Linwood NC	Salisbury NC	9	6.0	24.7	30.7	6.0	23.3	29.3	-1.4
Salisbury NC	Charlotte NC	50	6.0	21.1	27.1	6.0	18.1	24.1	-3.0
Charlotte NC	Beaumont SC	70	2.0	18.1	20.1	2.0	14.0	16.0	-4.1
Beaumont SC	Hayne Yd SC	2	2.0	19.2	21.2	2.0	17.6	19.6	-1.6
Hayne Yd SC	Howell GA	181	2.0	16.9	18.9	2.0	16.5	18.5	-0.4
Riverton Jct VA	Manassas VA	51	0.0	11.3	11.3	0.0	8.8	8.8	-2.5
Hagerstown MD	Riverton Jct VA	59	0.0	11.3	11.3	0.0	19.9	19.9	8.6
Riverton Jct VA	Roanoke VA	181	0.0	3.9	3.9	0.0	12.1	12.1	8.2
Cincinnati OH	SJ Jct KY	112	0.0	31.0	31.0	0.0	28.0	28.0	-3.0
SJ Jct KY	Harriman TN	144	0.0	37.9	37.9	0.0	35.0	35.0	-2.9
Harriman TN	Citico Jct TN	74	0.0	26.6	26.6	0.0	28.1	28.1	1.5
Citico Jct TN	Ooltewah TN	12	0.0	37.0	37.0	0.0	44.0	44.0	7.0
Ooltewah TN	Cohutta GA	12	0.0	27.9	27.9	0.0	33.4	33.4	5.5
Cohutta GA	Austell GA	108	0.0	32.8	32.8	0.0	36.5	36.5	3.7
Austell GA	Howell GA	16	2.0	49.7	51.7	2.0	50.4	52.4	0.7
Howell GA	Spring GA	1	0.0	33.3	33.3	0.0	40.4	40.4	7.1
Spring GA	Scherer Coal GA	65	0.0	27.2	27.2	0.0	32.9	32.9	5.7
Scherer Coal GA	Macon Jct GA	20	0.0	21.9	21.9	0.0	27.4	27.4	5.5
Macon Jct GA	Brosnan Yd GA	2	0.0	37.0	37.0	0.0	40.0	40.0	3.0
C of G Jct GA	Langdale Yd GA	146	0.0	15.3	15.3	0.0	16.5	16.5	1.2
Langdale Yd GA	FEC Bowden Yd FL	118	0.0	10.8	10.8	0.0	12.4	12.4	1.6
Norris Yd AL	Austell GA	142	2.0	19.1	21.1	2.0	14.5	16.5	-4.5
Norris Yd AL	Birmingham 50St AL	5	2.0	37.4	39.4	2.0	34.3	36.3	-3.1
Birmingham 50St AL	Wilson AL	141	0.0	9.2	9.2	0.0	5.2	5.2	-4.1
Citico Jct TN	Chattanooga TN	2	0.0	63.2	63.2	0.0	55.7	55.7	-7.5
Wauhatchie TN	Norris Yard AL	130	0.0	7.0	7.0	0.0	12.2	12.2	5.2
Birmingham 50St AL	Burstal AL	16	2.0	27.8	29.8	2.0	25.8	27.8	-2.0

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

			Base Case			Post-Acquisition Case			
Station	Station	Miles	Psgr Trains Day	Frt Trains Day	Total Trains Day	Psgr Trains Day	Frt Trains Day	Total Trains Day	Change in Trains
Burstal AL	Meridian MS	140	2.0	16.2	18.2	2.0	18.2	18.2	-0.1
Meridian MS	Oliver Jct LA	194	2.0	9.1	11.1	2.0	13.5	15.5	4.4
Oliver Jct LA	KCS Shrewsbury LA	11	2.0	17.1	19.1	2.0	14.9	16.9	-2.2
Oliver Jct LA	Oliver Yd LA	2	0.0	15.0	15.0	0.0	18.1	18.1	3.1
Greensboro NC	Raleigh Yd NC	83	4.0	5.0	9.0	4.0	5.1	9.1	0.1
Raleigh Yd NC	Chocowinity NC	100	0.0	2.4	2.4	0.0	2.4	2.4	0.0
Chocowinity NC	New Bern NC	30	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Chocowinity NC	Lee Creek NC	31	0.0	3.1	3.1	0.0	2.8	2.8	-0.3
Chocowinity NC	Plymouth NC	36	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Raleigh Jct NC	Goldsboro NC	50	4.0	1.6	5.6	4.0	1.6	5.6	0.0
Goldsboro NC	New Bern NC	58	0.0	0.9	0.9	0.0	0.9	0.9	0.0
New Bern NC	Morehead City NC	36	0.0	2.0	2.0	0.0	2.6	2.6	0.6
Greensboro NC	Gulf NC	51	0.0	1.9	1.9	0.0	1.4	1.4	-0.5
Gulf NC	Raleigh Jct NC	56	0.0	1.2	3.3	0.0	0.9	0.9	-2.4
Fayetteville NC	Fuquay-Varina NC	44	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Charlotte Jct NC	Columbia SC	109	0.0	9.4	9.4	0.0	4.5	4.5	-4.9
Columbia SC	Millen GA	135	0.0	6.0	6.0	0.0	5.2	5.2	-0.8
Salisbury NC	Asheville NC	142	0.0	6.6	6.6	0.0	5.4	5.4	-1.2
Asheville NC	Leadvale TN	74	0.0	8.4	8.4	0.0	7.6	7.6	-0.8
Asheville NC	Hayne Yd SC	69	0.0	1.5	1.5	0.0	2.4	2.4	0.9
Beaumont SC	Columbia SC	94	0.0	3.7	3.7	0.0	3.7	3.7	0.0
Andrews Yd SC	Charleston SC	120	0.0	5.5	5.5	0.0	4.7	4.7	-0.8
Murphy Jct NC	Waynesville NC	27	0.0	2.4	2.4	0.0	1.6	1.6	-0.8
Rock Hill SC	Kershaw SC	41	0.0	1.7	1.7	0.0	0.8	0.8	-0.9
Eastover SC	Kingville SC	5	0.0	2.2	2.2	0.0	1.6	1.6	-0.6
Hasskamp SC	Wateree Coal SC	18	0.0	2.0	2.0	0.0	1.4	1.4	-0.6
Anderson SC	Seneca SC	24	0.0	2.0	2.0	0.0	1.4	1.4	-0.6
Green GA	Wansley Jct GA	60	0.0	3.5	3.5	0.0	3.5	3.5	0.0
Spring GA	East Point GA	6	0.0	6.9	6.9	0.0	11.1	11.1	4.2
Athens GA	Lula GA	39	0.0	2.0	2.0	0.0	1.8	1.8	-0.2
Industry Yd GA	Edgewood GA	95	0.0	1.4	1.4	0.0	1.4	1.4	0.0
Krannert GA	Forrestville GA	12	0.0	4.0	4.0	0.0	2.0	2.0	-2.0

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

			Base Case			Post-Acquisition Case			
Station	Station	Miles	Pagr Trains Day	Frt Trains Day	Total Trains Day	Pagr Trains Day	Frt Trains Day	Total Trains Day	Change in Trains
Macon Jct GA	Millen GA	112	0.0	10.0	10.0	0.0	11.3	11.3	1.3
Millen GA	Savannah GA	70	0.0	7.4	7.4	0.0	9.0	9.0	1.6
Brosnan Yd GA	Brunswick GA	183	0.0	2.1	2.1	0.0	2.0	2.0	-0.1
Ft Valley GA	Albany GA	77	0.0	3.1	3.1	0.0	3.7	3.7	0.6
Albany GA	Dothan GA	85	0.0	3.2	3.2	0.0	1.4	1.4	-1.8
Valdosta GA	Occidental FL	42	0.0	5.4	5.4	0.0	3.8	3.8	-1.6
Madison GA	Mogul GA	68	0.0	2.6	2.6	0.0	1.8	1.8	-0.8
E Warrenton GA	Waynesboro GA	56	0.0	1.9	1.9	0.0	1.7	1.7	-0.2
Mahrt AL	Greenville GA	75	0.0	2.1	2.1	0.0	1.5	1.5	-0.6
Childersburg AL	Ft Valley GA	178	0.0	1.8	1.8	0.0	1.9	1.9	0.1
Ft Valley GA	Rutland Jct GA	22	0.0	5.3	5.3	0.0	4.4	4.4	-0.9
Walton VA	Bulls Gap TN	187	0.0	8.6	8.6	0.0	10.3	10.3	1.6
Bulls Gap TN	New Line TN	16	0.0	18.2	18.2	0.0	17.7	17.7	-0.6
New Line TN	Sevier Yd TN	32	0.0	21.9	21.9	0.0	21.1	21.1	-0.8
Sevier Yd TN	Cleveland TN	88	0.0	15.1	15.1	0.0	17.1	17.1	2.0
Cleveland TN	Ooltewah TN	14	0.0	9.2	9.2	0.0	12.6	12.6	3.4
Cleveland TN	Cohutta TN	15	0.0	6.3	6.3	0.0	4.6	4.6	-1.7
Bulls Gap TN	Leadvale TN	17	0.0	4.4	4.4	0.0	4.3	4.3	-0.1
New Line TN	Leadvale TN	11	0.0	4.9	4.9	0.0	5.7	5.7	0.8
Harriman TN	Sevier Yd TN	58	0.0	15.6	15.6	0.0	9.4	9.4	-6.2
Beverly TN	Burley KY	68	0.0	3.6	3.6	0.0	2.9	2.9	-0.7
Wauhatchie TN	Sheffield AL	154	0.0	10.2	10.2	0.0	10.8	10.8	0.6
Sheffield AL	Wilson AL	2	0.0	23.1	23.1	0.0	22.2	22.2	-0.9
Wilson AL	Memphis TN	144	0.0	14.8	14.8	0.0	16.5	16.5	1.7
Corinth MS	Fulton KY	123	0.0	3.0	3.0	0.0	2.4	2.4	-0.6
Bulls Gap TN	Frisco TN	41	0.0	18.0	18.0	0.0	12.1	12.1	-5.8
Frisco TN	Appalchia VA	46	0.0	12.2	12.2	0.0	9.3	9.3	-2.9
Frisco TN	St Paul VA	79	0.0	7.4	7.4	0.0	6.6	6.6	-0.8
Appalachia VA	Andover VA	1	0.0	10.2	10.2	0.0	5.4	5.4	-4.8
Appalachia VA	Norton VA	13	0.0	6.1	6.1	0.0	4.3	4.3	-1.8
Appalachia VA	Bundy	11	0.0	3.1	3.1	0.0	2.3	2.3	-0.8
Knoxville TN	Alcoa TN	15	0.0	1.7	1.7	0.0	1.7	1.7	0.0

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

			Base Case			Post-Acquisition Case			
Station	Station	Miles	Psgr Trains Day	Frt Trains Day	Total Trains Day	Psgr Trains Day	Frt Trains Day	Total Trains Day	Change In Trains
Frisco TN	Kingsport TN	6	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Burstal AL	Selma AL	89	0.0	10.6	10.6	0.0	7.2	7.2	-3.4
Selma AL	Mobile AL	162	0.0	4.6	4.6	0.0	4.9	4.9	0.3
Wilton AL	Roberta AL	5	0.0	6.0	6.0	0.0	6.0	6.0	0.0
Roberta AL	Coosa Pines AL	33	0.0	2.8	2.8	0.0	2.8	2.8	0.0
Berry Coal AL	Parrish AL	23	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Demopolis AL	Marion Jct AL	38	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Maplesville AL	Montgomery AL	51	0.0	1.7	1.7	0.0	2.0	2.0	0.3
Clinton TN	Pruden TN	62	0.0	1.2	1.2	0.0	1.2	1.2	0.0
Louisville KY	SJ Jct KY	87	0.0	13.7	13.7	0.0	11.2	11.2	-2.6
Louisville KY	E. St. Louis IL	263	0.0	11.8	11.8	0.0	11.7	11.7	-0.1
Norfolk VA	Burkeville VA	138	0.0	20.4	20.4	0.0	21.5	21.5	1.1
Burkeville VA	Pamplin VA	37	0.0	11.4	11.4	0.0	11.6	11.6	0.2
Pamplin VA	Roanoke VA	85	0.0	18.3	18.3	0.0	18.9	18.9	0.6
Roanoke VA	Salem VA	7	0.0	34.3	34.3	0.0	40.4	40.4	6.0
Salem VA	Walton VA	33	0.0	28.2	28.2	0.0	32.1	32.1	3.9
Walton VA	Narrows VA	30	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Narrows VA	Kellysville WV	11	0.0	34.1	34.1	0.0	35.4	35.4	1.3
Kellysville WV	Bluefield VA	22	0.0	31.9	31.9	0.0	31.6	31.6	-0.3
Abilene VA	Pamplin VA	16	0.0	3.9	3.9	0.0	3.9	3.9	0.0
Burkeville VA	Altavista VA	78	0.0	9.8	9.8	0.0	11.0	11.0	1.2
Altavista VA	Tinkers Crk Conn VA	41	0.0	10.0	10.0	0.0	8.4	8.4	-1.6
Tinkers Crk Conn VA	Salem VA	13	0.0	7.6	7.6	0.0	7.7	7.7	0.0
Salem VA	Narrows VA	66	0.0	12.0	12.0	0.0	13.5	13.5	1.5
Burkeville VA	West Point VA	91	0.0	1.9	1.9	0.0	1.7	1.7	-0.1
Petersburg VA	Hopewell VA	9	0.0	2.4	2.4	0.0	2.0	2.0	-0.4
Poe ML VA	Petersburg VA	3	0.0	8.4	8.4	0.0	8.0	8.0	-0.4
Suffolk VA	Edgerton VA	71	0.0	1.7	1.7	0.0	1.1	1.1	-0.6
S Roanoke VA	Belews Crk Jc NC	99	0.0	7.0	7.0	0.0	7.9	7.9	0.9
Belews Crk Jc NC	Winston Salem NC	23	0.0	5.6	5.6	0.0	3.7	3.7	-1.8
Winston Salem NC	Greensboro NC	26	0.0	4.7	4.7	0.0	2.7	2.7	-2.1
Belews Creek Jc NC	Belews Crk Cl NC	4	0.0	2.3	2.3	0.0	2.7	2.7	0.4

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

			Base Case			Post-Acquisition Case			
Station	Station	Miles	Psgr Trains Day	Frt Trains Day	Total Trains Day	Psgr Trains Day	Frt Trains Day	Total Trains Day	Change In Trains
Kinney YD VA	Brookneal VA	32	0.0	1.7	1.7	0.0	2.1	2.1	0.4
Vabrook VA	Mayo Jct NC	39	0.0	3.7	3.7	0.0	4.4	4.4	0.6
South Boston VA	Clover VA	16	0.0	0.6	0.6	0.0	0.6	0.6	0.0
Kimballton VA	Norcross VA	2	0.0	1.4	1.4	0.0	2.9	2.9	1.5
Elkton VA	Harrisonburg VA	20	0.0	1.6	1.6	0.0	2.6	2.6	1.0
Bluefield VA	Iager WV	56	0.0	27.7	27.7	0.0	28.7	28.7	1.0
Iager WV	Wharncliffe WV	16	0.0	35.1	35.1	0.0	35.4	35.4	0.3
Wharncliffe WV	Williamson WV	32	0.0	36.0	36.0	0.0	36.6	36.6	0.7
Williamson WV	Wolf Creek WV	18	0.0	33.7	33.7	0.0	35.6	35.6	1.9
Wolf Creek WV	Kenova OH	55	0.0	24.5	24.5	0.0	26.3	26.3	1.8
Kenova OH	Columbus OH	130	0.0	21.1	21.1	0.0	23.3	23.3	2.1
Columbus OH	Bucyrus OH	69	0.0	25.7	25.7	0.0	31.6	31.6	5.9
Bucyrus OH	Bellevue OH	34	0.0	26.0	26.0	0.0	34.5	34.5	8.5
Bellevue OH	Sandusky Dock OH	15	0.0	1.4	1.4	0.0	5.9	5.9	4.5
Bluefield VA	Cedar Bluff VA	34	0.0	6.7	6.7	0.0	6.9	6.9	0.2
Cedar Bluff VA	St Paul VA	42	0.0	11.1	11.1	0.0	10.4	10.4	-0.6
St Paul VA	Norton VA	22	0.0	6.4	6.4	0.0	5.4	5.4	-1.0
Norton VA	Ramsey VA	5	0.0	3.5	3.5	0.0	2.9	2.9	-0.6
Weller VA	Richlands VA	46	0.0	4.1	4.1	0.0	4.2	4.2	0.1
Weller WV	Devon WV	27	0.0	5.7	5.7	0.0	6.5	6.5	0.9
Cedar Bluff VA	Iager WV	45	0.0	6.7	6.7	0.0	6.4	6.4	-0.3
Kellysville WV	Elmore WV	47	0.0	3.7	3.7	0.0	5.4	5.4	1.7
Elmore WV	Deepwater WV	60	0.0	0.3	0.3	0.0	2.3	2.3	2.0
Elmore WV	Pinnacle Crk Jct WV	17	0.0	4.6	4.6	0.0	4.9	4.9	0.3
Pinnacle Crk Jct WV	Simon WV	23	0.0	1.7	1.7	0.0	2.0	2.0	0.3
Simon WV	Wharncliffe WV	23	0.0	3.8	3.8	0.0	4.1	4.1	0.3
Simon WV	Kopperston WV	21	0.0	1.9	1.9	0.0	1.9	1.9	0.0
Pinnacle Crk Jct WV	Pinnacle Crk WV	4	0.0	2.9	2.9	0.0	2.9	2.9	0.0
Mullens WV	Winding Gulf WV	29	0.0	0.4	0.4	0.0	0.4	0.4	0.0
Amigo WV	Stone Coal Jct WV	1	0.0	0.3	0.3	0.0	0.3	0.3	0.0
Wolf Creek WV	Pontiki KY	12	0.0	4.3	4.3	0.0	4.5	4.5	0.1
Pontiki KY	Pevler KY	10	0.0	0.3	0.3	0.0	0.6	0.6	0.3

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

			Base Case			Post-Acquisition Case			
Station	Station	Miles	Pagr Trains Day	Frt Trains Day	Total Trains Day	Pagr Trains Day	Frt Trains Day	Total Trains Day	Change in Trains
Marrowbone WV	Naugatuck WV	3	0.0	3.5	3.5	0.0	3.7	3.7	0.2
Buffalo FW NY	Ashtabula OH	128	0.0	13.0	13.0	0.0	25.1	24.7	11.7
Ashtabula OH	Cleveland OH	50	0.0	13.0	13.0	0.0	35.2	35.2	22.2
Cleveland OH	Vermillion OH	37	0.0	13.5	13.5	0.0	37.8	37.8	24.3
Vermillion OH	Bellevue OH	26	0.0	15.6	15.6	0.0	31.8	31.8	16.2
Bellevue OH	Ft Wayne IN	120	0.0	23.9	23.9	0.0	28.5	28.5	4.6
Ft Wayne IN	Hammond IN	129	0.0	8.6	8.6	0.0	11.1	11.1	2.5
Hammond IN	Calumet IL	8	0.0	26.5	26.5	0.0	12.8	12.8	-13.7
Calumet IL	Landers IL	8	0.0	9.5	9.5	0.0	18.2	18.2	8.7
Hadley IN	Hobart IN	111	0.0	6.8	6.8	0.0	0.9	0.9	-6.0
Argos IN	Dillon IN	22	0.0	0.9	0.9	0.0	1.7	1.7	0.8
Buffalo NY	Black Rock NY	7	0.0	10.6	10.6	0.0	5.1	5.1	-5.5
Black Rock NY	St Thomas ON	131	0.0	1.8	1.8	0.0	2.5	2.5	0.7
St Thomas ON	West Detroit MI	94	0.0	2.0	2.0	0.0	2.4	2.4	0.3
Oakwood MI	Butler IN	107	0.0	15.2	15.2	0.0	17.3	17.3	2.1
Butler IN	Ft Wayne IN	28	0.0	13.6	13.6	0.0	22.4	22.4	8.8
Ft Wayne IN	Lafayette Jct IN	115	0.0	20.2	20.2	0.0	37.8	37.8	17.6
Lafayette Jct IN	Sidney IL	71	0.0	22.7	22.7	0.0	41.2	41.2	18.5
Sidney IL	Tolono IL	10	0.0	21.3	21.3	0.0	37.1	37.1	15.8
Tolono IL	Bement IL	18	0.0	21.6	21.6	0.0	35.4	35.4	13.8
Bement IL	Decatur IL	20	0.0	26.3	26.3	0.0	40.6	40.6	14.2
Decatur IL	Moberly MO	209	0.0	10.8	10.8	0.0	17.3	17.3	6.6
Moberly MO	CA Jct MO	94	0.0	18.6	18.6	0.0	25.9	25.9	7.3
CA Jct MO	N Kansas City MO	31	0.0	30.0	30.0	0.0	31.3	31.3	1.3
Feeder ON	Wellend ON	6	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Sheffield Yard OH	South Lorain OH	4	0.0	3.6	3.6	0.0	4.6	4.6	1.0
Milan MI	Homestead OH	35	0.0	4.1	4.1	0.0	0.0	0.0	-4.1
Homestead OH	Oak Harbor OH	20	0.0	6.6	6.6	0.0	4.4	4.4	-2.2
Oak Harbor OH	Bellevue OH	27	0.0	7.7	7.7	0.0	27.2	27.2	19.5
Ft Wayne IN	Muncie IN	64	0.0	19.6	19.6	0.0	15.0	15.0	-4.6
Muncie IN	Ivorydale OH	106	0.0	20.6	20.6	0.0	20.5	20.5	-0.1
Ivorydale OH	Cincinnati OH	6	0.0	31.3	31.3	0.0	36.0	36.0	4.7

NS Line Segments - Base Case and Post-Acquisition Case
NS Train Densities

Figure D.6-2

			Base Case			Post-Acquisition Case			
Station	Station	Miles	Pssgr Trains Day	Frt Trains Day	Total Trains Day	Pssgr Trains Day	Frt Trains Day	Total Trains Day	Change in Trains
Vera OH	Sardenia OH	57	0.0	3.4	3.4	0.0	0.0	0.0	-3.4
Sardenia OH	Norwood OH	43	0.0	3.4	3.4	0.0	1.7	1.7	-1.7
Norwood OH	Ivorydale OH	5	0.0	3.4	3.4	0.0	2.0	2.0	-1.4
Lafayette Jct IN	Alexandria IN	67	0.0	3.0	3.0	0.0	4.8	4.8	1.8
Alexandria IN	Muncie IN	16	0.0	2.6	2.6	0.0	11.8	11.8	9.2
IC 95St Chicago IL	Gibson City IL	99	0.0	2.0	2.0	0.0	5.2	5.2	3.2
Gibson City IL	Bement IL	41	0.0	5.4	5.4	0.0	7.0	7.0	1.6
Gibson City IL	E. Peoria IL	72	0.0	3.1	3.1	0.0	0.9	0.9	-2.2
Decatur IL	Granite City IL	106	0.0	9.8	9.8	0.0	15.3	15.3	5.4
Granite City IL	TRRA Madison IL	6	0.0	18.9	18.9	0.0	23.9	23.9	5.0
TRRA Madison IL	Luther MO	6	0.0	20.8	20.8	0.0	21.6	21.6	0.8
Luther MO	Moberly MO	141	0.0	10.2	10.2	0.0	11.4	11.4	1.2
Coffeen Coal IL	CNW Madison IL	53	0.0	0.6	0.6	0.0	0.7	0.7	0.1

Figure D.6-3

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

			BASE CASE	POST CONSOLIDATION	
Station	Station	Miles	TOT MGT	TOT MGT	PCT CHG MGT
Oak Island NJ	Aldene NJ	8	42.4	26.9	-37
Aldene NJ	Manville NJ	20	41.6	25.8	-38
Manville NJ	Bethlehem PA	52	30.2	24.1	-20
Bethlehem PA	Allentown PA	3	24.8	22.8	-8
Allentown PA	Burn PA	3	49.7	56.0	13
Bethlehem PA	Burn PA	5	15.1	11.7	-22
Burn PA	Rdg Belt Jct PA	37	65.7	67.8	3
Rdg Belt Jct PA	WM Jct PA	4	58.2	55.7	-4
WM Jct PA	Rutherford PA	45	86.8	91.0	5
Rutherford PA	Harrisburg PA	6	85.8	89.6	4
Harrisburg PA	Marysville PA	9	85.2	100.6	18
Oak Island NJ	Greenville NJ	4	22.9	10.1	-56
Oak Island NJ	E Rail TV NJ	6	15.1	18.4	22
E Rail TV NJ	Port Reading NJ	8	10.8	8.7	-20
Port Reading NJ	South Amboy NJ	6	3.2	1.6	-49
Bound Brook NJ	Port Reading NJ	15	7.5	7.6	1
Phillipsburg NJ	Dover NJ	47	0.6	0.5	-6
Hazelton PA	Lehighton PA	29	0.4	0.4	0
Lehighton PA	Allentown PA	29	8.2	4.1	-50
Reading PA	Reading Belt Jct. PA	2	8.5	12.4	46
West Falls PA	Abrams PA	14	36.9	28.0	-24
Abrams PA	WM Jct. PA	39	50.8	44.1	-13
Oak Island NJ	Morrisville PA	49	43.6	44.8	3
Morrisville PA	Abrams PA	32	11.3	12.0	7
Earnest PA	Coatsville PA	29	1.4	1.7	21
West Falls PA	Wayne Jct PA	4	14.3	2.4	-83
Zoo PA	Arsenal PA	2	7.1	14.7	107
Arsenal PA	Greenwich PA	3	7.1	6.5	-8
Eastwick PA	Marcus Hook PA	12	7.0	11.7	66
CSX Park Jct PA	Frankfrd Jct PA	5	12.9	8.3	-36
Frankfrd Jct PA	Pavonia NJ	4	18.6	14.2	-24

Figure D.6-3

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

			BASE CASE	POST CONSOLIDATION	
Station	Station	Miles	TOT MGT	TOT MGT	PCT CHG MGT
Pavonia NJ	Woodbury NJ	9	9.0	5.3	-42
Woodbury NJ	Paulsboro NJ	5	5.7	3.2	-44
Paulsboro NJ	Carneys Pnt NJ	16	2.2	1.2	-45
Woodbury NJ	Millville NJ	30	1.5	0.9	-40
Bulson St NJ	Winslow Jct NJ	23	1.7	0.7	-59
Winslow Jct NJ	Palermo Coal NJ	34	1.1	0.4	-64
Pavonia NJ	Burlington NJ	15	1.0	0.6	-40
Morrisville PA	Frankfrd Jct PA	23	29.1	33.1	14
Frankfrd Jct PA	Zoo PA	6	33.6	37.3	11
Arsenal PA	Marcus Hook PA	15	21.2	21.2	0
Marcus Hook PA	Perryville MD	43	22.4	26.2	17
Perryville MD	Bay View MD	32	47.8	44.0	-8
Bayview MD	Washington DC	44	25.0	30.1	21
Bell DE	Edgemoor DE	1	5.1	13.5	164
Newark DE	Harrington DE	56	6.3	7.0	11
Harrington DE	Pocomoke DE	64	1.7	1.6	-3
Harrington DE	Indian River Coal DE	43	2.7	2.9	7
Wayne NJ	Croxton NJ	19	0.8	0.9	13
Croxton NJ	Suffern NY	28	18.9	26.8	42
Suffern NY	CampbellHall NY	35	8.2	16.1	96
Campbell Hall NY	Port Jervis NY	30	14.4	22.4	56
Port Jervis NY	Binghamton NY	126	11.5	19.4	69
Binghamton NY	Waverly NY	42	19.1	28.0	46
Waverly NY	Corning NY	36	22.5	31.1	38
Corning NY	Buffalo NY	128	22.8	29.0	27
Waverly NY	Mehoopany PA	59	0.9	0.9	-1
Sayre PA	Ludlowvle Coal NY	49	2.4	2.2	-6
Corning NY	Geneva NY	57	0.2	1.2	663
Marysville PA	Enola PA	5	58.1	46.9	-19
Enola Pa	Wago YorkHaven PA	18	48.0	34.8	-27
Wago YorkHaven PA	Perryville PA	58	40.3	31.5	-22

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

			BASE CASE	POST CONSOLIDATION	
Station	Station	Miles	TOT MGT	TOT MGT	PCT CHG MGT
Wago YorkHaven PA	York PA	10	2.0	1.9	-5
Cola PA	Lancaster PA	12	3.5	3.4	-3
Harrisburg PA	Shocks PA	22	2.8	6.8	148
Harrisburg PA	Hagerstown PA	74	21.7	36.9	70
Rockville PA	Watsontown PA	64	11.4	15.3	34
Watsontown PA	Montgomery PA	7	14.9	15.5	4
Montgomery PA	Linden PA North	22	4.4	11.0	151
Montgomery PA	Linden PA South	22	10.6	4.6	-57
Linden PA	Keating PA	59	15.7	15.8	1
Keating PA	Ebenezer Jct NY	149	7.7	7.8	0
Ebenezer Jct NY	Buffalo NY	5	0.0	7.8	n/a
Watsontown PA	Straw Rdg CL PA	13	5.8	5.7	-2
Marysville PA	Pitcairn PA	227	101.3	88.2	-13
Pitcairn PA	Jacks Run PA	18	70.2	70.7	1
Jacks Run PA	Conway East PA	16	115.5	100.7	-13
Conpitt Jct PA	Avonmre Coal PA	28	2.9	2.9	0
Avonmre Coal PA	Etna PA	44	1.5	1.7	14
Etna PA	Federal St PA	6	3.1	3.0	-3
Pitcairn PA	Thomson PA	3	29.0	16.5	-43
Thomson PA	Jacks Run PA	16	41.0	26.1	-36
Thomson PA	W Brownsvile PA	42	65.0	33.6	-48
W Brownsvile PA	Blacksvle Coal WV	54	31.4	15.8	-50
Blacksvle Coal WV	Fed 2 Coal WV	6	7.0	2.4	-66
Emerald Coal PA	Bailey MineCL PA	15	27.4	16.4	-40
W Brownsvile PA	Loveridge Coal WV	31	11.6	6.4	-45
Conway East PA	Rochester PA	5	130.3	114.5	-12
Rochester PA	Ashtabula OH	98	31.3	41.6	33
Ashtabula OH	Ashtabula Harbor OH	2	15.7	11.6	-26
Hubbard OH	Oil City PA	80	2.4	2.1	-13
Youngstown OH	Alliance OH	42	3.1	2.8	-10
Latimer OH	Warren OH	11	2.5	1.5	-40

Figure D.6-3

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

			BASE CASE	POST CONSOLIDATION	
Station	Station	Miles	TOT MGT	TOT MGT	PCT CHG MGT
Rochester PA	Yellow Creek OH	26	14.7	13.6	-7
Yellow Creek OH	Mingo Jct OH	20	18.5	18.9	2
Mingo Jct OH	Weirton OH	3	11.5	11.5	0
Mingo Jct OH	MartinsFerry OH	18	2.7	2.7	0
Yellow Creek OH	Alliance OH	41	4.7	6.1	30
Rochester PA	Alliance OH	57	82.3	57.2	-30
Alliance OH	Crestline OH	106	36.1	15.9	-56
Columbus OH	Charleston WV	185	9.5	8.7	-9
Charleston WV	Dickinson WV	14	7.6	7.2	-5
Dickinson WV	Peters Jct WV	41	4.5	7.2	59
Deepwater WV	Fola Mine WV	17	1.3	5.6	331
Scioto OH	Alton OH	6	5.3	8.6	62
Alton OH	Ivorydale OH	109	26.1	35.6	36
Alliance OH	White OH	46	57.5	51.7	-10
White OH	Cleveland OH	11	25.9	49.9	93
Kinsman OH	North Randall OH	9	0.3	0.3	0
Cleveland OH	Shortline Jct OH	7	0.7	8.4	1100
Cleveland OH	Vermillion OH	43	100.8	43.5	-57
Vermillion OH	Oak Harbor OH	43	100.3	72.2	-28
Oak Harbor OH	Airline OH	24	100.9	109.5	9
Airline OH	River Rouge MI	50	22.0	24.0	9
River Rouge MI	W. Detroit MI	5	32.8	32.3	-2
W. Detroit MI	North Yd MI	6	10.5	6.9	-34
North Yard MI	Sterling MI	14	4.7	2.5	-47
Ecorse Jct MI	Brownstown MI	4	1.7	1.2	-29
West Detroit MI	Jackson MI	74	4.8	19.8	315
Jackson MI	Kalamazoo MI	67	7.6	20.4	163
Kalamazoo MI	Elkhart IN	55	11.0	8.6	-22
Jackson MI	Lansing MI	37	0.9	1.2	33
Kalamazoo MI	Grand Rapids MI	49	2.2	2.8	27
Airline OH	Butler IN	68	108.1	81.8	-24

Figure D.6-3

CR LINE SEGMENTS - BASE CASE AND POST CONSOLIDATION CASE
ESTIMATED CHANGES IN MILLIONS OF GROSS TONS

			BASE CASE	POST CONSOLIDATION	
Station	Station	Miles	TOT MGT	TOT MGT	PCT CHG MGT
Butler IN	Elkhart IN	63	111.3	83.8	-25
Goshen IN	Alexandria IN	99	13.5	19.9	47
Alexandria IN	Anderson IN	13	12.0	0.0	-100
Elkhart IN	Porter IN	61	109.0	102.9	-6
Porter IN	Control Pt 501 IN	20	129.2	139.1	8
Control Pt 501 IN	Indiana Hbr IN	1	85.9	121.8	42
Indiana Hbr IN	South Chgo IL	8	81.3	105.6	30
South Chgo IL	Ashland Ave IL	9	61.8	30.8	-50
Colehour IL	Calumet Park IL	5	3.6	5.9	64
Indiana Harbor IN	Kankakee IL	57	12.3	7.6	-38
Kankakee IL	Streator IL	49	8.3	9.2	11
Streator IL	Hennepin IL	32	2.9	2.7	-7
Schneider IL	Wheatfld Coal IN	21	6.9	6.8	-1

Figure D.6-4

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Alexandria VA	Manassas VA	22	12.9	15.4	20%
Manassas VA	Montview VA	142	20.3	23.4	15%
Montview VA	Altavista VA	21	23.0	30.5	33%
Altavista VA	Greensboro NC	86	28.1	29.0	3%
Greensboro NC	Linwood NC	41	32.4	38.2	18%
Linwood NC	Salisbury NC	9	46.5	47.3	2%
Salisbury NC	Charlotte NC	50	36.7	34.6	-6%
Charlotte NC	Beaumont SC	70	25.5	23.0	-10%
Beaumont SC	Hayne Yd SC	2	27.1	30.0	11%
Hayne Yd SC	Howell GA	181	25.6	29.7	16%
Riverton Jct VA	Manassas VA	51	13.7	10.6	-23%
Hagerstown MD	Riverton Jct VA	59	18.8	36.8	96%
Riverton Jct VA	Roanoke VA	181	8.8	28.9	228%
Cincinnati OH	SJ Jct KY	112	53.7	55.9	4%
SJ Jct KY	Harriman TN	144	71.5	71.2	0%
Harriman TN	Citico Jct TN	74	51.6	53.6	4%
Citico Jct TN	Ooltewah TN	12	69.4	82.1	18%
Ooltewah TN	Cohutta GA	12	52.2	59.0	13%
Cohutta GA	Austell GA	108	66.4	71.0	7%
Austell GA	Howell GA	16	97.7	101.4	4%
Howell GA	Spring GA	1	67.5	81.4	21%
Spring GA	Scherer Coal GA	65	60.8	67.7	11%
Scherer Coal GA	Macon Jct GA	20	42.7	50.6	18%
Macon Jct GA	Brosnan Yd GA	2	72.6	75.0	3%
C of G Jct GA	Langdale Yd GA	146	24.2	27.1	12%
Langdale Yd GA	FEC Bowden Yd FL	118	16.7	18.8	13%
Norris Yd AL	Austell GA	142	37.7	33.6	-11%
Norris Yd AL	Birmingham 50St AL	5	74.5	74.6	0%
Birmingham 50St AL	Wilson AL	141	17.8	14.7	-17%
Citico Jct TN	Chattanooga TN	2	116.6	111.6	-4%
Wauhatchie TN	Norris Yard AL	130	21.9	26.0	19%
Birmingham 50St AL	Burstal AL	16	52.1	54.7	5%
Burstal AL	Meridian MS	140	31.7	36.0	13%
Meridian MS	Oliver Jct LA	194	21.0	22.0	5%

Figure D.6-4

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Oliver Jct LA	KCS Shrewsbury LA	11	29.6	29.7	0%
Oliver Jct LA	Oliver Yd LA	2	28.6	30.6	7%
Greensboro NC	Raleigh Yd NC	83	10.3	10.2	-1%
Raleigh Yd NC	Chocowinity NC	100	6.9	6.4	-7%
Chocowinity NC	New Bern NC	30	2.5	2.3	-8%
Chocowinity NC	Lee Creek NC	31	5.1	5.7	12%
Chocowinity NC	Plymouth NC	36	3.0	3.0	0%
Raleigh Jct NC	Goldsboro NC	50	2.2	2.2	0%
Goldsboro NC	New Bern NC	58	0.1	0.1	0%
New Bern NC	Morehead City NC	36	2.3	2.5	9%
Greensboro NC	Gulf NC	51	2.9	2.2	-25%
Gulf NC	Raleigh Jct NC	56	0.4	0.7	80%
Fayetteville NC	Fuquay-Varina NC	44	0.8	0.8	0%
Charlotte Jct NC	Columbia SC	109	14.5	9.7	-33%
Columbia SC	Millen GA	135	11.9	8.3	-30%
Salisbury NC	Asheville NC	142	16.7	14.8	-11%
Asheville NC	Leadvale TN	74	23.2	22.1	-5%
Asheville NC	Hayne Yd SC	69	3.3	4.2	26%
Beaumont SC	Columbia SC	94	7.5	7.5	0%
Andrews Yd SC	Charleston SC	120	8.0	8.7	9%
Murphy Jct NC	Waynesville NC	27	3.2	2.7	-16%
Rock Hill SC	Kershaw SC	41	1.8	1.0	-47%
Eastover SC	Kingville SC	5	2.5	2.4	-4%
Hasskamp SC	Wateree Coal SC	18	1.5	1.5	0%
Anderson SC	Seneca SC	24	1.9	2.4	26%
Green GA	Wansley Jct GA	60	6.7	6.5	-4%
Spring GA	East Point GA	6	7.1	13.2	86%
Athens GA	Lula GA	39	1.5	0.9	-38%
Industry Yd GA	Edgewood GA	95	0.9	1.1	20%
Krannert GA	Forrestville GA	12	10.2	4.0	-61%
Macon Jct GA	Millen GA	112	22.9	20.4	-11%
Millen GA	Savannah GA	70	14.2	14.4	1%
Brosnan Yd GA	Brunswick GA	183	3.1	3.1	0%
Ft Valley GA	Albany GA	77	6.5	6.9	6%

Figure D.6-4

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Albany GA	Dothan GA	85	3.1	3.1	1%
Valdosta GA	Occidental FL	42	6.7	6.6	-1%
Madison GA	Mogul GA	68	2.8	2.3	-19%
E Warrenton GA	Waynesboro GA	56	1.6	1.6	0%
Mahrt AL	Greenville GA	75	1.9	1.8	-5%
Childersburg AL	Ft Valley GA	178	2.2	2.3	2%
Ft Valley GA	Rutland Jct GA	22	9.8	10.0	2%
Walton VA	Bulls Gap TN	187	12.7	23.2	83%
Bulls Gap TN	New Line TN	16	39.3	49.3	25%
New Line TN	Sevier Yd TN	32	48.1	60.0	25%
Sevier Yd TN	Cleveland TN	88	35.0	44.7	28%
Cleveland TN	Ooltewah TN	14	17.1	28.8	68%
Cleveland TN	Cohutta TN	15	17.7	15.3	-14%
Bulls Gap TN	Leadvale TN	17	12.3	12.2	-1%
New Line TN	Leadvale TN	11	11.4	10.7	-6%
Harriman TN	Sevier Yd TN	58	26.0	23.1	-11%
Beverly TN	Burley KY	68	5.6	5.2	-6%
Wauhatchie TN	Sheffield AL	154	24.7	29.4	19%
Sheffield AL	Wilson AL	2	51.0	51.8	2%
Wilson AL	Memphis TN	144	33.4	36.7	10%
Corinth MS	Fulton KY	123	3.0	4.0	31%
Bulls Gap TN	Frisco TN	41	40.0	38.8	-3%
Frisco TN	Appalchia VA	46	23.8	21.7	-9%
Frisco TN	St Paul VA	79	22.5	23.8	6%
Appalachia VA	Andover VA	1	17.2	13.3	-23%
Appalachia VA	Norton VA	13	8.8	8.9	1%
Appalachia VA	Bundy	11	5.5	5.4	-2%
Knoxville TN	Alcoa TN	15	0.9	1.0	11%
Frisco TN	Kingsport TN	6	4.5	6.2	38%
Burstal AL	Selma AL	89	17.9	15.1	-16%
Selma AL	Mobile AL	162	8.2	8.5	4%
Wilton AL	Roberta AL	5	7.7	8.0	4%
Roberta AL	Coosa Pines AL	33	5.1	5.4	5%
Berry Coal AL	Parrish AL	23	2.9	2.9	0%

Figure D.6-4

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Demopolis AL	Marion Jct AL	38	1.5	1.5	0%
Maplesville AL	Montgomery AL	51	1.4	1.6	14%
Clinton TN	Pruden TN	62	1.2	1.1	-6%
Louisville KY	SJ Jct KY	87	24.8	23.3	-6%
Louisville KY	E St Louis IL	263	21.0	19.9	-5%
Norfolk VA	Burkeville VA	138	65.1	65.2	0%
Burkeville VA	Pamplin VA	37	18.4	18.3	-1%
Pamplin VA	Roanoke VA	85	28.3	32.1	14%
Roanoke VA	Salem VA	7	70.8	84.9	20%
Salem VA	Walton VA	33	52.1	56.9	9%
Walton VA	Narrows VA	30	38.3	32.6	-15%
Narrows VA	Kellysville WV	11	104.6	108.9	4%
Kellysville WV	Bluefield VA	22	96.8	96.3	0%
Abilene VA	Pamplin VA	16	6.5	5.4	-17%
Burkeville VA	Altavista VA	78	50.4	52.2	4%
Altavista VA	Tinkers Crk Conn VA	41	59.3	55.8	-6%
Tinkers Crk Conn VA	Salem VA	13	47.3	50.9	8%
Salem VA	Narrows VA	66	64.0	74.5	16%
Burkeville VA	West Point VA	91	2.4	2.6	8%
Petersburg VA	Hopewell VA	9	3.2	3.0	-6%
Poe ML VA	Petersburg VA	3	16.4	12.3	-25%
Suffolk VA	Edgerton VA	71	3.1	3.1	-2%
S Roanoke VA	Belews Crk Jc NC	99	17.8	17.8	0%
Belews Crk Jc NC	Winston Salem NC	23	12.7	8.3	-35%
Winston Salem NC	Greensboro NC	26	6.4	5.6	-13%
Belews Creek Jc NC	Belews Crk Cl NC	4	7.2	8.2	14%
Brookneal VA	Kinney YD VA	32	2.0	2.5	25%
Vabrook VA	Mayo Jct NC	39	10.6	12.8	20%
South Boston VA	Clover VA	16	1.3	1.7	31%
Kimballton VA	Norcross VA	2	1.2	1.8	50%
Elkton VA	Harrisonburg VA	20	2.6	2.8	8%
Bluefield VA	Iager WV	56	83.5	84.1	1%
Iager WV	Wharncliffe WV	16	101.1	101.7	1%
Wharncliffe WV	Williamson WV	32	99.7	100.2	1%

Figure D.6-4

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Williamson WV	Wolf Creek WV	18	93.0	93.7	1%
Wolf Creek WV	Kenova OH	55	67.6	67.0	-1%
Kenova OH	Columbus OH	130	52.7	53.2	1%
Columbus OH	Bucyrus OH	69	57.7	75.5	31%
Bucyrus OH	Bellevue OH	34	58.3	81.2	39%
Bellevue OH	Sandusky Dock OH	15	5.9	10.4	76%
Bluefield VA	Cedar Bluff VA	34	15.8	16.8	6%
Cedar Bluff VA	St Paul VA	42	27.6	28.4	3%
St Paul VA	Norton VA	22	17.3	18.5	7%
Norton VA	Ramsey VA	5	7.8	7.6	-3%
Weller VA	Richlands VA	46	7.9	8.0	0%
Weller WV	Devon WV	27	22.3	23.1	4%
Cedar Bluff VA	Iager WV	45	18.9	18.8	0%
Kellysville WV	Elmore WV	47	8.7	13.7	57%
Elmore WV	Deepwater WV	60	0.5	6.3	1142%
Elmore WV	Pinnacle Crk Jct WV	17	12.9	13.9	8%
Pinnacle Crk Jct WV	Simon WV	23	4.1	4.9	20%
Simon WV	Wharncliffe WV	23	12.1	13.2	9%
Simon WV	Kopperston WV	21	5.4	5.6	4%
Pinnacle Crk Jct WV	Pinnacle Crk WV	4	8.8	8.9	1%
Mullens WV	Winding Gulf WV	29	0.6	0.9	52%
Amigo WV	Stone Coal Jct WV	1	0.3	0.3	0%
Wolf Creek WV	Pontiki KY	12	12.8	13.6	6%
Pontiki KY	Pevler KY	10	0.3	0.6	100%
Marrowbone WV	Naugatuck WV	3	9.2	11.0	19%
Buffalo NY	Ashtabula OH	128	19.6	42.7	117%
Ashtabula OH	Cleveland OH	50	19.9	69.7	251%
Cleveland OH	Vermillion OH	37	25.5	61.8	143%
Vermillion OH	Bellevue OH	26	30.6	54.7	79%
Bellevue OH	Ft Wayne IN	120	40.6	43.2	6%
Ft Wayne IN	Hammond IN	129	16.1	16.0	0%
Hammond IN	Calumet IL	8	40.7	14.2	-65%
Calumet IL	Landers IL	8	12.2	36.2	197%
Hadley IN	Hobart IN	111	9.3	2.3	-75%

Figure D.6-4

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Argos IN	Dillon IN	22	0.6	1.1	77%
Buffalo NY	Black Rock NY	7	14.3	6.0	-58%
Black Rock NY	St Thomas ON	131	1.6	2.5	57%
St Thomas ON	West Detroit MI	94	2.7	3.6	33%
Oakwood MI	Butler IN	107	18.3	22.5	23%
Butler IN	Ft Wayne IN	28	16.8	25.0	49%
Ft Wayne IN	Lafayette Jct IN	115	28.6	54.6	91%
Lafayette Jct IN	Sidney IL	71	32.1	59.5	85%
Sidney IL	Tolono IL	10	30.8	46.4	51%
Tolono IL	Bement IL	18	30.6	44.0	44%
Bement IL	Decatur IL	20	37.7	59.1	57%
Decatur IL	Moberly MO	209	15.9	28.1	77%
Moberly MO	CA Jct MO	94	27.7	39.4	42%
CA Jct MO	N Kansas City MO	31	50.8	56.3	11%
Feeder ON	Wellend ON	6	1.3	1.3	0%
Sheffield Yard OH	South Lorain OH	4	2.6	3.3	27%
Milan MI	Homestead OH	35	6.2	0.0	-100%
Homestead OH	Oak Harbor OH	20	16.6	9.3	-44%
Oak Harbor OH	Bellevue OH	27	17.2	49.0	184%
Ft Wayne IN	Muncie IN	64	28.6	21.5	-25%
Muncie IN	Ivorydale OH	106	34.4	40.9	19%
Ivorydale OH	Cincinnati OH	6	49.6	65.0	31%
Vera OH	Sardenia OH	57	5.7	0.0	-100%
Sardenia OH	Norwood OH	43	5.7	0.3	-95%
Norwood OH	Ivorydale OH	5	5.7	1.6	-72%
Lafayette Jct IN	Alexandria IN	67	5.3	7.8	48%
Alexandria IN	Muncie IN	16	5.6	26.3	370%
IC 95St Chicago IL	Gibson City IL	99	5.6	13.8	146%
Gibson City IL	Bement IL	41	11.0	16.4	49%
Gibson City IL	E. Peoria IL	72	4.0	2.6	-35%
Decatur IL	Granite City IL	106	18.0	21.1	17%
Granite City IL	TRRA Madison IL	6	18.6	31.8	71%
TRRA Madison IL	Luther MO	6	20.1	25.1	25%
Luther MO	Moberly MO	141	13.8	14.4	4%

Figure D.6-4

NS Line Segments - Base Case and Post-Acquisition Case
Estimated Changes in Millions of Gross Tons (MGT)

			Base Case	Post Acquisition	
Station	Station	Miles	Total MGT	Total MGT	% Change MGT
Coffeen Coal IL	CNW Madison IL	53	1.9	1.9	3%

CERTIFICATE OF SERVICE

We hereby certify that, in compliance with 49 C.F.R. § 1105.7(b) and at the direction of the Surface Transportation Board's Section of Environmental Analysis (SEA), a copy of Volume 6, Environmental Report, in Finance Docket No. 33388, will be served at the time the Application is filed, by first class mail, properly addressed with postage prepaid, or by more expeditious form of delivery, upon all parties of record and all persons whom SEA has identified and requested that Applicants serve.

Dated at Washington, D.C. this 12th day of June 1997.

Mary Gabrielle Sprague
Mary Gabrielle Sprague
One of the attorneys for Applicant CSX

Andrew R. Plump
Andrew R. Plump
One of the attorneys for Applicant NS

CSX/NS-23

BEFORE THE
SURFACE TRANSPORTATION BOARD

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

RAILROAD CONTROL APPLICATION

VOLUME 6B OF 8

ENVIRONMENTAL REPORT
PART 2 — OPERATIONAL IMPACTS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES

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June 1997

ENVIRONMENTAL REPORT

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

OPERATIONAL IMPACTS
RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES

PART 2 of 4

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CSX Corporation and CSX Transportation, Inc. (CSX), and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), are filing an application with the Surface Transportation Board (STB) seeking authority to control Conrail Inc. and Consolidated Rail Corporation and to allocate the assets of Conrail between them.

This Environmental Report describes the proposed action and expected environmental effects. This Environmental Report has been prepared by CSX and NS to assist the STB in its review of the potential environmental effects of the proposed action. The STB has announced its intention to prepare an Environmental Impact Statement on the proposed action. The STB will publish a notice in the Federal Register soliciting comments on the scope of the environmental review process.

We are providing this Environmental Report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If you believe that any of the information is misleading or incorrect or that any pertinent information is missing, or if you have any comments related to environmental matters, you may file comments with the STB. Anyone wishing to file comments on environmental matters should submit an original and ten (10) copies of the comments to:

Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Attention:
Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

Questions and comments on environmental matters may also be directed to the STB's Section of Environmental Analysis at its toll-free number: **1-888-869-1997.**

Your comments will be considered by the STB in evaluating the environmental impacts of the proposed action.

GUIDE TO THE ENVIRONMENTAL REPORT
(published in three volumes):

The Environmental Report includes four parts:

Volume 6A

Part 1: Overview and Description of the Proposed Acquisition

This Part provides an overview of the proposed Acquisition, a summary of the potential environmental impacts and descriptions of analytical methodologies. A Glossary and List of Abbreviations and Acronyms are included in the front of Part 1.

Volume 6B

Part 2: Operational Impacts - Rail Line Segments, Rail Yards and Intermodal Facilities

This Part provides detailed analysis of the potential environmental impacts related to proposed changes in traffic and other Acquisition-related activities on specific rail line segments, at rail yards, and at intermodal/Triple Crown Services facilities.

Volume 6C

Part 3: Proposed Abandonments

This Part provides detailed analyses of each proposed abandonment, proposed mitigation of potential environmental impacts associated with the abandonments and descriptions of analytical methodologies.

Part 4: Proposed Construction Projects

This Part provides detailed analyses of each proposed construction project (connections and other projects requiring newly acquired rights-of-way or property), proposed mitigation of the potential environmental impacts related to each project and descriptions of analytical methodologies.

VOLUME 6B
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PART 2 OPERATIONAL IMPACTS
RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES

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TABLE OF CONTENTS

1.0 INTRODUCTION

This document is Part 2 of the Environmental Report (ER) prepared for the proposed Acquisition of Conrail, Inc. and Consolidated Rail Corporation (hereafter collectively Conrail) by CSX Corporation and CSX Transportation, Inc. (hereafter collectively CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (hereafter collectively NS) and the subsequent division of Conrail's assets. As used hereafter in this ER, the term "Acquisition" means the entirety of the transactions contemplated in this proceeding.

After the Acquisition, CSX operations would utilize both its existing system and those Conrail rail line segments, rail yards and intermodal facilities proposed to be allocated to CSX. Also, NS operations would utilize both its existing system and those Conrail rail line segments, rail yards and intermodal facilities proposed to be allocated to NS. In addition, both CSX and NS would operate on Shared Assets Area rail line segments, and at Shared Assets Area rail yards and intermodal facilities. The Shared Assets Area designated as North Jersey is located in New Jersey; the South Jersey/Philadelphia Shared Assets Area is located in New Jersey and Pennsylvania and an additional Shared Asset Area is located in Detroit, MI. Subject to Amtrak's concurrence, both CSX and NS would operate freight trains on the Northeast Corridor (NEC) between Northern New Jersey and Washington, D.C.

This Part contains an analysis of the potential environmental impacts that could result from increased traffic on CSX, NS and Shared Assets Area rail line segments and increased activity at rail yards and intermodal facilities (trailer on flat car/container on flat car (TOFC/COFC) and Triple Crown Services, Inc. (TCS) facilities). The analysis demonstrates that, overall, no significant adverse impacts in the areas of air quality, noise, transportation, safety or energy would result from the proposed Acquisition.

1.1 BACKGROUND

As a result of the proposed Acquisition, train traffic would increase on rail lines that would enable more efficient and effective service, with corollary decreases on other rail lines. Additionally, increased activity would occur at some rail yards and intermodal facilities and would decrease at other rail yards and intermodal facilities. Further, the proposed Acquisition would result in some increased local truck traffic in and around several intermodal facilities and decreased local truck traffic in and around other intermodal facilities. There would be a significant decrease in long-haul truck traffic because of diversions of freight from truck to rail.

Consistent with the STB's environmental rules at 49 CFR 1105.7(e), this Part identifies potential environmental impacts to air quality, noise levels, transportation (local and regional), safety and energy for areas affected by increased rail and intermodal operations. Quantitative analyses of potential impacts to air and noise quality are presented for rail line segments, rail yards and intermodal facilities where increased activity would meet the STB's respective environmental analysis thresholds. (See Tables 1-1 and 1-2.)

The potential effects of offsetting decreases in rail and intermodal operations are noted, but, consistent with the STB's environmental regulations, decreases in rail and intermodal operations are not given the detailed analysis provided for those operations that meet STB's thresholds for environmental analysis. Accordingly, the analyses presented in this Part significantly overstate the potential localized impacts of the Acquisition.

Table 1-1
Surface Transportation Board's
Air Quality Thresholds for Impact Analysis

Rail Facility	Threshold
Attainment Areas[1] (49 CFR 1105.7 (e)(5)(i))	
Rail Line Segments	Increase of at least 8 trains per day or at least 100 percent as measured in annual gross ton miles
Rail Yards	Increase of at least 100 percent in carload activity
Intermodal Facilities	Increase in truck traffic greater than 10 percent of average daily traffic or 50 trucks per day
Class 1 and Nonattainment Areas (49 CFR 1105.7 (e)(5)(ii))	
Rail Line Segments	Increase of at least 3 trains per day or at least 50 percent as measured in annual gross ton miles
Rail Yards	Increase of at least 20 percent in carload activity
Intermodal Facilities	Increase in truck traffic greater than 10 percent of average daily traffic or 50 trucks per day

[1]The U.S. Environmental Protection Agency (USEPA) has developed National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: sulfur dioxide (SO2), nitrogen dioxide (NO2), ozone (O3), carbon monoxide (CO), lead (Pb) and particulate matter less than 10 microns in diameter (PM-10). Ambient air quality status is determined on a pollutant-by-pollutant basis. Areas in which ambient air quality concentrations of a pollutant are less than these standards are considered attainment areas for that pollutant. Conversely, areas where ambient concentrations exceed the standards for a pollutant are considered nonattainment areas. Maintenance areas are previously designated nonattainment areas that have been redesignated attainment.

Table 1-2
Surface Transportation Board's
Noise Thresholds for Impact Analysis

Rail Facility	Threshold (49 CFR 1105.7 (e)(6))
Rail Line Segments	Increase of at least 8 trains per day or at least 100 percent as measured in annual gross ton miles
Rail Yards	Increase of at least 100 percent in carload activity
Intermodal Facilities	Increase in truck traffic greater than 10 percent of average daily traffic or 50 trucks per day

Rail Line Segments

Rail line segments are portions of a rail line that are between two terminals or junction points (nodes) (e.g. the Conrail rail line segment between Monroe, MI and Trenton, MI). The proposed Acquisition would allow the railroads to combine and optimize their rail networks. Optimization of the expanded systems includes selection of more direct and efficient routes. Improved efficiency and expanded single-line service are expected to result in the diversion of a significant amount of traffic from truck to rail. As a result of these changes, traffic would increase on the rail line segments along single line through-routes and decrease on many other rail line segments.

CSX's and NS's operating plans were reviewed to identify those rail line segments where increased traffic would meet STB thresholds. In the proposed Acquisition, 110 rail line segments in 15 states (Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia and West Virginia) and the District of Columbia would experience traffic increases that meet the STB's air quality analysis thresholds. Of these, 68 segments in 13 states (Delaware, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia and West Virginia) and the District of Columbia would experience traffic increases that meet the STB's noise analysis thresholds. Figures 2-1 through 2-3 show the location of the rail line segments affected by the proposed Acquisition. Additionally, figures for each state are provided in the state discussions.

For each such rail line segment, locomotive emissions of the six pollutants that have National Ambient Air Quality Standards (NAAQS) were quantified: volatile organic compounds (VOCs)[4], carbon monoxide (CO), sulfur dioxide (SO2), nitrogen oxides (NOx)[2], particulate matter (PM)[3] and lead (Pb). For those segments that required noise analysis, overall noise impacts (weighted 24-hour exposure levels, Ldn) were modeled.

Rail Yards

Primary transportation activities in rail yards include switching and sorting of rail cars and assembling of trains. Switch engines are used to move cars within rail yards and have 1,000 to 2,300 horsepower. Rail yards vary in size, ranging from small support yards with a few tracks to large classification yards with dozens of tracks. Ancillary functions may also be performed at rail yards, including locomotive fueling and maintenance, and freight car inspection, cleaning and repair.

In the proposed Acquisition, 15 rail yards in 10 states (Alabama, Georgia, Illinois, Indiana, Michigan, Missouri, New York, Ohio, Pennsylvania, and Tennessee) would have increased activity that meet the STB's air quality analysis thresholds. Activity changes at four of the rail yards in three states (Indiana, Ohio, and Pennsylvania) also would meet the noise analysis thresholds. Figures 2-4 through 2-6 show the location of the rail yards affected by the proposed Acquisition. The same six air pollutants quantified for rail line segments were quantified for these rail yards. For those rail yards that required noise analysis, overall noise impacts (Ldn's) were modeled.

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[2]The NAAQS is for nitrogen dioxide (NO2), but the emissions are calculated for all oxides of nitrogen (NOx), including NO2, because the available emission factor is for NOx.

[3]The NAAQS is for particulate matter less than 10 microns in diameter (PM-10), but the emissions are calculated as total particulate matter (PM), because the available emission factor is for PM.

[4]One of the six criteria pollutants, ozone is not emitted by locomotives. Emissions of nitrogen oxides (NOx) and hydrocarbons or volatile organic compounds (VOCs) contribute to the formation of surface level ozone. NOx and VOCs are thus quantified, rather than ozone.

Intermodal Facilities (TOFC/COFC and TCS)

Intermodal facilities are specialized rail yards where truck trailers or containers are transferred between trains and trucks or between trains and ocean carriers. At TOFC/COFC facilities, this transfer is accomplished using lift equipment (cranes and side loaders). Intermodal operations consist of moving the train into the facility for loading/unloading, lifting the trailers or containers onto or off of the rail cars, and shuttling the containers to or from a holding area using yard trucks. TCS is a partnership owned jointly by NS and Conrail. Post-Acquisition, TCS will become a wholly-owned subsidiary of NS. TCS utilizes the RoadRailer® technology which uniquely equips RoadRailer® trailers for both highway and rail travel without the use of lift equipment. Intermodal operations combine the flexibility and local delivery ability of truck transport or the abilities of ocean carriers with the superior long-haul transportation efficiency of a train.

The proposed Acquisition would result in operational changes at certain intermodal facilities mainly because a significant amount of truck traffic would be diverted to rail. These changes could result in changes in traffic levels (increases at some facilities, decreases at other facilities) at these intermodal facilities and reductions in long-haul highway truck traffic.

Activity changes at 23 intermodal facilities in 11 states (Georgia, Illinois, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, Ohio, Pennsylvania, and Tennessee) would meet the STB's air quality and noise analysis thresholds. Figures 2-4 through 2-6 show the location of the intermodal facilities affected by the proposed Acquisition. The same six air pollutants quantified for rail line segments were quantified for these intermodal facilities and overall noise impacts (Ldn's) were modeled.

1.2 TYPES OF POTENTIAL ENVIRONMENTAL IMPACTS AND METHODOLOGIES

This section summarizes the types of potential environmental impacts associated with increases in activity on rail line segments, at rail yards and intermodal facilities. Consistent with the

STB's requirements, Acquisition-related environmental impacts to the following environmental areas were identified:

- Air quality
- Noise
- Transportation
- Safety
- Energy

1.2.1 Air Quality

As a result of the Acquisition, air emissions would change systemwide and in some local areas. Systemwide, air emissions savings will be realized as a result of substantial truck-to-rail diversions. Other systemwide changes would result from the net change in activities at rail yards and intermodal facilities, rail-to-truck diversions, rail-to-rail diversions and rail traffic reroutes. Localized emissions changes would result primarily from changes in local yard and intermodal rail facility activity. The overall expected change in fuel consumption is discussed in Section 1.2.5.2. See Appendix A to Part 1 of this ER for a discussion of the Air Quality Methodology.

The net changes in activity at rail yards and intermodal facilities are expected to result in minor changes in emissions. Rail-to-truck diversions would be minimal, with a negligible change in emissions.

Rail-to-rail diversions and traffic reroutes are expected to result in a net reduction in diesel fuel consumption and associated emissions. Increased emissions on the CSX or NS system from traffic internally rerouted and/or diverted from other railroads is expected to be generally equal to or less than the emissions currently generated by CSX, NS or other railroads' lines because new CSX and NS routes would generally be more direct. (This includes rerouting projected by CSX for traffic currently on NS lines and portions of Conrail lines designated for NS, and vice versa.) Thus, the re-routing of traffic within the CSX and NS systems and diversions from other railroads would result in reduced ton-miles, and reduced fuel consumption and associated emissions.

The most significant change in air emissions resulting from the Acquisition is the emissions decrease that would result from the over 1 million truck-to-rail diversions predicted by CSX and NS. Specifically, CSX's traffic studies have predicted truck-to-rail diversions totaling 437,978 diverted truckloads and NS has predicted approximately 589,000 diverted truckloads. The traffic studies were focused largely on new single line segments and more efficient services that CSX and NS would be able to offer on their respective systems as a result of the Acquisition. To the extent that CSX and NS would be in a position to offer service competitive with one another on a particular lane following the Acquisition, the studies took such competition into account and apportioned the predicted diversions between the carriers on the basis of business judgments made about the competitive strength of each carrier on the particular lane at issue.

Rail transport is much more fuel efficient than truck transport. Therefore, less fuel would be consumed as a result of truck-to-rail diversions. The truck-to-rail diversions would reduce fuel consumption by an estimated 120,707,000 gallons of diesel fuel annually. Thus the truck-to-rail diversions would result in reduced emissions of most pollutants except for sulfur dioxide (SO_2) emissions which would increase due to the higher sulfur content in the fuel used by locomotives. Emissions projections associated with the predicted truck-to-rail diversions are presented in Table 1-3.

Table 1-3
Truck-to-Rail Air Emission Changes

	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_x	PM	Pb
CSX Truck-To-Rail Diversions						
Emissions from Increased Rail Traffic	8140	904	302	527	206	0.017
Emissions from Decreased Truck Traffic	(8732)	(3829)	(759)	(284)	(1016)	(.044)
CSX Net Truck-To-Rail Emissions Impact	(592)	(2925)	(457)	243	(810)	(.027)
NS Truck-To-Rail Diversions						
Emissions from Increased Rail Traffic	6253	694	232	405	158	.0132
Emissions from Decreased Truck Traffic	(8209)	(3600)	(714)	(267)	(955)	(.042)
NS Net Truck-To-Rail Emissions Impact	(1956)	(2905)	(482)	138	(797)	(.029)
Net Acquisition Emissions Impact	(2548)	(5830)	(939)	381	(1607)	(.056)

1.2.1.1 Emissions on Rail Line Segments, at Rail Yards and Intermodal Facilities

Sources of emissions from increased rail operations on rail line segments, at rail yards and intermodal facilities associated with the proposed Acquisition include:

- Road locomotives on rail line segments
- Switch locomotives at rail yards
- Vehicles (trucks and lift equipment) at intermodal facilities

Air quality impacts were analyzed for all locations where planned operational changes would meet the STB's air quality thresholds (Table 1-1). If any portion of a rail line segment traversed a nonattainment area, the projected traffic changes for the segment in that area were compared to STB air quality thresholds for nonattainment areas. The STB air quality threshold levels are more stringent for nonattainment areas.

The locations of nonattainment areas and the pollutants for which they are not in attainment are listed in 40 CFR 81 Subpart C, Section 107. For most of the United States, the nonattainment

areas are specified by state and county. Areas where ambient concentrations of a pollutant have historically exceeded the standards but currently do not exceed the standards are classified as maintenance areas. Figure 1-4 in Part 1 of the ER shows the location of nonattainment areas and maintenance areas in the study area. Air quality impacts were assessed in the following manner:

- The county(ies) for each rail line segment, rail yard and intermodal facility was determined.

- The air quality status of the identified counties was determined. For this study, counties that are only partially nonattainment were evaluated to determine if any CSX, NS or Conrail rail line segment, rail yard, or intermodal facility is in the nonattainment portion of the county. If any CSX, NS or Conrail rail line segment, rail yard or intermodal facility is in the nonattainment portion, the entire county was deemed nonattainment (D-NA) for purposes of evaluating all the rail facilities in the county. If no CSX, NS or Conrail rail line segment, rail yard or intermodal facility is in the nonattainment portion, the entire county was deemed attainment (D-A).

- The operational changes of each facility (rail line segment, rail yard and/or intermodal facility) were compared to STB thresholds. Facilities where activity increases would meet the thresholds were identified.

- The estimated emissions from activity increases at these facilities were calculated. Emissions of the six pollutants (VOCs, CO, SO2, NOx, Pb and PM) were estimated using EPA-approved and Federal Highway Administration (FHWA)-approved analytical factors. For facilities in more than one county, emissions were prorated for the county(ies) where analysis was required.

No federal program designed to control air emissions applies directly to the proposed Acquisition of Conrail and subsequent operational changes. It was determined that the Clean Air Act's New

Source Review criteria are the most appropriate benchmarks for evaluation of increased air emissions from rail yards and intermodal facilities, even though they only apply to stationary sources. There are no readily applicable benchmarks for the emissions of locomotives moving over rail lines.[5]

Under the New Source Review regulations, increases in VOC's or NO_x are considered to be a significant impact if emissions exceed the following levels:

- 100 tons/year in Ozone Maintenance Areas
- 100 tons/year in Marginal and Moderate Ozone Nonattainment Areas
- 50 tons/year in Serious Ozone Nonattainment Areas
- 25 tons/year in Severe Ozone Nonattainment Areas

The estimated VOC and NOx emissions from each analyzed rail yard and intermodal facility in ozone nonattainment and maintenance counties were compared to these benchmarks. None of the rail yards or intermodal facilities exceeded the benchmarks for VOC and NOx.

Increases in CO are considered a significant impact under the New Source Review regulations if emissions exceed:

- 100 tons/year in CO Maintenance Areas
- 100 tons/year in Marginal and Moderate CO Nonattainment Areas
- 50 tons/year in Serious CO Nonattainment Areas

The estimated CO emissions from each analyzed rail yard and intermodal facility in CO nonattainment and maintenance counties were compared to these benchmarks. None of the rail yards or intermodal facilities exceeded the benchmark for CO.

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[5]Under EPA's regulations governing conformity of general federal actions in nonattainment and maintenance areas with federal and state air quality implementation plans, railroad control transactions are not subject to the General Conformity criteria (40 CFR 51.852). Moreover, the General Conformity criteria are area-specific and, in many areas, have not been fully developed or clearly defined. Therefore, the General Conformity criteria do not provide appropriate benchmarks for assessing the air emissions of the Acquisition.

Increases in PM are considered a significant impact under the New Source Review regulations if emissions exceed:

- 100 tons/year in PM-10 Maintenance Areas
- 100 tons/year in Marginal and Moderate PM-10 Nonattainment Areas
- 70 tons/year in Serious PM-10 Nonattainment Areas

The estimated PM emissions from each analyzed rail yard and intermodal facility in PM-10 nonattainment and maintenance counties were compared to these benchmarks. None of the rail yards or intermodal facilities exceeded the benchmark for PM.

Increases in SO_2 are considered a significant impact under the New Source Review regulations if emissions exceed 100 tons/year. The estimated SO_2 emissions from each analyzed rail yard and intermodal facility in SO_2 nonattainment and maintenance counties were compared to this benchmark. None of the rail yards or intermodal facilities exceeded the benchmark for SO_2.

The U.S. Environmental Protection Agency has proposed air emission standards for locomotives at 62 Federal Register 6366-6405 (February 11, 1997). If these proposed air regulations are adopted, CSX and NS would comply with these standards. Under these rules, when final, air pollutant emissions from rail traffic would be reduced locally and systemwide. The beneficial effect of diverting freight from trucks to rail would thus become even greater than reported herein.

A detailed discussion of the methodology used to prepare air quality analyses is provided in Appendix A to Part 1 of this ER.

1.2.1.2 Fugitive Dust

No significant increase in fugitive dust at rail yards or intermodal facilities would result from the proposed action. Both CSX and NS would either increase dust-suppression activities or would pave facilities expecting to have substantial increased activity as a result of the proposed Acquisition.

1.2.2 Noise

Overall, the Acquisition would result in increases in noise levels in areas where traffic and activities would increase and offsetting reductions in noise where traffic and activities would decrease. Noise reductions are not analyzed in this ER; only the impacts from increases are analyzed. Rail-to-rail diversions and internal rerouting of rail traffic are expected to have approximately equivalent and offsetting increases and decreases in noise impacts overall.

Overall rail traffic increases would result primarily from diversion of freight from truck-to-rail. These diversions are expected to result in the annual elimination of over one million truck moves (Table 1-4) from interstate highways and the substitution of a much smaller number of train moves to transport this freight. There will thus be a significant decrease in the number of noise sources.

Noise impacts from increases in overall noise levels at sensitive receptor sites (eg., residences, schools, hospitals, and churches) were analyzed for all locations where planned operational changes meet the STB's noise analysis thresholds. A summary of the STB thresholds for noise impact analysis is presented in Table 1-2.

Noise impacts were assessed in the following manner:

- Activity changes for each rail line segment, rail yard and intermodal facility in the proposed Acquisition were evaluated against the STB noise thresholds to identify those rail facilities (rail line segments, rail yards and intermodal facilities) where increased activity would meet the STB thresholds for noise analysis.

- For each rail line segment, rail yard and intermodal facility that required detailed noise analysis, overall noise impacts (weighted 24-hour exposure levels, Ldn) were quantified. The following assumptions, which reflect the general practice of each railroad, were used in the noise analysis:

- Average train speed of 35 mph
- For CSX: 6,200-foot long train
- For NS: 5,000-foot long train
- A throttle setting no higher than position 6
- A daytime background level of 50 dBA
- A nighttime background level of 40 dBA
- Acoustical shielding using FHWA traffic noise prediction model
- Trains evenly distributed throughout 24 hours
- Half of trains from each direction at road crossings

- Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted.

Fifty-five rail line segments, four rail yards and 23 intermodal facilities would experience an increase in activity that meets STB noise thresholds. The noise impact estimates for individual rail line segments, rail yards and intermodal facilities are given under the appropriate state section later in this Part. A detailed discussion of the noise methodology and models used in the impact analyses are provided in Appendix B to Part 1 of this ER.

The dominant noise sources are (1) the general noise from train operations (from wheels on rails, etc.) and (2) the audible warning signals at grade crossings. In order to minimize the general train noise, CSX and NS would continue to maintain their equipment to meet EPA's and FRA's noise standards. For safety reasons, Federal regulations require railroads to sound horns at grade crossings. The noise generated by the horn extends the 65 Ldn contour significantly farther from the rail line, increasing the potential for affecting noise-sensitive receptors. The noise generated by horns thus has a beneficial effect on safety but a detrimental effect on noise levels.

1.2.3 Transportation

In considering the environmental impacts of the proposed Acquisition, the STB's regulations at 49 CFR 1105.7(e)(2) require a description of the effects of the proposed action on local or regional transportation systems and patterns, and an estimate of the amount of passenger or freight traffic that would be diverted to other transportation systems or modes as a result of the proposed action. The effects on the national transportation system were also analyzed.

For the purposes of this analysis, the local transportation system was defined as the local road network between affected intermodal facilities and the regional transportation system. The regional transportation system was defined as major regional and/or metropolitan roads and state highways. The national transportation system was defined as the interstate highway system.

Impacts on local and regional transportation systems and patterns were analyzed for any intermodal facility that would experience an average increase in truck traffic of more than 10 percent of the average daily traffic or at least 50 vehicles a day. Any impacts (i.e., increases in traffic levels) would result from additional trucks entering and exiting intermodal facilities to pick up and/or drop off freight containers. Increases in local truck activity near intermodal facilities could result from anticipated truck-to-rail diversions, rail-to-rail diversions, and extended hauls transported on the expanded CSX and NS systems.

A summary of truck-to-rail diversions is provided in Table 1-4. These diversions would result in increased local truck traffic into and out of intermodal facilities with corresponding decreases in long-haul traffic on the national highway transportation system. The decreases in long-haul traffic would reduce traffic congestion and the potential for accidents on the national highway transportation system. In addition to reducing truck traffic, the diversion of intermodal units from truck to rail would reduce emissions, extend the life of the national highway system, reduce highway maintenance costs and reduce fuel consumption.

Table 1-4
Truck-to-Rail Diversions

	CSX	NS	Total
Truck trips removed from national highways	437,978	589,000*	1,026,978
Truck miles expected to be saved annually	402,900,000	379,200,000*	782,100,000
Note: Net systemwide energy savings are discussed in more detail in Section 1.2.5.2. *NS projects a larger number of shorter length intermodal trips resulting from diversions than does CSX.			

A detailed discussion of the transportation methodology is provided in Appendix C to Part 1 of this ER.

1.2.4 Safety

Traffic changes from the Acquisition would result from changes in mode and routing of existing traffic. Rail-to-rail diversions and internal rerouting of rail traffic would result in increases in the potential for accidents and delays at grade crossings where traffic increases and offsetting reductions in the potential for accidents and delays at crossings where traffic decreases.

The major impact on safety from the Acquisition would result from truck-to-rail diversions. The reduction in long-haul truck miles would reduce traffic congestion and delays to motorists. (This effect is not quantified in this ER.) More importantly, the reduction in truck miles would result in a significant reduction in highway accidents, including fatal accidents, as discussed in Section 1.2.4.2.

Regarding safety impacts from the proposed Acquisition, STB rules at 49 CFR 1105.7 (e)(7) require the following:

- a description of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings)

- information on hazardous materials transportation, including the applicant's safety record
- information on hazardous waste sites and spill sites on the right-of-way

A detailed discussion of the safety methodology is provided in Appendix D to Part 1 of this ER.

1.2.4.1 Grade Crossings

1.2.4.1.1 *Accidents*

The Federal Railroad Administration (FRA) keeps track of accidents at public grade crossings. In the *Highway-Rail Crossing Accident/Incident and Inventory Bulletin No. 17, Calendar Year 1994* (USDOT, FRA, July 1995), the FRA published a table of crossing accident rates by number of trains per day and annual average daily traffic (ADT). Portions of this table are presented below in Table 1-5. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on a line segment (provided in Sections 2 through 24), identifying the ADT of the road crossed by the line segment (provided in Sections 2 through 24) and, based on the identified information, finding the appropriate cells in Table 1-5. The information provided in Sections 2 through 24 only includes lines expected to have increased traffic meeting STB thresholds. Information on lines with decreased traffic and, therefore, decreased potential for accidents is provided in Part 1 of this ER, but is not discussed further in Part 2.

Table 1-5
Crossing Accident Rates By Number Of Trains And Average Daily Traffic

Number of Trains per Day	Average Daily Traffic	
	5,000-10,000	>10,000
3-5	0.0382 (one accident every 26.2 years)	0.0535 (one accident every 18.7 years)
6-10	0.0452 (one accident every 22.1 years)	0.0619 (one accident every 16.2 years)
11-15	0.0672 (one accident every 14.9 years)	0.0902 (one accident every 11.1 years)
16-20	0.0746 (one accident every 13.4 years)	0.1019 (one accident every 9.8 years)
21-25	0.1062 (one accident every 9.4 years)	0.1046 (one accident every 9.6 years)
26-30	0.088 (one accident every 11.4 years)	0.0822 (one accident every 12.2 years)
>30	0.0711 (one accident every 14.1 years)	0.1012 (one accident every 9.9 years)
Source: Highway-Rail Crossing Accident/Incident and Inventory Bulletin (DOT, FRA, July 1995).		

Safety, including grade crossing safety, is a primary concern of CSX and NS. Both CSX and NS are active participants in Operation Lifesaver programs which educate the public on the importance of grade crossing safety and traffic control requirements. CSX and NS also are active in the Officer-on-Train program where police agency personnel ride trains in an effort to improve enforcement of traffic control laws at crossings. Grade separations and warning system upgrades are the responsibility of state and local highway departments; both CSX and NS cooperate with highway departments to support and pursue grade separation programs, the elimination of grade crossings whenever possible, and the improvement of crossing warning systems.

CSX and NS would continue to maintain all rail line and grade crossing warning devices according to FRA Standards (49 CFR Part 213).

CSX Discussion

CSX has representation on the Program Development Council of Operation Lifesaver. Further, CSX has eight, full-time personnel dedicated to the Operation Lifesaver program at strategic locations throughout the CSX system; these employees are supplemented by 21 part time

participants and 27 voluntary participants who provide presentations to the public. In 1997, CSX will conduct approximately 15 Grade Crossing Collision Investigation Courses for state, county and local agencies, including police agencies, to train agency personnel in the use of proper investigative techniques to identify causes of collisions, and improve safety.

During the last four years, the total number of grade crossing collisions on CSX lines has varied from year to year, with a significant improvement occurring from 1995 to 1996, as presented in Table 1-6.

Table 1-6
CSX Grade Crossing Collision Statistics

Year	Number of Collisions	Change from Prior Year
1993	515	--
1994	551	7%
1995	611	11%
1996	486	-20%

During the last four years, CSX has closed over 1,000 grade crossings (87 crossings in 1993, 160 crossings in 1994, 282 crossings in 1995, and 507 crossings in 1996), and has a goal of closing 600 crossings this year. Although separating crossings and upgrading warning systems is the responsibility of state and local highway departments, CSX fully supports and participates in these projects. For example, on average CSX participates in the installation of 350 active warning systems at crossings each year.

CSX is currently working with state agencies on the following number of grade separation projects to eliminate the need for grade crossings:

- 5 in Alabama
- 1 in Delaware
- 13 in the District of Columbia
- 7 in Michigan
- 1 in Mississippi
- 19 in North Carolina

- 15 in Florida
- 18 in Georgia
- 12 in Illinois
- 34 in Indiana
- 18 in Kentucky
- 16 in Maryland
- 42 in Ohio
- 29 in Pennsylvania
- 6 in South Carolina
- 24 in Tennessee
- 40 in Virginia
- 20 in West Virginia

Conrail is currently working on 306 active grade separate projects on lines that would be assigned to CSX, excluding Shared Assets Areas. The projects by state are:

- 34 in Ohio
- 16 in Pennsylvania
- 35 in Indiana
- 3 in District of Columbia
- 118 in New York
- 38 in Illinois
- 11 in Michigan
- 51 in Massachusetts

Changes in the probability of accidents at crossings primarily are related to changes in the number of trains passing existing crossings (both increases and decreases) and the on-going program to eliminate crossings. In addition, as discussed in Part 3, the grade crossings on the Paris to Danville, Illinois 29-mile long rail line segment proposed for abandonment would be eliminated and, as discussed in Part 4, three grade crossings near Willard Yard in Ohio would be eliminated as a result of a construction project.

NS Discussion

Over the last four years, the number of grade crossing collisions has steadily decreased on NS lines. Each NS operating division has a grade crossing team that evaluates line segments to help eliminate potential hazards. A member of NS's grade crossing department is on the Board of Directors and is Chairmen Elect of National Operation Lifesaver, Inc. In 1997, NS will conduct 38 Grade Crossing Collision Investigation Courses for state, county and local agencies, and police

agencies to help assure proper investigative techniques, identify causes of collisions and improve safety. As a result of these efforts, the total number of grade crossing collisions has decreased steadily as presented in Table 1-7.

Table 1-7
Norfolk Southern Grade Crossing Collision Statistics

Year	Number of Collisions	Change from Prior Year
1993	826	--
1994	749	-9.3 %
1995	692	-7.6 %
1996	567	-17.9 %

NS supports and pursues grade separations and eliminations whenever possible. NS closed 117 grade crossings in 1993; 196 crossings in 1994; 235 in 1995; and 285 in 1996. NS works in a supportive and cooperative fashion to help state and local highway departments prioritize and complete grade separations and warning system upgrades. NS coordinates with highway departments regarding eligibility of any crossings that might qualify for upgraded warning systems or grade separation projects.

NS is currently working with state agencies on the following number of grade separation projects to eliminate the need for grade crossings (in addition to those that would be eliminated by the proposed abandonments discussed in Part 3):

- 24 in Alabama
- 43 in Georgia
- 23 in Illinois
- 30 in Indiana
- 17 in Kentucky
- 7 in Louisiana
- 2 in Michigan
- 3 in New York
- 52 in North Carolina
- 54 in Ohio
- 3 in Pennsylvania
- 17 in South Carolina
- 23 in Tennessee
- 66 in Virginia

- 2 in Mississippi
- 16 in Missouri
- 16 in West Virginia

Conrail is currently working on 317 active grade separation project on lines that would be assigned to NS. NS would continue with these as active projects. The projects by state are:

- 5 in Delaware
- 16 in Illinois
- 43 in Indiana
- 3 in Maryland
- 25 in Michigan
- 60 in New York
- 21 in New Jersey
- 73 in Ohio
- 62 in Pennsylvania
- 9 in West Virginia

While only four new grade crossings and four expanded grade crossings are planned as a result of the Acquisition, NS estimates that over 99 existing grade crossings would be eliminated through abandonments. Since only four new crossings are expected, the change in probability of accidents at grade crossings would depend primarily upon the change in number of trains on rail line segments, the elimination of grade crossings from abandonments and the continuing program to eliminate crossings. Overall, the biggest impact on traffic accidents would result from the reduction in truck traffic over the national transportation system.

1.2.4.1.2 *Vehicle Delays*

Delays at grade crossings are a function of the number of trains per day, the time it takes for a train to pass the crossing, and the type of crossing warning device. Traffic delays are assumed to increase linearly with increasing train traffic.

CSX Discussion

The duration of vehicle delay per train depends upon the speed of the train and the length of the train. The average vehicle delay, based on the average CSX 6,200-foot train length, at various speeds is presented in Table 1-8.

Table 1-8
Average Delays at CSX Grade Crossings

Train Speed (mph)	Average Delay (minutes)
10	4.1
20	2.3
30	1.7
40	1.4
50	1.3
60	1.1

NS Discussion

The duration of vehicle delay per train depends upon the speed of the train and the length of the train. The average vehicle delay, based on the average NS 5,000-foot train length at various speeds is presented in Table 1-9.

Table 1-9
Average Vehicle Delays at NS Grade Crossings

Train Speed (mph)	Average Delay (minutes)
10	3.4
20	2.0
30	1.5
40	1.3
50	1.1
60	1.0

1.2.4.2 Train Accidents

Train accidents involving damage as low as $6,300 must be reported to the FRA. The number of FRA-reportable train accidents per million train-miles for CSX, NS and Conrail for 1991 through 1995 are listed in Table 1-10.

Table 1-10
Train Accident Rates per Million Train Miles

Year	CSX	NS	Conrail
1991	2.81	2.86	4.74
1992	2.76	2.65	3.71
1993	2.62	2.23	4.17
1994	1.91	1.97	3.69
1995	1.90	1.93	3.31

CSX Discussion

According to railroad data, the accident rate for CSX in 1995 was 1.9 accidents per million train miles, approximately half the average rate of 3.71 accidents per million miles for Class I railroads. Using this figure, and an expected systemwide increase of approximately 6.14 million train-miles per year in the expanded CSX system (including increases on the Conrail segments shared with NS), the Acquisition could result in an increase of 11.67 accidents per year. Based on industry averages, derailments would be expected to account for 7.76 accidents or 66.5 percent of the increase, collisions would be expected to account for 1.05 accidents or 9 percent of the increase, and 2.86 accidents or 24.5 percent of the increase would be classified as "other."

The anticipated increase in accidents due to greater overall traffic levels on the expanded CSX system would be more than offset by reductions in accidents on highways and other railroads from which the traffic was diverted. The greater use of intermodal shipments on the expanded CSX system would result in a decrease of approximately 402.8 million long-haul truck-miles annually. Based on 1994 data from the Department of Transportation, this reduction in long-haul truck-miles would equate to a decrease of approximately 870 total traffic crashes per year involving large trucks. Additionally, approximately 225 of those would be crashes involving injuries and 11.0 of those would be fatal crashes killing one or more persons. Although the greater use of intermodal shipments would result in increased truck activity in the vicinity of some intermodal ramps, and may present a potential for increased accidents, these facilities generally are located in

industrial areas which have a low potential for contact with pedestrian and non-commercial traffic. Overall, the Acquisition is expected to have a net beneficial effect on safety.

NS Discussion

In 1995, NS's train accident rate was 1.93 accidents per million train miles, approximately half the average rate of 3.71 accidents per million miles for Class I railroads. With an expected increase of approximately 3.59 million train miles per year on the expanded NS system and applying NS's current accident rate to this increase, the proposed Acquisition could result in an increase of 6.93 rail accidents per year on the expanded NS system. Based on national averages, 4.6 of these accidents would be derailments, 0.62 would be collisions and 1.71 would be "other" types of accidents. The anticipated increase in accidents due to greater overall traffic levels on the expanded NS system would be more than offset by reductions in accidents on highways and other railroads from which the traffic was diverted.

The greater use of intermodal shipments resulting from the proposed Acquisition would lead to increased truck activity in the vicinity of some of the intermodal facilities, creating the potential for increased accidents. However, increased use of intermodal shipments would also result in decreased long-haul truck traffic on highways and a corresponding potential for decreased accidents on the interstate highway system. The greater use of intermodal shipments on the expanded NS system would result in a decrease of approximately 379 million long-haul truck-miles annually. Based on 1994 data from the Department of Transportation, this reduction in long-haul truck-miles would equate to a decrease of approximately 820 total traffic crashes per

year involving large trucks. Additionally, approximately 211 of those would be injury crashes and 10.3 of those would be fatal crashes killing one or more persons.

Summary Discussion

Conrail's 1995 train accident rate was 3.31 accidents per million train miles. After the Acquisition, CSX and NS would each apply their focus and commitment and accompanying operating and maintenance practices to the expanded systems. Applying either CSX's or NS's current train accident rate of 1.90 or 1.93 to traffic to the existing Conrail system would result in a potential reduction of approximately 71 rail accidents per year. Taking into account the potential combined CSX and NS increase in rail accidents of 18.6 and the potential decrease in rail accidents of 71 on Conrail routes, along with the substantial decrease of 1,690 large truck crashes and projected reduction of 21 fatal crashes killing one or more persons, the Acquisition is expected to have a significant overall beneficial effect on safety.

1.2.4.3 Hazardous Materials Transportation

Safe transportation protects the resources of the customers and communities served as well as the resources of the railroads. CSX and NS have each independently adopted proactive programs to improve the safety of hazardous materials transportation. This has resulted in superior safety records for both CSX and NS compared to industry averages.

As part of their separate efforts to continually improve safety performance in transportation, both CSX and NS are Responsible Care® Partners. The Responsible Care® program was established by the Chemical Manufacturers Association (CMA) in 1988 as a proactive self-regulating approach to improving health, safety and environmental performance. The goal was to improve CMA members' performance in these areas to reduce the need and potential for additional government regulation.

The Responsible Care® Partnership program extends Responsible Care® requirements to non-CMA members including transportation companies which apply to join. Partners must align

internal management practices to meet or continuously improve toward meeting established codes. The codes include: Community Awareness and Emergency Response; Process Safety; Pollution Prevention; Safe Distribution; Employee Health and Safety; and Product Stewardship.

CSX and NS are each fully committed to this proactive effort with their CMA customers to improve the safe transportation of chemicals and hazardous materials.

CSX and NS would continue to transport all hazardous materials in compliance with the U.S. Department of Transportation Federal Hazardous Materials Regulations (49 CFR Parts 171 to 180).

CSX Discussion

In 1996, CSX transported 4,566,000 carloads of freight on its 18,500 mile route system. Approximately, 7.4 percent of those shipments were hazardous materials, representing a total of about 337,500 carloads in 1996. These hazardous shipments moved primarily on routes designated as Key Routes in accordance with the Inter-Industry Task Force recommendations. CSX's Key Routes consist of 5538 miles or about 30 percent of CSX's total route system. CSX does not anticipate any increase in the percentage of hazardous materials relative to nonhazardous materials transported on its system as a result of the Acquisition. The vast majority of the increased traffic that CSX traffic studies predict would divert to its system from current truck and barge carriage is nonhazardous, particularly with respect to the predicted diversions to the CSX intermodal network. For that reason, it is likely that the percentage of hazardous freight relative to nonhazardous freight transported by CSX would decline as a result of the traffic increases attributable to the Acquisition. Further, as discussed in Section 1.2.4, the diversion of freight, including hazardous freight, from truck to rail should result generally in an enhancement in safety due to the better safety record of rail transport in comparison to truck transport.

Although the quantity of hazardous commodities transported may increase, the proposed Acquisition would not affect the policies or operation of CSX concerning the type of hazardous materials transported or the methods used to safeguard shipments.

In 1996, CSX submitted 169 Department of Transportation (DOT) F 5800.1 reportable incident reports, most for minor releases. Therefore, more than 99.9 percent of hazardous material shipments arrived at their destination without a release incident.

CSX operating principles include standards and procedures for the handling and disposal of chemical products and wastes, and adherence to standards governing safe transportation of hazardous materials. Employees are provided with environmental awareness training that includes verbal and written statements of operating practices, as well as training sessions. Hazardous Materials Rules have been developed, and are included in the CSX Operating Procedures Manual; these rules were developed to govern the switching and handling of cars containing hazardous materials, substances or wastes. These procedures include a requirement that operating personnel have in their possession, and know how to use, the Emergency Response Guidebook (DOT P 5800.6) developed by the U.S. Department of Transportation.

CSX has a full-time staff of hazardous materials managers, two at its headquarters in Jacksonville and five strategically located throughout the CSX system. This group responds to and/or provides coordination with contractors and with emergency response personnel of any incident involving hazardous materials. This group also conducts inspections to insure compliance with U.S. Department of Transportation regulations and training for CSX employees and pre-emergency planning and response training for communities along the CSX network.

The emergency plans prepared by CSX are detailed and include a state listing of all agencies to be contacted in the event of an emergency. As part of its emergency response planning, CSX has developed PACE (Preventing Accidental Chemical Emergencies); copies of this document are available at appropriate locations, including rail yards, and include emergency procedures to be

followed in the event of a hazardous material release. Telephone numbers for emergency responders (e.g., police, ambulance, fire department) are provided. In the event of a hazardous release, CSX has five field managers who will respond to provide remediation oversight; remediation is performed by qualified contractors who are retained by CSX to respond in the event releases occur.

Initial post-Acquisition plans would continue to be governed by existing emergency response plans, with improvements developed and implemented on an on-going basis, as required.

NS Discussion

Currently, 5.6 percent of NS's traffic consists of hazardous materials, representing a total of about 254,834 carloads in 1996. These hazardous material shipments moved primarily on routes designated as key routes (NS defines these as routes with annual hazardous materials traffic exceeding 9,000 carloads. This definition is more restrictive than the Inter-Industry Task Force Recommendations). In 1995, NS key routes consisted of 6,423 miles. NS does not anticipate any increase in the percentage of hazardous materials relative to nonhazardous materials transported on its system as a result of the Acquisition. The vast majority of the increased traffic that NS traffic studies predict would divert to its system from current truck carriage is nonhazardous, particularly with respect to the predicted diversions to the NS intermodal network. For that reason, it is likely that the percentage of hazardous freight relative to nonhazardous freight transported by NS would decline as a result of the traffic increases attributable to the Acquisition. Further, the diversion of freight, including hazardous freight, from truck to rail should result generally in an enhancement in safety due to the better safety record of rail transport in comparison to truck transport.

NS's environmental policy requires employees to understand and comply with environmental requirements. To assure that NS employees are aware of individual and corporate responsibilities for protection of the environment, NS implemented environmental awareness training for all employees. NS also implemented and regularly provides hazardous materials training for all

employees with duties related to hazardous materials transportation. NS is involved with local communities in providing training for fire, police and emergency response departments. NS is also involved in community outreach programs. NS has received numerous safety and service awards, including the Harriman Gold Safety Award for the last eight years. The Harriman Gold Safety Award is the highest safety honor for railroads.

NS transported 254,924 shipments of hazardous materials in 1996. During the same year, NS had a company record low total of 90 Department of Transportation (DOT) F 5800.1 reportable incidents, mostly minor in nature. Over 99.96 percent of the hazardous materials shipments arrived at their destination without incident.

The proposed Acquisition would not affect the NS policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled. NS would adopt the best from existing NS and Conrail methods used to safeguard shipments and focus on more improvements.

NS developed and maintains corporate and divisional Emergency Action Plans based on the principles of Prevention, Preparedness, Response and Remediation. In the event of a hazardous material incident, NS implements its Emergency Action Plans. These plans would be revised to reflect changes in systemwide operations implemented as part of the Acquisition.

Prevention of incidents is the primary challenge, with a goal of zero incidents. Prevention efforts include: hazardous materials training of employees; compliance with regulations, operating rules, safety rules and industry recommended operating practices; maintenance of the railroad's infrastructure and equipment; and risk assessment to target and prioritize opportunities to improve performance.

Preparedness to respond includes: distribution and maintenance of the written response plans, instructions, guidelines and contact lists of agencies, personnel and contractors; training

employees, fire departments and other public emergency response personnel how to handle hazardous materials incident responsibilities; conducting emergency response exercises; and conducting hazardous materials audits.

Response efforts are taken to prevent or minimize any detrimental effects to health, safety and the environment. Response efforts include: safe initial assessment of an incident; a structured system for reporting the response to government agencies, the shipper(s) and company personnel; and an established network of qualified emergency response contractors across the NS system which are mobilized as indicated by the location and nature of incidents. Ten full-time NS Environmental Operations Engineers are located strategically throughout the NS system to respond to incidents, supervise the response and remediation efforts of contractors, and coordinate with regulatory agencies.

Remediation efforts bring the incident to a close and restore the environment and area. Remediation tasks include assessment of the site, contamination and risks; development of a corrective action plan; corrective action; and confirmation assessment. Remediation of serious incidents is typically performed in cooperation with and under the supervision of regulatory authorities.

In addition to systemwide and division Emergency Action Plans, NS has Spill Prevention Control and Countermeasure (SPCC) plans, Facility Response Plans (FRPs), and Hazardous Waste Management plans at numerous fixed facilities. Conrail has an analogous set of response plans. Initial post-Acquisition activities would continue to be governed by the existing plans. Revised systemwide plans would be developed and implemented after the Acquisition to govern the Conrail assets operated by NS.

Shared Assets Areas Discussion

CSX and NS are both committed to effective and safe management of Shared Assets Areas, including hazardous materials transportation and incident response. Currently, Conrail has

hazardous materials compliance programs and response plans for areas that would become Shared Assets Areas (North Jersey, South Jersey/Philadelphia, and Detroit, MI). Initially, Conrail's programs and plans would remain in place after the Acquisition. Any changes to these plans and practices would be drawn from the best management practices of Conrail, CSX and NS.

1.2.4.4 Hazardous Waste Sites / Spill Sites on the Right-of-Way

The proposed Acquisition would have no effect on the number or nature of known hazardous waste sites along the CSX or NS rights-of-way. CSX, NS and Conrail have policies to comply with all environmental requirements.

CSX's, NS's and Conrail's hazardous material reportable incidents from 1991 through 1995 are summarized in Tables F-1, F-2 and F-3, respectively, in Appendix F to Part 1 of this ER. These incidents are reported according to Federal Railroad Administration requirements. Most of the incidents involve low quantity releases caused by improper shipper securement of tank car valves. (The tank cars are normally not owned or maintained by railroads.) Most of these incidents have little or no environmental impact. As described in Section 1.2.4.3, when an incident occurs that does result in environmental contamination, response efforts include remediating the site. Post-Acquisition, CSX and NS would continue to follow appropriate emergency response procedures outlined in their Emergency Response Plans in the case of a hazardous materials spill.

1.2.5 Energy Impacts

The STB's environmental rules at 49 CFR 1105.7(e)(4) require a description of:

- The effect of the proposed action on transportation of energy resources and recyclable commodities.
- Whether the proposed action would result in an increase or decrease in overall energy efficiency.
- The extent to which the proposed action would cause diversions from rail to motor carriage (rail-to-truck).

1.2.5.1 Effects on the Transportation of Energy Resources and Recyclable Commodities

Energy-producing materials that may be transported include: coal, fuel oils, liquefied gases, wood products, chemical products and various petroleum-based products. Recyclable commodities that may be transported include: aluminum alloy scrap, iron or steel scrap or tailings and waste paper. Based on traffic studies performed by NS and CSX, it was determined that no substantial volumes of energy-producing or recyclable commodities are expected to be diverted from truck to rail. Most of the traffic predicted for diversion consists of containerized intermodal commodities; energy-producing and recyclable commodities are not generally transported by intermodal service.

The increased overall efficiency of operation would benefit the transportation by rail of energy resources and recyclable commodities due to the shorter, more direct transportation routes. The increased efficiency and competition resulting from the Acquisition is expected to result in economic benefits to shippers and users of energy-producing materials and recyclable commodities.

1.2.5.2 Effects on Energy Efficiency

As a result of the Acquisition, there will be an overall change in fuel consumption from the effects of truck-to-rail diversions, rail-to-truck diversions, rail-to-rail diversions, rerouting, and the net change in activities at yards and intermodal facilities. As discussed in Section 1.2.1, traffic changes other than truck-to-rail diversions are expected to result in a slight reduction in diesel fuel consumption. The reduction would result because traffic changes (other than truck-to-rail diversions) generally involve rerouting existing rail traffic to shorter, more efficient routes. Activities in rail yards and at intermodal activities would result in minor increases in fuel consumption. Few rail-to-truck diversions are expected and thus their impact on fuel consumption would be negligible. The effects on fuel consumption from rail-to-rail diversions, rerouting, and changes in activity at rail yards and intermodal facilities would be negligible compared to the truck-to-rail impact and have therefore not been analyzed in detail.

A substantial savings in fuel consumption for the Acquisition (over 120 million gallons annually) would result from truck-to-rail diversions. The increased rail fuel consumption and decreased truck fuel consumption associated with ruck-to-rail diversions are presented in Table 1-11. See Appendix E to Part 1 of this ER for a discussion of the Energy Methodology.

Table 1-11
Truck-to-Rail Diversion Fuel Consumption Changes

	Diesel Fuel (gallons)
CSX Truck-To-Rail Diversions	
Fuel from Increased Rail Traffic	28,743,000
Fuel from Decreased Truck Traffic	(84,854,000)
CSX Net Truck-To-Rail Fuel Change	(56,111,000)
NS Truck-To-Rail Diversions	
Fuel from Increased Rail Traffic	22,078,000
Fuel from Decreased Truck Traffic	(86,674,000)
NS Net Truck-To-Rail Fuel Change	(64,596,000)
Net Acquisition Fuel Impact	(120,707,000)

1.2.5.3 Rail-to-Truck Diversions

As explained in Part 3 of this ER, none of the limited rail-to-truck diversions that might result from the proposed CSX and NS abandonments would meet the STB thresholds for analysis. Any changes in energy efficiency arising from diversion from rail to truck for short-haul movement are expected to be insignificant.

1.2.6 Summary of Findings

Sections 2.0 through 24.0 of this Part provide detailed discussions, by state, of the environmental impacts from increased activity on rail line segments, at rail yards and at intermodal facilities. Impacts to air quality, noise, transportation, and safety from the proposed Acquisition are discussed for each affected state. Within each state's discussion, air quality impacts are discussed

on a county-by-county basis. Noise impacts are presented by rail line segment, rail yard and/or intermodal facility. Transportation impacts are discussed by rail line segment and/or intermodal facility. Safety impacts are addressed at the state level.

The following analyses demonstrate that, overall, no significant adverse impacts in the areas of air quality, noise, transportation or safety would result from the proposed Acquisition.

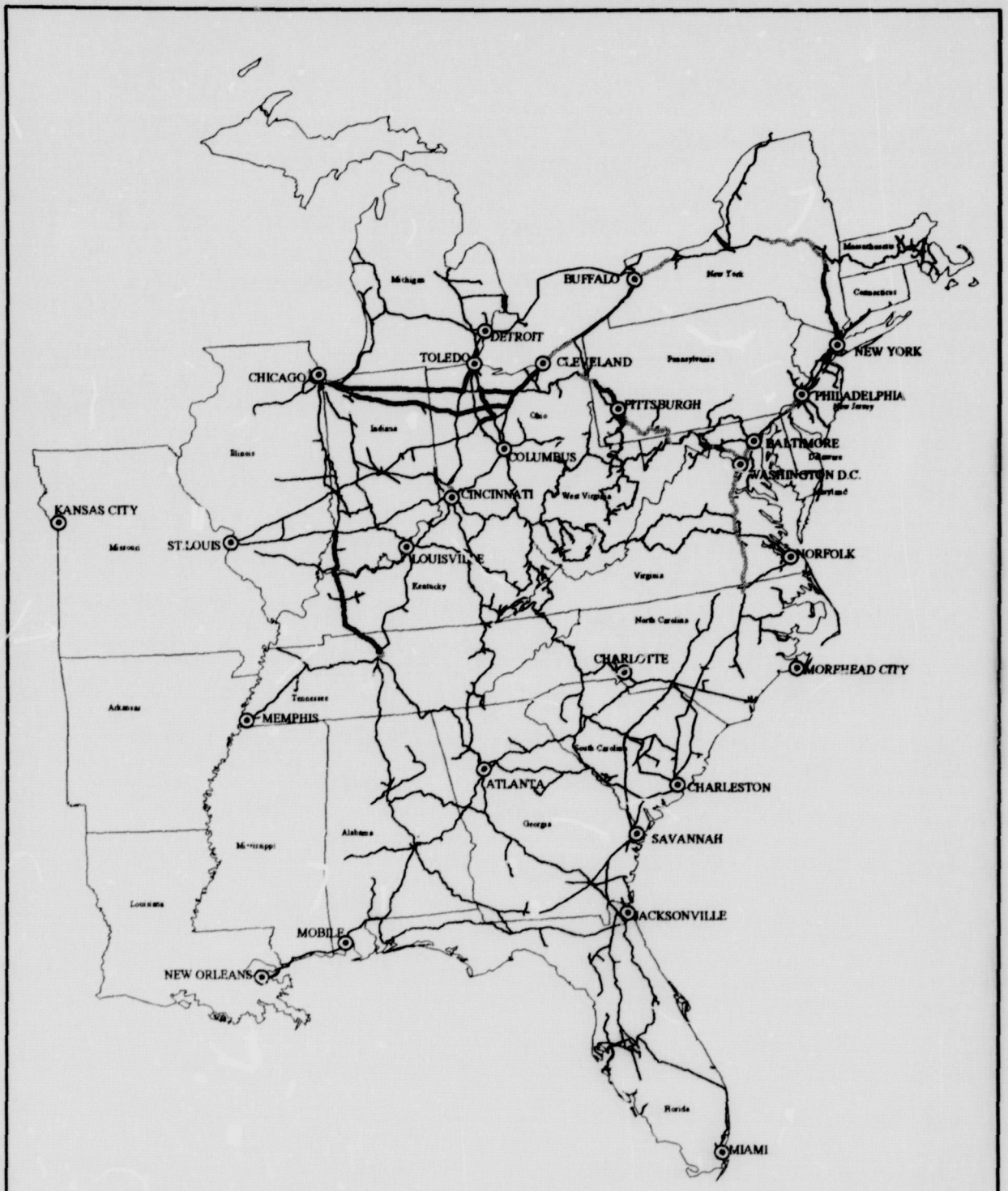
Systemwide,

- Air quality is expected to improve because the proposed Acquisition would result in a substantial amount of beneficial truck-to-rail diversions.
- Noise levels would increase in some areas and decrease in other areas in approximately equivalent amounts, and the number of noise sources would decrease.
- Transportation and safety benefits are expected because numerous long-haul trucks would be diverted to rail, reducing traffic congestion and the potential for highway accidents. The reduction in potential highway accidents would more than offset the potential increase in vehicle-train collisions, with a projected reduction of 21 fatal crashes resulting in one or more deaths.
- Fuel consumption would be reduced significantly from truck-to-rail diversions.

At local levels,

- Air pollutants in a particular area could increase or decrease. The overall impact in individual counties are overstated in this ER because decreases in emissions associated with reduced truck traffic and reduced traffic on rail line segments have not been quantified on a county by county basis.
- Noise impacts in a particular area could increase or decrease. Noise impacts are expected in some residential areas from increased traffic on rail lines. No additional noise impacts are expected from increased rail yard and intermodal facility activity.
- Local transportation impacts from increased activity at intermodal facilities would be insignificant because, in every case but one, the increased truck activity would

represent a relatively small percentage (less than 12 percent) of the overall traffic on the local roads.

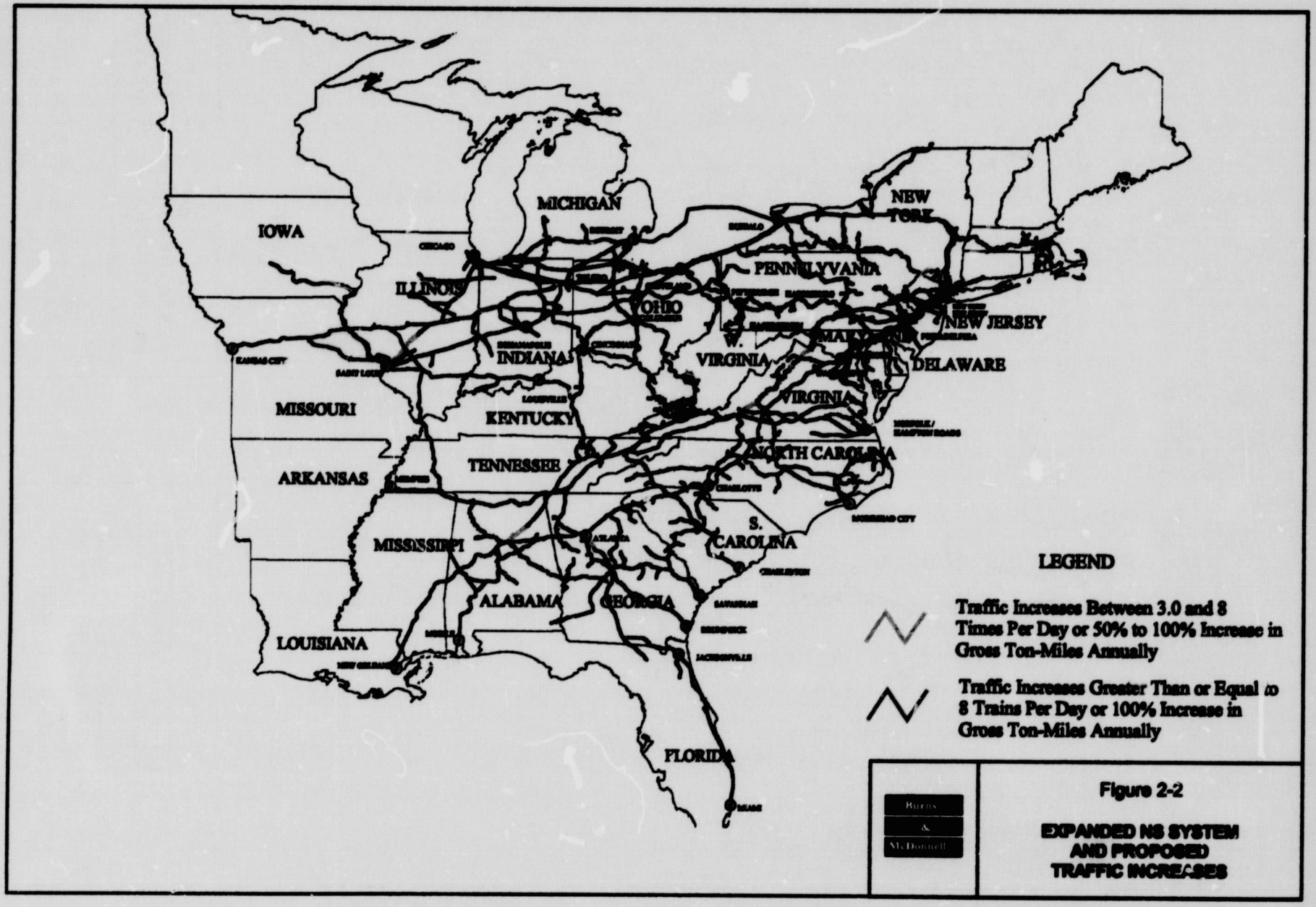


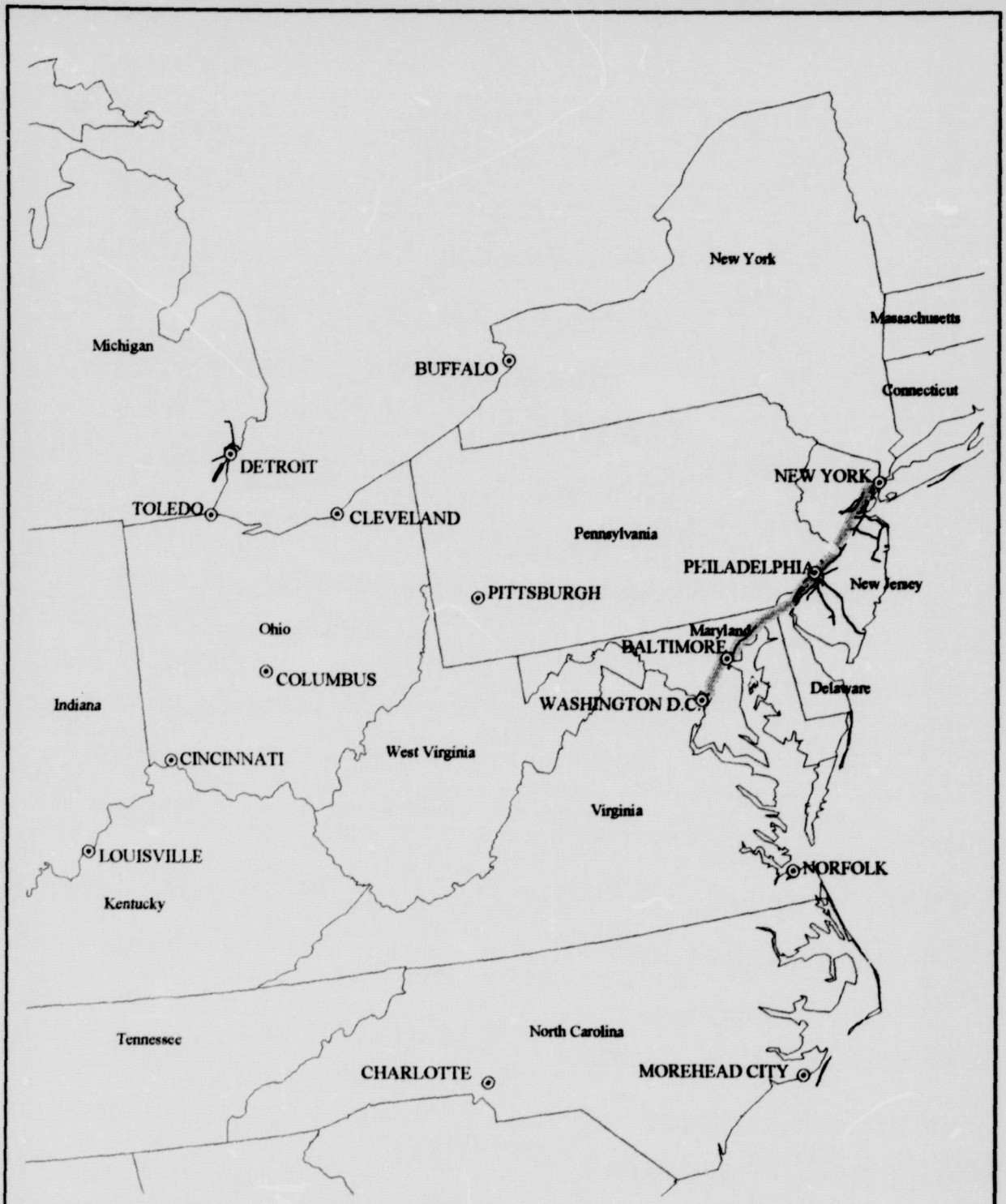
LEGEND

- Traffic Increases between 3.0 and 8 Trains per Day or 50% to 100% Increase in Gross Ton-Miles Annually
- Traffic increases Greater than or Equal to 8 Trains per Day or 100% Increase in Gross Ton-Miles Annually
- Expanded CSX System - Including Trackage Rights and Haulage
- Cities

Figure 2-1
EXPANDED CSX SYSTEM AND PROPOSED TRAFFIC INCREASES

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY


MICHIGAN
IOWA
NEW YORK
PENNSYLVANIA
ILLINOIS
OHIO
NEW JERSEY
W. VIRGINIA
INDIANA
DELAWARE
MISSOURI
VIRGINIA
KENTUCKY
NORTH CAROLINA
TENNESSEE
ARKANSAS
S. CAROLINA
MISSISSIPPI
ALABAMA
GEORGIA
LOUISIANA
FLORIDA
LEGEND
Traffic Increases Between 3.0 and 8 Times Per Day or 50% to 100% Increase in Gross Ton-Miles Annually
Traffic Increases Greater Than or Equal to 8 Trains Per Day or 100% Increase in Gross Ton-Miles Annually
Burns & McDonnell
Figure 2-2
EXPANDED NS SYSTEM AND PROPOSED TRAFFIC INCREASES



LEGEND

- Traffic Increases between 3.0 and 8 Trains per Day or 50% to 100% Increase in Gross Ton-Miles Annually
- Traffic Increases Greater than or Equal to 8 Trains per Day or 100% Increase in Gross Ton-Miles Annually
- Shared Areas
- North East Corridor
- Cities

Figure 2-3
EXPANDED SHARED AREAS, NEC AND PROPOSED TRAFFIC INCREASES

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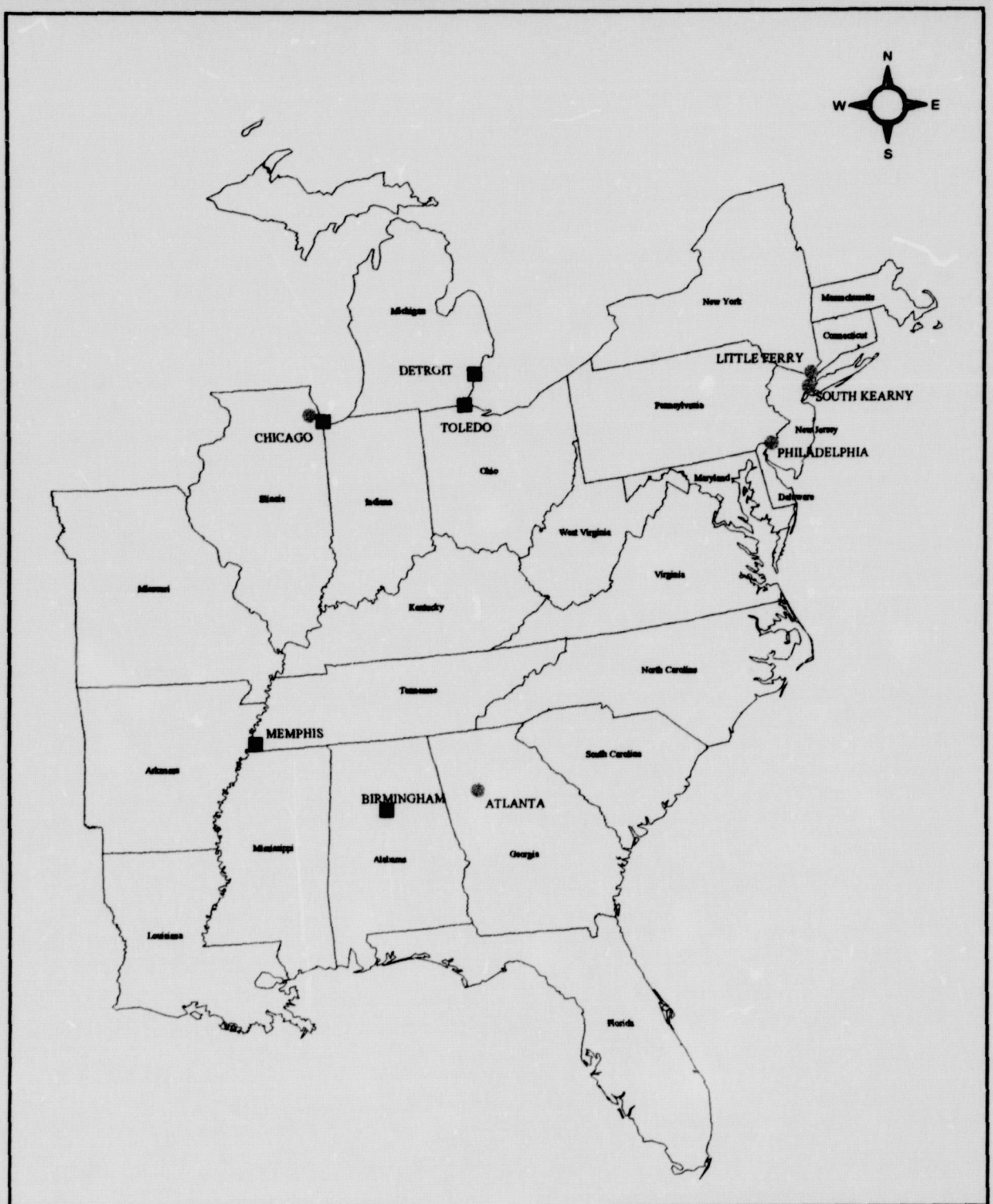

LEGEND

- Rail Yard
- Intermodal Facility
- Expanded CSX System- Including Trackage Rights and Haulage

Figure 2-4
CSX RAIL YARDS AND INTERMODAL FACILITIES WITH PROPOSED INCREASED ACTIVITY

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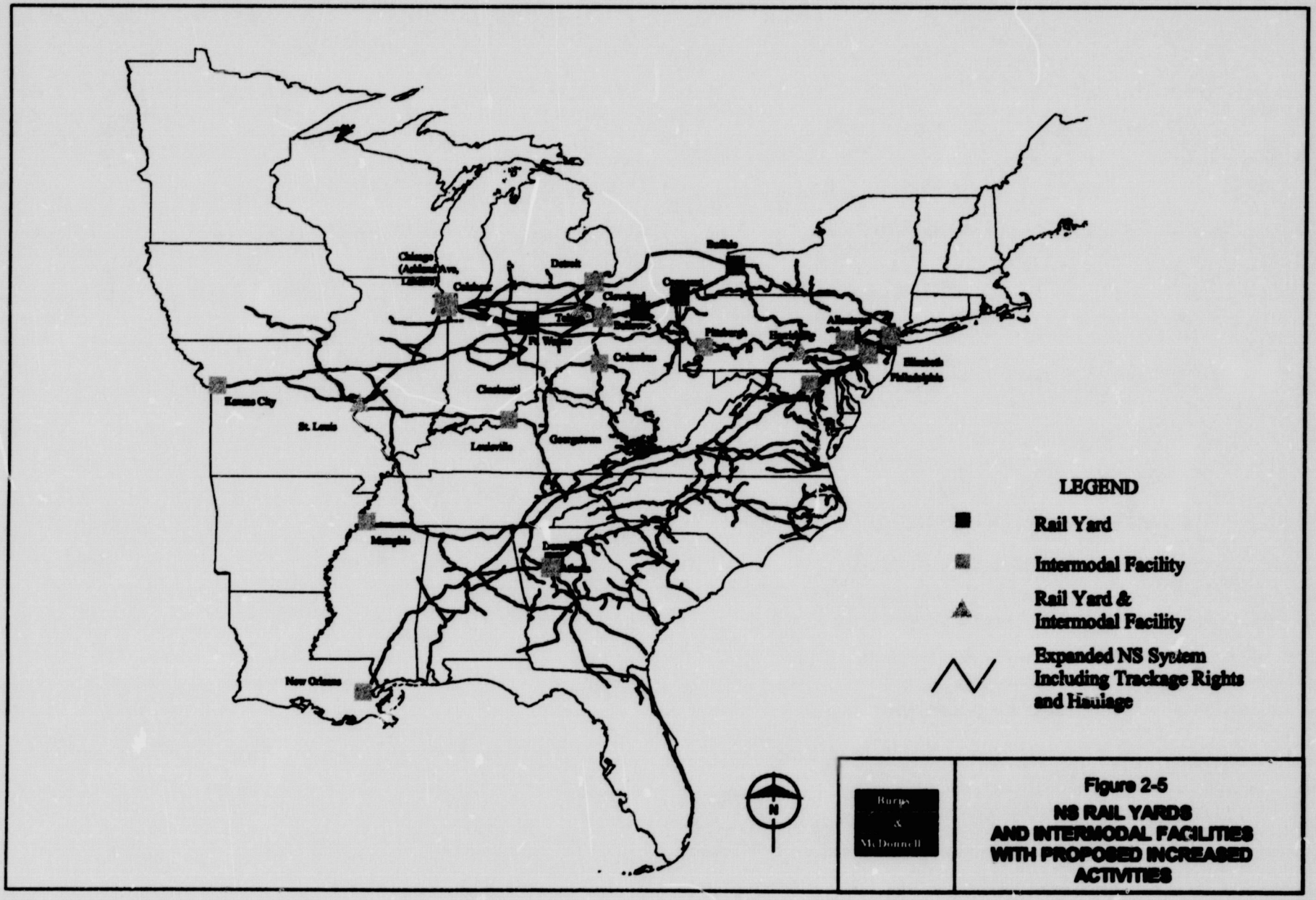
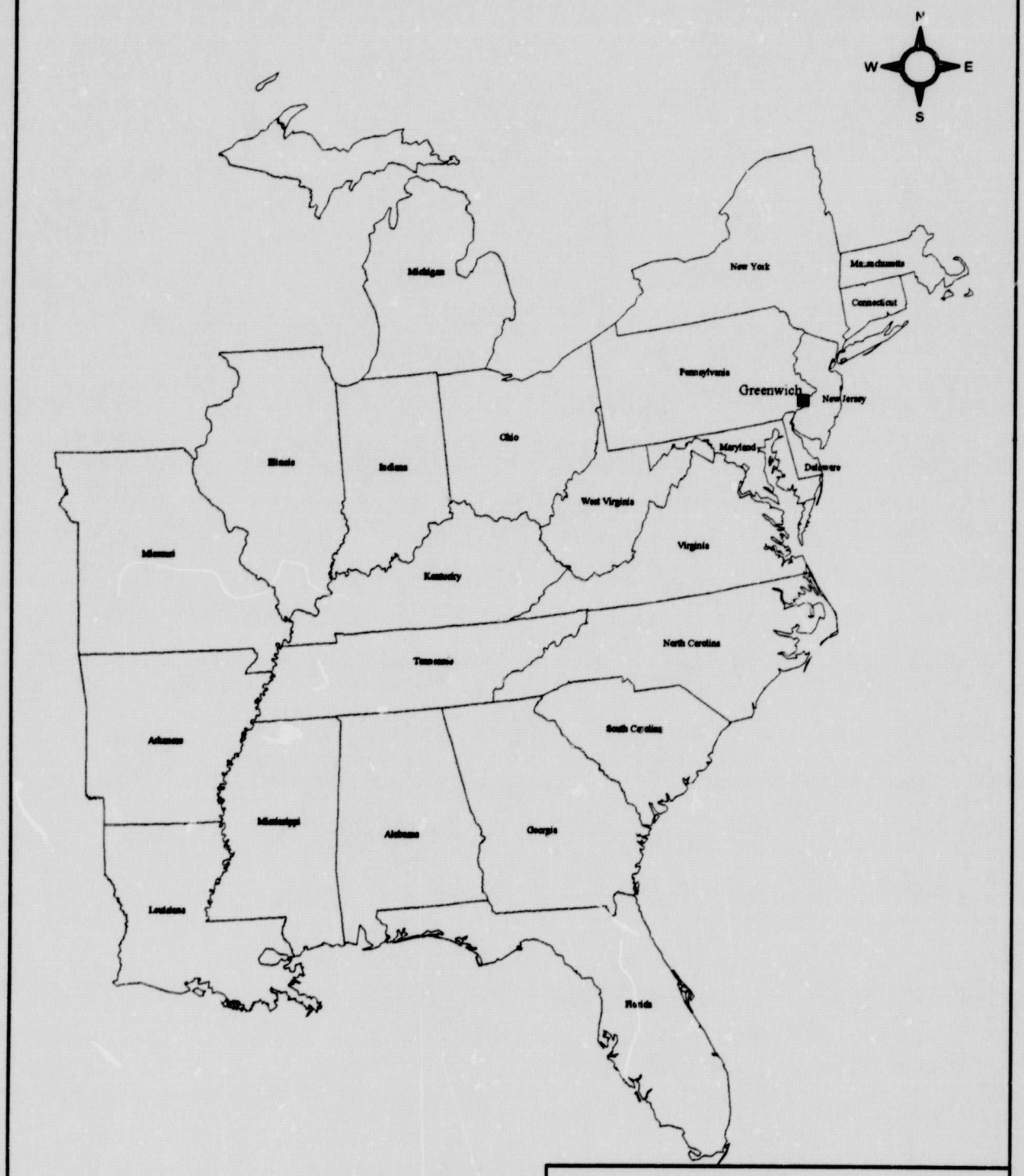


Figure 2-5
NS RAIL YARDS AND INTERMODAL FACILITIES WITH PROPOSED INCREASED ACTIVITIES



LEGEND

■ **Rail Yard**

Figure 2-6
RAIL YARDS AND INTERMODAL FACILITIES WITH PROPOSED INCREASED ACTIVITY IN SHARED AREAS

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2.0 ALABAMA

2.0 ALABAMA

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Alabama resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have relatively minor environmental impacts in Alabama. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Alabama immediately follows.

Both CSX and NS will reroute movements to more efficient routes that will improve customer service, on-time performance and car utilization. Alabama shippers will extend their single-line market reach via CSX and NS into the Northeast and Midwest. Significant potential exists for CSX and NS to divert traffic from trucks to rail, which will have a favorable impact upon highway congestion and air quality conditions.

No route abandonments are anticipated in Alabama by CSX or NS.

2.1 AIR QUALITY IMPACTS

Of the 67 counties in Alabama, two counties have nonattainment areas for air quality. The nonattainment areas are near Birmingham. These areas are nonattainment for ozone.

One county with a nonattainment area for ozone and two counties with attainment areas have CSX and NS rail line segments or rail yards that meet STB thresholds (see Table 1-1). These are listed below and shown in Figures 2-7.1. Line segments with Amtrak or commuter trains operating on them are in bold.

CSX Rail Yard

Rail Yard	County	Air Quality Status	Rail Cars Handled per Day	
			Pre-Acquisition	Post-
Boyles	Jefferson	N	990	1186

• N = Nonattainment

NS Rail Line Segment

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-	
Norris Yd, AL	Attalla, AL	Etowah St. Clair Jefferson	A A N	7.4	12.6	15

• N = Nonattainment, A = Attainment
• GTM = Gross Ton Miles

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities or rail line segments. However, other rail facilities in Alabama (and in other states served by CSX and NS) would experience decreases in traffic or activity and decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

2.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard and/or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. Counties that are nonattainment or were deemed nonattainment areas are discussed first, followed by counties that are attainment or were deemed attainment areas.

2.1.1.1 Nonattainment Areas

In Alabama, one county classified as a nonattainment area has a rail line segment and a rail yard that would experience increases in traffic or activity that would meet STB thresholds.

2.1.1.1.1 *Jefferson County, AL*

Jefferson County is classified as nonattainment (marginal) for ozone and is classified as partial maintenance for lead. Increases in emissions have been estimated for each of the rail facilities in Jefferson County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Estimated Increases in Emissions for the CSX Rail Yard

Rail Yard	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_2	PM	Pb
Boyles	11.0	1.3	0.60	0.50	0.20	0.000016
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter , Pb = lead						

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Norris Yd, AL	Attalla, AL	48.00	13.76	7.4	12.6	5.2	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions
for the Portion of the NS Rail Line Segment in Jefferson County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Norris Yd, AL	Attalla, AL	18.06	2.01	0.67	1.17	0.46	0.000038
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter , Pb = lead							

Discussion of Impacts in Jefferson County

Rail line segments and rail yards are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards in nonattainment areas were compared to the New Source Review benchmark for marginal nonattainment areas (i.e., 100 tons/year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Jefferson County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

2.1.2.1 Attainment Areas

In Alabama, two counties classified as attainment areas have a rail line segment that would experience increases in traffic or activity that would meet STB thresholds.

2.1.2.1.1 *Etowah County, AL*

Etowah County is an attainment area. Increases in emissions have been estimated for the rail line segment in Etowah County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Norris Yd, AL	Attalla, AL	48.00	6.66	7.4	12.6	5.2	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions
for the Portion of the NS Rail Line Segment in Etowah County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Norris Yd, AL	Attalla, AL	8.74	0.97	0.32	0.57	0.22	0.000018
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter , Pb = lead							

Discussion of Impacts in Etowah County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Etowah County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

2.1.2.1.2 *St. Clair County, AL*

St. Clair County is an attainment area. Increases in emissions have been estimated for the rail line segment in St. Clair county that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Norris Yd, AL	Attalla, AL	48.00	27.59	7.4	12.6	5.2	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions
for the Portion of the NS Rail Line Segment in St. Clair County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Norris Yd, AL	Attalla, AL	36.22	4.02	1.34	2.35	0.91	0.000076
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in St. Clair County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in St. Clair County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

2.2 NOISE IMPACTS

No CSX or NS rail line segments, rail yards and/or intermodal facilities in Alabama would experience increases in traffic or activity meeting the STB thresholds for noise analysis.

2.3 TRANSPORTATION

There are no intermodal facilities in Alabama that would experience an increase of 50 trucks or more per day or an increase in 10 percent of the ADT on local roads.

2.4 SAFETY

Impacts on safety may occur as a resul of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result in Alabama from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

2.4.1 Grade Crossing Safety

The NS grade crossings with an ADT of 5,000 or greater along analyzed lines are listed below. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified line segment (Section 2.1), identifying the ADT of the road crossed by the line segment listed below, and based on the identified information, finding the appropriate cells in Table 1-5 in Section 1.2.4.1.

NS Analyzed Grade Crossings with an ADT of 5,000 or greater

County	City	Rail Line Segment		Road Crossed	ADT	
		From	To		5,000 - 10,000	> 10,000
Jefferson	Trussville	Norris Yd, AL	Attalla, AL	Roper Road	X	
Etowah	Attalla	Norris Yd, AL	Attalla, AL	Gilbert Ferry Road		X

Although the potential for accidents at grade crossings would increase for crossings with increased train traffic, the potential for accidents on interstate highways would decrease because the number of long-haul trucks would decrease. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

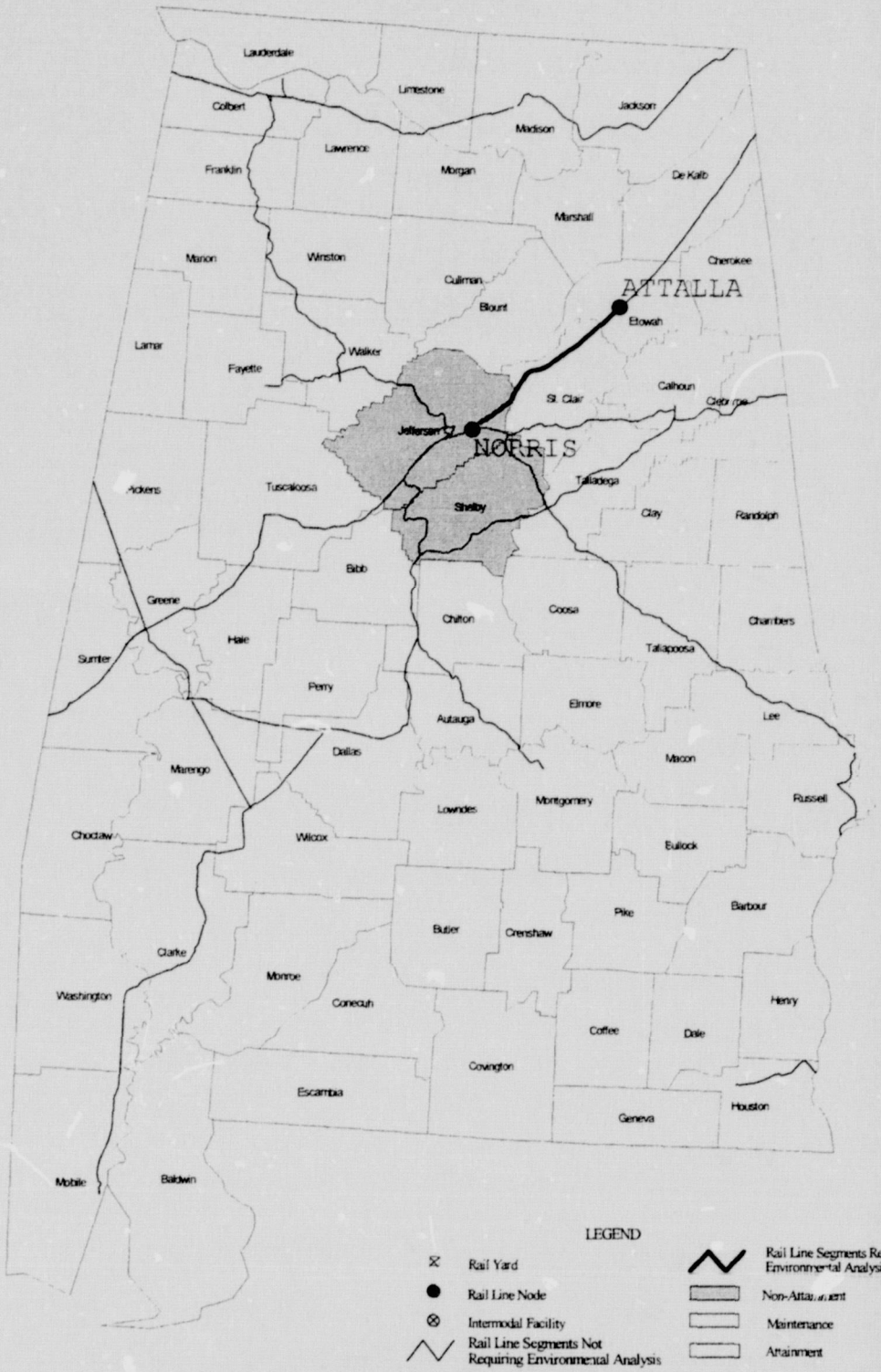
Information on vehicle delays is provided in Section 1.2.4.1.2.

2.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

2.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.



Note: Rail System Includes Trackage Rights and Haulage

Burns & McDonnell

Figure 2-7.1
NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN ALABAMA

3.0 DELAWARE

3.0 DELAWARE

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Delaware resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have environmental impacts in Delaware. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Delaware immediately follows.

Through this Acquisition, Delaware will continue to be served by two Class I railroads offering both carload and intermodal services. Delaware shippers will gain new and more efficient routes and services. The Port of Wilmington will gain extended market reach to the Midwest and Southeast through the expanded CSX and NS networks. No abandonments are proposed in Delaware.

Conrail operates freight trains over the Northeast Corridor (NEC) through Delaware; these trains operate primarily at night. CSX and NS anticipate that freight traffic over the NEC will increase, but trains will be operated at night so as not to interfere with the passenger service on the NEC.

CSX operates and owns a line between Philadelphia and Baltimore which passes through Delaware. NS will have limited rights to use this CSX line, in addition to the NEC route.

NS will replace Conrail on most Conrail-owned lines in the state. NS will work with area shortlines to expand the reach of Delmarva shippers to the Southeast and Midwest. NS is exploring ways to improve rail access to the state from the NEC.

No route abandonments are anticipated in Delaware by CSX or NS.

3.1 AIR QUALITY IMPACTS

Of the three counties in Delaware, one county (New Castle) is nonattainment for ozone. The CSX, NS, and Northeast Corridor (NEC) rail line segments in Delaware would experience increases in activity that meet STB thresholds (see Table 1-1). These are listed below and are shown in Figures 2-9.1, 2-9.2 and 2-9.3. Line segments with Amtrak or commuter trains operating on them are in bold.

CSX Rail Line Segment

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
RG, PA	Wilsmere, DE	New Castle	N	22.9	26.4	23.00
• N = Nonattainment						

NS Rail Line Segment

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Edgemoor, DE	Bell, DE	New Castle	N	5.0	11.8	162
• N = Nonattainment • GTM = Gross Ton Miles						

NEC Rail Line Segments

Rail Line Segment				County	Air Quality Status	Trains per Day		Increase in GTM (%)
From		To				Pre-Acquisition	Post-Acquisition	
Davis	**DE**	**Perryville**	**MD**	**New Castle**	**N**	**71.5**	**79.4**	**74**
Arsenal	**PA**	**Davis**	**DE**	**New Castle**	**N**	**118.3**	**126.5**	**63**
• N = Nonattainment								

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities; however, other rail facilities in Delaware (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

3.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard and/or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. The nonattainment counties are discussed below.

3.1.4.1 Nonattainment Areas

In Delaware, one county classified as nonattainment has rail line segments that would experience increases in traffic or activity that would meet STB thresholds.

3.1.4.1.i *New Castle County, DE*

New Castle County is classified as nonattainment (severe) for ozone. Increases in emissions have been estimated for each of the rail facilities in New Castle County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

CSX Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
RG, PA	Wilsmere, DE	26	10.8	22.9	26.4	3.5	23

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of the CSX Rail Line Segment in New Castle County

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
RG, PA	Wilsmere, DE	39.30	4.40	1.50	2.50	1.00	0.000083

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Edgemoor, DE	Bell, DE	1.00	1.00	5.00	11.80	6.80	162

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of the NS Rail Line Segment in New Castle County

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Edgemoor, DE	Bell, DE	3.08	0.34	0.11	0.20	0.08	0.0000065

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide PM = particulate matter, Pb = lead

NEC Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Davis, DE	Perryville, MD	21.1	9.8	71.5	79.4	7.9	74
Arsenal, PA	Davis, DE	25.0	14.5	118.3	126.5	8.2	63
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NEC Rail Line Segments in New Castle County

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Davis, DE	Perryville, MD	73.20	8.10	2.70	4.70	1.80	0.00016
Arsenal, PA	Davis, DE	102.40	11.40	3.80	6.60	2.60	0.00022
	Total	175.60	19.50	6.50	11.30	3.60	0.00038
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in New Castle County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in New Castle County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

3.2 NOISE IMPACTS

The CSX, NS, and the NEC rail line segments that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre- and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (residences, schools, churches, hospitals) is provided. If a rail line segment crosses state boundaries, the portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

NS Rail Line Segment

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Edgemoor, DE	Bell, DE	5.0	11.8	6.8	3.6	100	350

Edgemoor, DE to Bell, DE

This rail segment currently has 5 trains per day. This segment would experience an increase of 6.84 trains per day and an increase of 161.51 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 3.6 dBA, exceeding the impact criterion. Most noise impacts would generally occur at or near grade crossings where train horns would be sounded as a warning; however, no grade crossings are on this segment. The current 65 dBA Ldn contour of 50 feet (100 feet at grade crossings) would extend to approximately 200 feet (350 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Edgemoor

This is a small community where the track trends southwest to northeast along the southeast edge of this community. There are residences, businesses, schools and churches in this community.

Bellefonte

This is a mid-sized community where the southwest to northeast trending track is in the south part of the city. Numerous residences, businesses and industries occur on both sides of the rail. Schools and churches are also located in this community.

Number of Sensitive Receptors
Edgemoor, DE to Bell, DE Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
0	0	0	0	3	0	1	0

NEC Rail Line Segment

Segment		Trains Per Day				Change in dBA
			Freight			
From	To	Passenger	Pre-Acquisition	Post-Acquisition	Difference	
Arsenal, PA	Davis, DE	116	118.3	126.5	8.2	1.0

Arsenal, PA to Davis, DE

This line segment would be an NEC line. The current train traffic on this segment is an average of 2.3 freight trains per day and 116 passenger trains per day. As a result of the Acquisition, the segment is projected to experience an average increase of 8.2 freight trains per day. Because of the large number of passenger trains, the projected increase in freight traffic would have only a minimal impact on the noise environment. The projected change in freight train volume would result in an Ldn increase of approximately 1 dBA. No adverse noise impacts are projected for this line segment.

3.3 TRANSPORTATION

There are no intermodal facilities in Delaware.

3.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. A detailed discussion of the safety issues and methodology is discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

3.4.1 Grade Crossing Safety

Grade crossings along analyzed CSX, NS or NEC rail line segments do not have an ADT of 5,000 or greater.

3.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX and NS policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX and NS transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

3.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX, NS and Conrail hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.

CSX RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN DELAWARE

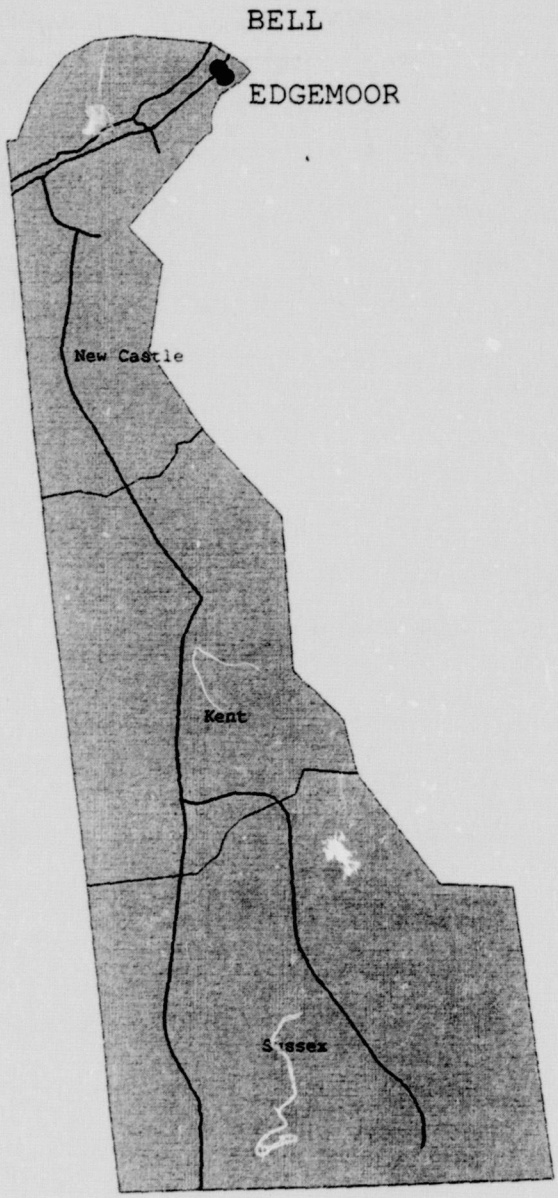
LEGEND

- Rail Line Segments Requiring Environmental Analysis
- Rail Line Segments Not Requiring Environmental Analysis
- Nodes
- Rail Yard
- Intermodal Facility
- Non-Attainment
- Maintenence
- Attainment

Note: Rail System Includes Trackage Rights and Haulage

FIGURE 2-9.1

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY



LEGEND

- Rail Yard
- Rail Line Node
- Intermodal or TCS Facility
- Rail Line Segments Not Requiring Environmental Analysis
- Rail Line Segments Requiring Environmental Analysis
- Non-Attainment
- Maintenance
- Attainment

N

Note: Rail System Includes Trackage Rights and Haulage

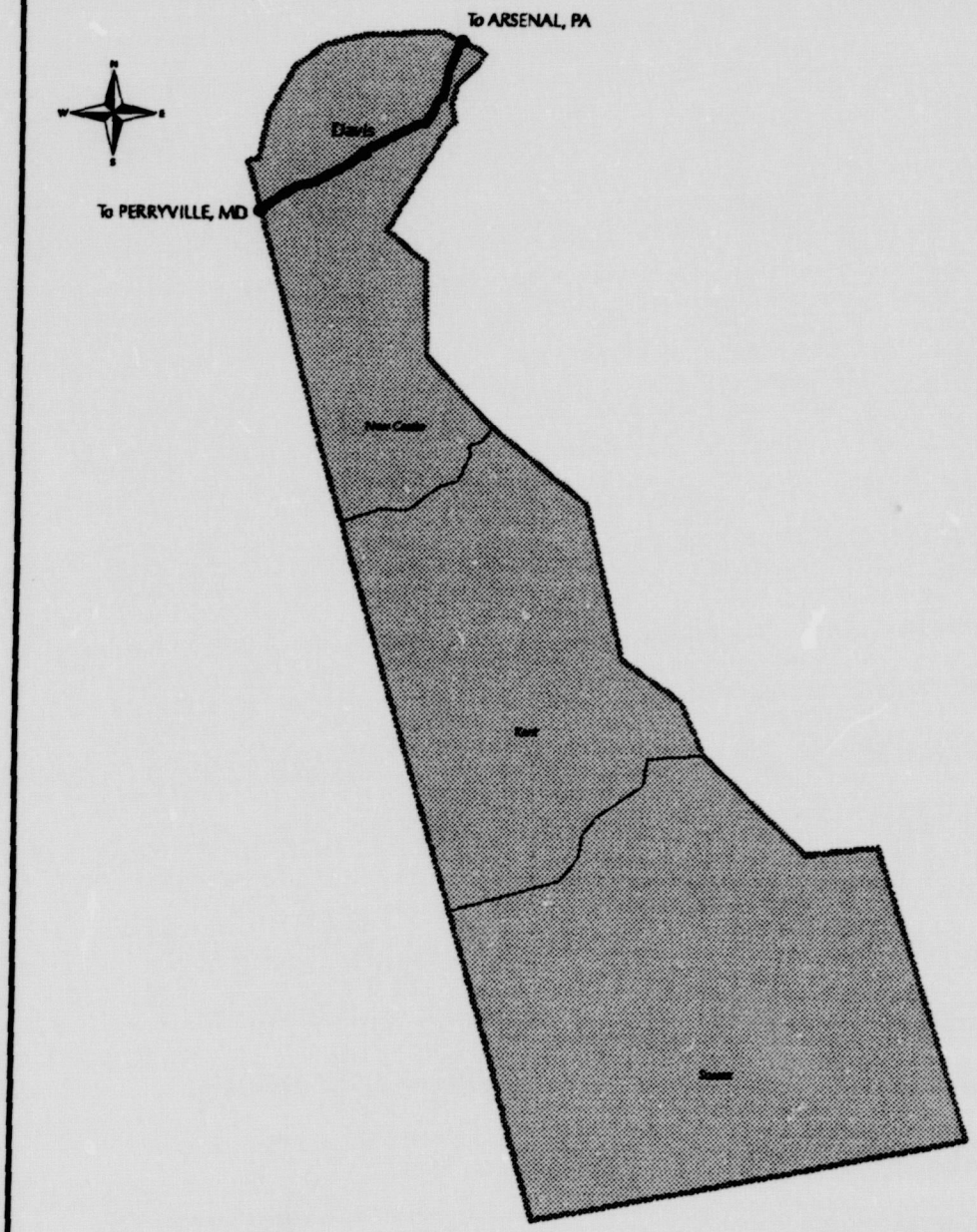
Rail Line Segments Included on Shared Area/NEC map (figure 2-9.3)

Burns & McDonnell

Figure 2-9.2

NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN DELAWARE

SHARED AREA AND NEC RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN DELAWARE



LEGEND

- Rail Line Segments Requiring Environmental Analysis
- Rail Line Segments Not Requiring Environmental Analysis
- Nodes
- Rail Yard
- Intermodal Facility
- Non-Attainment
- Maintenence
- Attainment

FIGURE 2-9.3

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

4.0 FLORIDA

4.0 FLORIDA
RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

No CSX or NS rail line segments, rail yards or intermodal facilities in Florida would experience increased traffic or activity that would meet STB thresholds. Therefore no adverse impacts would occur in Florida as a result of the proposed Acquisition. CSX and NS anticipate that due to predicted truck-to-rail diversions, Florida will experience a benefit in the areas of air emissions, noise and safety.

5.0 GEORGIA

5.0 GEORGIA

RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Georgia resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have relatively minor environmental impacts in Georgia. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Georgia immediately follows.

Both CSX and NS will reroute movements to more efficient routes that will improve customer service, on-time performance and car utilization. Through this Acquisition, Georgia shippers will extend their single-line market reach via CSX and NS into the Northeast and Midwest.

Waycross will remain a major CSX hub and expand intermodal service from Atlanta and Savannah to the North. Georgia will be served by five of the CSX service routes to be operated following the Acquisition, including the Atlantic Coast Service Route, linking Boston and Miami via Savannah and Waycross, and the Michigan-Florida Service Route, linking Detroit and Miami via Atlanta. The new route configurations will enable transit times between Georgia and new England to be reduced by at least one day and will be highly competitive with truck transport.

Atlanta will remain a major NS hub. The Acquisition allows NS to form a single-line route from Northeastern points to Atlanta and other southeastern points via Hagerstown, Greensboro and Charlotte. Capital improvements in Hagerstown will improve rail operations and on-time performance. General merchandise service between the Upper Midwest and Deep South is currently hampered by interchange at Cincinnati and Chicago. Combining NS and Conrail

volumes and using Conrail's Elkhart Yard will create long distance trains between Elkhart and Chattanooga/Macon that will cut one to three days from current schedules.

Significant potential exists for CSX and NS diversion of traffic from trucks to rail. These diversions will have a favorable impact upon highway congestion and air quality conditions.

5.1 AIR QUALITY IMPACTS

Of the 159 counties in Georgia, 14 counties have nonattainment areas for air quality. The nonattainment areas are near Atlanta. These areas are nonattainment for ozone and/or lead.

Four counties in Georgia which are nonattainment areas for ozone and two counties with attainment areas have CSX and NS rail line segments, rail yards and/or intermodal facilities that would experience increases in activity that meet STB thresholds (see Table 1-1). These are listed below and shown in Figures 2-10.1 and 2-10.2. Line segments with Amtrak or commuter trains operating on them, if any, are in bold.

CSX Intermodal Facilities

Intermodal Facilities	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-Acquisition	Post-	
Atlanta	Fulton	N	523	603	0.1 - 0.7

- N = Nonattainment.
- GTM = Gross Ton Miles

NS Rail Line Segments

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Howell, GA	Spring, GA	Fulton	N	33.3	40.4	21
Industry Yard, GA	Spring, GA	Fulton	N	7.4	12.3	95
South Yard, GA	McDonough, GA	Butts	A	26.7	32.1	15
		Clayton	N			
		DeKalb	N			
		Fulton	N			
		Henry	N			
		Monroe	A			
South Yard, GA	Spring, GA	Fulton	N	26.7	38.1	32

• N = Nonattainment, A = Attainment.
• GTM = Gross Ton Miles

NS Rail Yard

Rail Yard	County	Air Quality Status	Rail Cars Handled per Day	
			Pre-Acquisition	Post-Acquisition
Doraville, GA	DeKalb	N	174	222

• N = Nonattainment.

NS Intermodal Facility

Intermodal Facility	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-Acquisition	Post-Acquisition	
Atlanta-Inman, GA	Fulton	N	569	712	1.6 - 2.8

• N = Nonattainment.

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Even though air emissions would be increased in the immediate vicinity of these rail facilities, other rail facilities in Georgia (and in other states served

by CSX and NS) would experience decreases in traffic or activity and decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes. The net effect of rerouting would be a decrease in air emissions systemwide.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

5.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard and/or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. Counties that are nonattainment areas are discussed first, followed by counties that are attainment areas.

5.1.1.1 Nonattainment Areas

In Georgia, four counties classified as nonattainment areas have rail line segments, rail yards and/or intermodal facilities that would experience increases in traffic or activity that would meet STB thresholds.

5.1.1.1.1 *Clayton County, GA*

Clayton County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for each of the rail facilities in Clayton County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
South Yard, GA	McDonough, GA	63.00	5.73	26.7	32.1	5.4	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Clayton County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
South Yard, GA	McDonough, GA	18.07	2.01	0.67	1.17	0.46	0.000038
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Clayton County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Clayton County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

5.1.1.1.2 *DeKalb County, GA*

DeKalb County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for each of the rail facilities in DeKalb County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
South Yard, GA	McDonough, GA	63.00	3.98	25.7	32.1	5.4	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of the NS Rail Line Segment in DeKalb County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
South Yard, GA	McDonough, GA	12.55	1.39	0.47	0.81	0.32	0.000027
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Estimated Increases in Emissions for NS Rail Yard

Rail Yard	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_2	PM	Pb
Doraville, GA	2.25	0.27	0.13	0.10	0.05	0.0000033
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead						

Discussion of Impacts in DeKalb County

Rail line segments and rail yards are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards in nonattainment areas were compared to the New Source Review benchmark for serious nonattainment areas (i.e., 50 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in DeKalb County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

5.1.1.1.3 *Fulton County, GA*

Fulton County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for each of the rail facilities in Fulton County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

Estimated Increases in Emissions for CSX Intermodal Facility

Intermodal Facilities	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_2	PM	Pb
Atlanta	2.3	4.0	0.5	0.8	0.9	0.000044
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead						

NS Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Howell, GA	Spring, GA	1.00	1.00	33.3	40.4	7.1	21
Industry Yard, GA	Spring, GA	5.00	5.00	7.4	12.3	4.9	95
South Yard, GA	Spring, GA	2.00	2.00	26.7	38.1	11.4	32
South Yard, GA	McDonough, GA	63.00	2.53	26.7	32.1	5.4	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions
for the Portion of the NS Rail Line Segments in Fulton County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Howell, GA	Spring, GA	5.21	0.58	0.19	0.34	0.13	0.000011
Industry Yard, GA	Spring, GA	13.70	1.52	0.51	0.89	0.35	0.000029
South Yard, GA	Spring GA	14.05	1.56	0.52	0.91	0.35	0.00003
South Yard, GA	McDonough, GA	7.99	0.89	0.30	0.52	0.20	0.000017
	Total	40.95	4.55	1.52	2.66	1.03	0.000087

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for NS Intermodal Facility

Intermodal Facilities	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_2	PM	Pb
Atlanta-Inman	3.69	6.58	0.88	0.91	1.72	0.000071

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Fulton County

Rail line segments and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards and intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for serious nonattainment areas (i.e. 50 tons per year). None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Fulton County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

5.1.1.1.4 *Henry County, GA*

Henry County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for each of the rail facilities in Henry County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
South Yard, GA	McDonough, GA	63.00	23.02	26.7	32.1	5.4	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Henry County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
South Yard, GA	McDonough, GA	72.62	8.06	2.69	4.71	1.83	0.00015
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Henry County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Henry County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

5.1.1.2 Attainment Areas

In Georgia, two counties classified as attainment areas have rail line segments that would experience increases in traffic that would meet STB thresholds.

5.1.1.2.1 Butts County, GA

Butts County is classified as an attainment area. Increases in emissions have been estimated for each of the rail facilities in Butts County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
South Yard, GA	McDonough, GA	63.00	18.47	26.7	32.1	5.4	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Butts County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
South Yard, GA	McDonough, GA	58.27	6.47	2.16	3.78	1.47	0.00012
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Butts County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Butts County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

5.1.1.2.2 Monroe County, GA

Monroe County is classified as an attainment area. Increases in emissions have been estimated for each of the rail facilities in Monroe County that would experience an increase in traffic or activity that meets STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
South Yard	McDonough	63.00	9.27	26.7	32.1	5.4	15
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Monroe County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
South Yard	McDonough	29.24	3.25	1.08	1.89	0.74	0.000062
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Monroe County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Monroe County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

5.2 NOISE IMPACTS

The CSX and NS line segments, rail yard and/or intermodal facilities that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Traffic increases on some rail facilities in Georgia would meet STB's thresholds for noise analysis. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre- and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (residences, schools, churches, hospitals) is provided. If a rail line segment crosses state boundaries, that portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

CSX Intermodal Facility

Intermodal Facilities Location	Trucks per Day		Change in ADT on local roads	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
Hulsey Yard, Atlanta, GA	523	603	1 to 6 %	< 2 dBA	--

• -- = Not applicable

Hulsey Yard, Atlanta, GA

The Hulsey Yard intermodal facility in Atlanta, Georgia is located off of Boulevard Street. Truck transportation to this facility is via Boulevard Street. The land use around the facility is mixed residential, commercial, and industrial.

The intermodal facility currently serves 523 trucks per day. The projections are that post-acquisition the facility will serve an average of 603 trucks per day. The additional 80 trucks per day would cause an approximately 0.6 dBA increase in noise exposure due to intermodal activities, representing an insignificant change in Ldn. Therefore, no adverse noise impacts are projected.

The additional 80 trucks trips per day to and from the facility approximately represent an approximately 6.0 percent increase in the ADT on Boulevard Street, and a 1.0 percent increase in the ADT on I-20. This increase in truck traffic would cause less than a 1 dBA increase in traffic noise, an insignificant change. Thus, no noise impacts are projected as a result of the small increase in truck traffic on these routes.

NS Line Segment

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
South Yard, GA	Spring, GA	26.7	38.1	11.4	> 2 dBA	250	650

South Yard, GA to Spring, GA

This rail segment currently has 26.71 trains per day. The segment would experience an increase of 11.43 trains per day (a 31.79 percent change in gross ton-miles per year) as a result of the proposed Acquisition. The projected increases in train volume and gross ton-miles on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

NS Intermodal Facility

Intermodal Facilities Location	Trucks per Day		Change in ADT on local roads	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
Atlanta-Inman	569	712	1.6-2.8	< 2 dBA	--
• -- = Not applicable					

Atlanta-Inman

The Atlanta-Inman intermodal facility is located on Marietta Street. Truck transportation to the facility is via Interstate 285, Interstate 75/Interstate 85, 10th St. and Marietta Street. The land use around the intermodal facility is predominantly residential.

Currently, the Atlanta-Inman intermodal facility serves 569 trucks per day. Post-Acquisition, this facility is expected to experience an increase of 143 trucks per day, a 1.6 - 2.8 percent increase in the ADT on local roads.

The increases in noise levels from the intermodal trucks and cranes at the facilities would not exceed the impact criterion of 2 dBA at the property boundary, therefore no further noise analysis was performed.

The increases in noise levels at the intermodal facility would not exceed the impact criteria of 2 dBA. Further, on Marietta Street, the additional truck traffic for the intermodal facility would be less than 2 dBA. Therefore, no adverse noise impacts are projected.

5.3 TRANSPORTATION

The primary transportation impacts of the proposed Acquisition are related to additional truck traffic generated at intermodal facilities where intermodal activity is projected to increase. Impacts near intermodal facilities would result from increased truck traffic using local roadways to enter and exit the intermodal facility. For those facilities with an expected increase of 50 trucks

or more per day or an increase of 10 percent of the ADT on local roads, the impacts of this increased traffic on the local roadway system were analyzed. Traffic count data were obtained from local and state transportation agencies. While the offsetting benefits of the proposed Acquisition were not quantified at the local level, the traffic impacts from added truck traffic at intermodal facilities would be partially offset in many localities by the significant number of truck-to-rail diversions.

Hulsey Yard, Atlanta

The CSX Hulsey Yard, Atlanta intermodal facility is located on Boulevard Street, S.E., approximately ½ mile north of Interstate 20. Trucks access the Atlanta facility via Interstate 20 and Boulevard Street, S.E. The Average Daily Traffic (ADT) for the vicinity of the Atlanta facility was obtained from the Georgia Department of Transportation as follows:

- Interstate 20 - 157,549 vehicles per day
- Boulevard Street, S.E. - 22,050 vehicles per day

The traffic counts reported are for 1995 and represent the average count for both directions.

Post-Acquisition, the Hulsey Yard intermodal facility is expected to realize an increase of 80 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 160 truck trips represents about a 0.7 percent increase in ADT on Boulevard Street, S.E., and about a 0.1 percent increase in ADT on Interstate 20. Thus, these increases would have a minor impact on the local and regional transportation network.

Atlanta-Inman

The NS Inman intermodal facility is on Marietta Street. Trucks would access the Inman facility via Interstate 285, Interstate 75/Interstate 85, 10th St. and Marietta. The ADT for the vicinity of the Inman facility was obtained from Georgia Planning Data Services as follows:

- Marietta at Interstate 285 - 10,149 vehicles per day
- Marietta at Bolton - 18,190 vehicles per day
- 10th St. - 15,853 vehicles per day

Traffic counts reported are for 1995 and represents the average counts for both directions.

Post-Acquisition, the Inman intermodal facility is expected to realize an increase of 143 trucks per day. The additional truck traffic was assumed to be distributed throughout a 24-hour day. The total daily increase of 247 truck trips represent about a 2.8 percent increase in ADT on Marietta at Interstate 285, about a 1.6 percent increase in ADT on Marietta at Bolton and about a 1.8 percent increase in ADT on 10th St. Thus, these increases would have a minor impact on the local and regional transportation network.

5.4 SAFETY

Impacts on safety may occur as a result of increased traffic on rail line segments. Safety impacts are primarily related to changes in vehicle delays at grade crossings and the potential for train-vehicle accidents at grade crossings. Other safety impacts include potential train accidents and hazardous materials incidents.

No significant adverse safety impacts would result from the proposed Acquisition. Overall, a net safety benefit is expected due to truck-to-rail diversions. Safety issues and methodology are discussed in Section 1.2.4 of Part 2 and in Appendix D of Part 1 of this ER.

5.4.1 Grade Crossing Safety

The grade crossings with an ADT of 5,000 or greater along analyzed lines in Georgia are listed below. The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified line segment (Section 5.1), identifying the ADT of the road crossed by the line segment listed below and, based on the identified information, finding the appropriate cells in Table 1-5 in Section 1.2.4.1.

NS Analyzed Grade Crossings with an ADT of 5,000 or greater

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Fulton	Atlanta	McDonough, GA	South Yd, GA	SR54 Henderson	X	
Fulton	Atlanta	McDonough, GA	South Yd, GA	Sawtell Avenue		X
Fulton	Atlanta	Spring, GA	Industry Yd, GA	Sylvan Road	X	
Fulton	Atlanta	Spring, GA	Industry Yd, GA	Allene Avenue		X
Fulton	Atlanta	Spring, GA	Industry Yd, GA	McDaniel Street	X	
Fulton	Atlanta	Spring, GA	South Yd, GA	McDaniel Street	X	
Muskogee	Columbus	Spring, GA	Industry Yd, GA	2nd Avenue	X	

Although the potential for accidents at grade crossings would increase for crossings with increased train traffic, the potential for accidents on interstate highways would decrease because the number of long-haul trucks would decrease. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on vehicle delays is provided in Section 1.2.4.1.2.

5.4.2 Hazardous Materials Transportation

The proposed Acquisition would not affect CSX's and NS's policies or operating procedures governing the transport of hazardous materials. Although the quantities of materials transported may increase, the Acquisition would not affect the type of materials handled or the methods used to ensure the safe movement of these shipments. Additional information on CSX's and NS's transportation of hazardous materials is provided in Section 1.2.4.3 of this Part.

5.4.3 Hazardous Waste Sites/Spill Sites on the Right-of-Way

Information on CSX and NS hazardous waste sites and spill sites is provided in Section 1.2.4.4 of this Part. A summary of CSX's, NS's and Conrail's hazardous materials reportable incidents from 1991 through 1995 is provided in Appendix F to Part 1.

CSX RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN GEORGIA

LEGEND

- Rail Line Segments Requiring Environmental Analysis
- Rail Line Segments Not Requiring Environmental Analysis
- Nodes
- Rail Yard
- Intermodal Facility
- Non-Attainment
- Maintenence
- Attainment

Note: Rail System Includes Trackage Rights and Haulage

FIGURE 2-10.1

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

LEGEND

- Rail Yard
- Rail Line Node
- Intermodal or TCS Facility
- Rail Line Segments Not Requiring Environmental Analysis
- Rail Line Segments Requiring Environmental Analysis
- Non-Attainment
- Maintenance
- Attainment

Note: Rail System Includes Trackage Rights and Haulage

Burns & McDonnell

Figure 2-10.2

NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN GEORGIA

6.0 ILLINOIS

6.0 ILLINOIS
RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITY IMPACTS

This section provides an analysis of the potential environmental impacts in Illinois resulting from increases in activity on rail line segments, at rail yards and at intermodal facilities related to the proposed Acquisition. Consistent with the Surface Transportation Board's (STB) environmental rules at 49 CFR Part 1105.7(e), the analysis specifically considered impacts to: (1) air quality, (2) noise, (3) local and regional transportation systems and (4) safety. This analysis indicates that the proposed Acquisition would have some environmental impacts in the state of Illinois. Before assessing the environmental impacts, a brief description of the key elements of the Acquisition as it relates to Illinois immediately follows.

The expanded CSX and NS systems will maintain competition in Illinois, serving both carload and intermodal markets. Two-carrier competition between CSX and NS, long known for their vigorous competition throughout the Southeast and parts of the Midwest, will enhance the transportation choices available to Illinois shippers.

As a result of the Acquisition, there will be four comparable and competitive routes (two each by CSX and NS) between the eastern United States and the Chicago/St. Louis gateways. CSX and NS improvements to terminal facilities and new connections in the Chicago area will speed the interchange of freight between eastern and western markets. Faster, focused service in Chicago will eliminate some highway drayage of trailers and containers between railroad yards.

CSX will offer Chicago service via the B&O line to Greenwich, OH and the former Conrail Pennsylvania line via Fort Wayne, IN. East of Greenwich CSX will operate via the B&O through parts of Maryland and Pennsylvania. CSX will also operate via Crestline and Cleveland to Buffalo and markets in the East. CSX will operate across southern Illinois, connecting the East St. Louis and St. Elmo gateways with eastern markets via Indianapolis.

A 29-mile Conrail route from Danville to Paris is expected to be abandoned. Freight customers at Danville, Chrisman and Paris will continue to receive rail service via other CSX routes. The proposed abandonment would eliminate 33 public grade crossings and 23 private grade crossings. No other route abandonments are anticipated in Illinois.

NS will operate Conrail's mainline between Chicago and Cleveland, OH, and the Streator gateway. NS will also operate a second route between Chicago and the East via Fort Wayne, IN. Key interchanges will be maintained by NS outside of the congested Chicago terminal with the Union Pacific railroad (UP) at Sidney, the Illinois Central (IC) at Tolono, and the Burlington Northern Santa Fe railroad (BNSF) at Streator. NS will alleviate congestion in Chicago by making increased use of the Kansas City gateway. NS will also serve the important St. Louis Gateway with an improved route.

6.1 AIR QUALITY IMPACTS

Of the 102 counties in Illinois, 14 counties have nonattainment areas and/or maintenance areas for air quality. The nonattainment areas comprise the metropolitan areas of Chicago and East St. Louis, IL. These areas are nonattainment for ozone and/or PM-10 (particulate matter less than 10 microns).

In Illinois, two of the counties with nonattainment areas for ozone and/or PM-10, none of the counties with maintenance areas and seven of the counties in attainment areas have rail line segments, rail yards and/or intermodal facilities that would experience increases in traffic or activity that would meet STB thresholds (See Table 1-1). These are listed below and shown in Figures 2-11.1 and 2-11.2. Line segments with Amtrak or commuter trains operating on them are in bold.

CSX Rail Line Segments

Rail Line Segment				County	Air Quality Status	Trains per Day		Increase in GTM (%)
From		To				Pre-Acquisition	Post-Acquisition	
Barr Yd	IL	Blue Island Jct	IL	Cook	N	17	32.9	127
Blue Island Jct	IL	59th Street	IL	Cook	N	19.5	22.9	33
Pine Jct	IN	Barr Yd	IL	Cook	N	37.6	43.3	40

• N = Nonattainment

CSX Intermodal Facility

Intermodal Facilities	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-Acquisition	Post-Acquisition	
Chicago - 59th Street	Cook	N	0	815	3.7 - 12.0

• N = Nonattainment, M = Maintenance, A = Attainment, D-NA= Deemed Nonattainment, D-A = Deemed Attainment.

NS Rail Line Segments

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
IC 95 St. Chicago, IL	Pullman Jn., IL	Cook, IL	N	2.0	5.9	182
Landers, IL	**Forest Hill, IL**	**Cook, IL**	**N**	**28.9**	**28.1**	**64**
Taylorsville, IL	ALS Mitchell, IL	Christian, IL	A	9.3	14.7	18
		Montgomery, IL	A			
		Macoupin, IL	A			
		Madison, IL	N			
Tilton, IL	Decatur, IL	Champaign, IL	A	22.7	39.1	65
		Macon, IL	A			
		Piatt, IL	A			
		Vermillion, IL	A			
Control Pt. 501, IN	Colehour, IL	Cook, IL	N	57.1	67.6	32
Lafayette, IN	Tilton, IL	Vermillion, IL	A	23.6	41.0	81

- N = Nonattainment, A = Attainment
- GTM = Gross Ton Miles
- * = Since there is little to no pre-Acquisition traffic, the percentage increase is not meaningful

NS Rail Yard

Rail Yard	County	Air Quality Status	Rail Cars Handled per Day	
			Pre-Acquisition	Post-Acquisition
Colehour	Cook	N/PM	74	94

- N = Nonattainment, M = Maintenance, A = Attainment, D-NA= Deemed Nonattainment, D-A = Deemed Attainment, P = partial.

NS Intermodal Facilities

Intermodal Facility	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-Acquisition	Post-	
Chicago-47th Street	Cook	N	532	737	0.2-2.5
Chicago-Landers	Cook	N	412	506	0.1-0.9

• N = Nonattainment, M = Maintenance, A = Attainment, D-NA= Deemed Nonattainment, D-A = Deemed Attainment.

The increases in air emissions resulting from the increases in traffic or activity are estimated in the Impact Analysis by County section. Air emissions would be increased in the immediate vicinity of these rail facilities, other rail facilities in Illinois (and in other states served by CSX and NS) would experience decreases in traffic or activity, with consequent decreases in localized air emissions. These decreases would be a result of rerouting freight on the expanded CSX and NS systems to shorter, more direct routes.

In addition, the diversion of freight from trucks to rail would result in reduced air emissions in the vicinity of major highways. Moreover, because trains emit a lower level of air pollutants per unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

6.1.1 Impact Analysis by County

This section analyzes the impacts to air quality in each county where a rail line segment, rail yard and/or intermodal facility meets the STB thresholds for analysis of air emissions. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated. Counties that are nonattainment or were deemed nonattainment are discussed first, followed by counties that are attainment or were deemed attainment areas.

6.1.1.1 Nonattainment Areas

In Illinois, two counties classified as nonattainment areas have rail line segments, rail yards and/or intermodal facilities that would experience increases in traffic or activity that would meet STB thresholds.

6.1.1.1.1 *Cook County, IL*

Cook County is classified as nonattainment (severe) for ozone and partial nonattainment for PM-10. Some of the rail line segments associated with the proposed Acquisition pass through the part of the county that is nonattainment for PM-10. Increases in emissions have been estimated for each of the rail facilities in Cook County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

CSX Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Barr Yd, IL	Blue Island Jct, IL	3	3	17.0	32.9	15.9	127
Blue Island Jct, IL	59th Street, IL	15	15	19.5	22.9	3.4	33
Pine Jct, IN	Barr Yd, IL	11	11	37.6	43.3	5.7	40
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of CSX Rail Line Segments in Cook County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Barr Yd, IL	Blue Island Jct, IL	37.8	4.2	1.4	2.4	1.0	0.00008
Blue Island Jct, IL	59th Street, IL	53.3	5.9	2.0	3.5	1.3	0.00011
Pine Jct, IN	Barr Yd, IL	102.0	11.3	3.8	6.6	2.6	0.00022
	Total	193.1	21.4	7.2	12.5	4.9	0.00041

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for CSX Intermodal Facility

Intermodal Facilities	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_2	PM	Pb
Chicago - 59th Street	16.6	29.6	4.0	7.1	7.9	0.00042

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

NS Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
IC 95 St. Chicago, IL	Pullman Jn., IL	0.90	0.90	2.0	5.9	3.9	182
Landers, IL	Forest Hill, IL	1.00	1.00	12.9	12.1	-0.8	87
Control Pt. 501, IN	Colehour, IL	7.00	0.07	57.1	67.6	10.5	32

• GTM = Gross Ton Miles

Estimated Increases in Emissions for the Portion of NS Rail Line Segments in Cook County

Rail Line Segments		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
iC 95 St. Chicago, IL	Pullman Jn., IL	3.47	0.39	0.13	0.23	0.09	0.0000074
Landers, IL	Forest Hill, IL	3.61	0.40	0.13	0.23	0.09	0.0000077
Control Pt. 501, IN	Colehour, IL	0.71	0.08	0.03	0.05	0.02	0.00000001
	Total	7.79	0.87	0.29	0.51	0.20	0.000015

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for NS Rail Yard

Rail Yard	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_2	PM	Pb
Colehour	0.94	0.11	0.05	0.04	0.02	0.0000014

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

Estimated Increases in Emissions for NS Intermodal Facility

Intermodal Facility	Estimated Increase in Emissions (tons per year)					
	NOx	CO	VOC	SO_2	PM	Pb
Chicago-47th St.	5.28	9.41	1.26	1.30	2.46	0.000102
Chicago-Landers	2.43	4.33	0.58	0.60	1.13	0.000047
Total	7.71	13.74	1.84	1.90	3.59	0.000149

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Cook County

Rail line segments, rail yards and intermodal facilities are considered mobile (not stationary) sources under EPA's air pollution regulations. As discussed in Section 1.2.1, emissions from activities at rail yards and intermodal facilities in nonattainment areas were compared to the New Source Review benchmark for the pollutant in nonattainment. None of the facilities' emissions increases would exceed the New Source Review Criteria.

The increased rail segment activity in Cook County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.1.2 *Madison County, IL*

Madison County is classified as nonattainment (moderate) for ozone and partial nonattainment (moderate) for PM-10. The rail line segment associated with the proposed Acquisition passes through the part of the county that is nonattainment for PM-10. Increases in emissions have been estimated for each of the rail facilities in Madison County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Taylorsville, IL	Mitchell, IL	71.00	27.60	9.3	14.7	5.4	18
• GTM = Gross Ton Miles							

Estimated Increases in Emissions
for the Portion of NS Rail Line Segment in Madison County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	Mitchell, IL	31.96	3.55	1.18	2.07	0.81	0.000067

• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead

Discussion of Impacts in Madison County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Madison County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.2 Attainment Areas

In Illinois, seven counties classified as attainment areas have rail line segments that would experience increases in traffic or activity that would meet STB thresholds.

6.1.1.2.1 *Champaign County, IL*

Champaign County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Champaign County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Tilton, IL	Decatur, IL	71.00	28.69	22.7	39.1	16.4	65
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Champaign County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Tilton, IL	Decatur, IL	216.44	24.04	8.02	14.02	5.46	0.00045
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Champaign County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Champaign County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.2.2 ***Christian County, IL***

Christian County is classified as attainment. Increases in emissions have been estimated for each of the rail facilities in Christian County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Taylorsville, IL	ALS Mitchell, IL	71.00	17.44	9.3	14.7	5.4	18
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Christian County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	ALS Mitchell, IL	20.20	2.24	0.75	1.31	0.51	0.000043
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Christian County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Christian County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.2.3 *Macon County, IL*

Macon County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Macon County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Tilton, IL	Decatur, IL	71.00	9.92	22.7	39.1	16.4	65
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Macon County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Tilton, IL	Decatur, IL	74.84	8.31	2.77	4.85	1.89	0.00016
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Macon County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Macon County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.2.4 *Macoupin County, IL*

Macoupin County is classified as an attainment area. Increases in emissions have been estimated for each of the rail facilities in Macoupin County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Taylorsville, IL	ALS Mitchell, IL	71.00	7.87	9.3	14.7	5.4	18
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Macoupin County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	ALS Mitchell, IL	9.12	1.01	0.34	0.59	0.23	0.000019
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Macoupin County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Macoupin County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.2.5 *Montgomery County, IL*

Montgomery County is classified as an attainment area. Increases in emissions have been estimated for each of the rail facilities in Montgomery County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Taylorsville, IL	ALS Mitchell, IL	71.00	18.09	9.3	14.7	5.4	18
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Montgomery County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	ALS Mitchell, IL	20.95	2.33	0.78	1.36	0.53	0.000044
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Montgomery County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Montgomery County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.2.6 *Piatt County, IL*

Piatt County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Piatt County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segment

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Tilton, IL	Decatur, IL	71.00	15.68	22.7	39.1	16.4	65
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segment in Piatt County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Tilton, IL	Decatur, IL	118.28	13.14	4.39	7.66	2.99	0.00025
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Piatt County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Piatt County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.1.1.2.7 *Vermilion County, IL*

Vermilion County is an attainment area. Increases in emissions have been estimated for each of the rail facilities in Vermilion County that would experience an increase in traffic or activity that meet STB thresholds, as presented below:

NS Rail Line Segments

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Tilton, IL	Decatur, IL	71.00	16.71	22.7	39.1	16.4	65
Lafayette, IN	Tilton, IL	49.00	8.94	23.6	41.0	17.4	81
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of NS Rail Line Segments in Vermilion County

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Tilton, IL	Decatur, IL	126.09	14.00	4.67	8.17	3.18	0.00027
Lafayette, IN	Tilton, IL	85.72	9.52	3.18	5.55	2.16	0.00018
	Total	211.81	23.52	7.85	13.72	5.34	0.00045
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Vermilion County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail activities in Vermilion County would result in increased levels of all pollutants, with the greatest increase in NOx.

As stated previously, significant systemwide offsetting benefits to air quality would result from

truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decrease in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity.

6.2 NOISE IMPACTS

The CSX and NS line segments, rail yards and/or intermodal facilities that would experience increases in traffic or activity meeting the STB thresholds for noise analysis (see Table 1-2) are listed below. Traffic increases on some rail facilities in Illinois would meet STB's thresholds for noise analysis. Analyses were performed to identify where the noise level would increase by 2 dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-sensitive receptors within the pre-Acquisition and post-Acquisition 65 dBA Ldn contour were counted. The number of noise-sensitive receptors (e.g., residences, schools, churches, hospitals) is provided. If a rail line segment crosses state boundaries, that portion of the segment in each state is analyzed under the same segment name in the noise section of that state.

CSX Rail Line Segments

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Barr Yd, IL	Blue Island Jct, IL	17	32.9	15.9	3.3	360	960

Barr Yd, IL to Blue Island Junction, IL

Barr Yard to Blue Island Junction is a three mile segment that begins at the Barr Yard in Riverdale, IL, then runs west-northwest to Blue Island Junction along the Calumet Canal in Blue Island, Illinois. At present there are 17 trains per day on this line segment, which is expected to increase to 32.9 trains per day after the Acquisition. Most of the noise impact is due to the horn blowing at grade crossings where trains sound their horns for 1/4 mile before the crossing. With the post-Acquisition train traffic, the Ldn 65 contour distance would increase from 220 to 360 feet along the segment, and from 580 to 960 feet near grade crossings after the Acquisition.

Riverdale

The line segment starts at the west end of the Barr Yard in Riverdale. The line runs west, then turns north at the west edge of town towards the Calumet Canal. As the tracks run west out of the Barr yard, the segment passes several residences to the north. The line continues east-west through an industrial area that acts as acoustical shielding for the residences located north of the tracks. As the line turns northward, the land use becomes commercial on both sides of the tracks. There are two grade crossings along this segment, both located in industrial areas.

Blue Island

The segment next enters Blue Island from the south, to the Blue Island Junction located at the southern part of the town. The line passes near no residential land uses. The number of residences impacted is based on an assumed population density for this line segment.

Number of Sensitive Receptors: Barr Yard, IL to Blue Island Junction, IL Line Segment

Pre-Acquisition				Post-Acquisition			
Resid.	School	Church	Hosp.	Resid.	School	Church	Hosp.
2	0	0	0		0	0	0

CSX Intermodal Facility

Intermodal Facilities Location	Trucks per Day		Change in ADT on local roads	Intermodal Yard	
	Pre-Acquisition	Post-Acquisition		Change in dBA	Approx. Dist to 65 dBA Ldn Contour
59th Street, Chicago, IL	0*	815	2 to 6%	U	375 ft.
*The intermodal facility at 59th Street is a proposed new facility, U = Background unknown					

59th Street Chicago, IL

The proposed 59th Street facility to be constructed on the railroad-owned property of a former Pennsylvania Railroad yard would extend along the CSX tracks east of Western Avenue from 56th Street south to 75th Street to be constructed on the railroad-owned site of a former

Pennsylvania Railroad yard. Trucks delivering and picking up merchandise would primarily operate between 59th and 63rd Streets. Access to the facility would be via West 59th Street from Western Avenue to the west and the Dan Ryan Expressway to the east. It is projected that there would be an average of 815 trucks per day going to and from the facility. Land use west of the proposed facility is primarily industrial and east of the facility is mixed residential and commercial. Potential noise impacts from this facility are summarized in Table 6.2.1-5 below.

The dominant noise source associated with operation of the facility is expected to be trucks within the facility. The 65 dBA Ldn contour is projected to extend 600 feet from the area where trucks would operate along the eastern side of the facility between 59th and 63rd Streets. The projected 65 dBA Ldn contour is within the facility boundary to the west. To the east, there are three single-family residences on the corner of 63rd Street and South Hamilton and the Goodlow School within the projected 65 dBA Ldn contour.

Trucks serving the facility would cause an increase in the ADT of approximately 6.0 percent on West 59th Street and 2.0 percent on Western Avenue. Noise exposure along Western Avenue is projected to increase about 1 dBA due to the additional truck traffic. This is an insignificant change in noise exposure and is not projected to cause any noise impacts.

Truck traffic to and from the facility is projected to cause a 3 dBA increase in noise exposure along West 59th Street. West 59th Street is a four-lane roadway with the curb lane used for traffic only during commute periods. Land use along West 59th Street is predominantly commercial and industrial, with some vacant lots due to urban decay. However, there are two residential clusters that would be affected by the 3 dBA increase in noise exposure. It is projected that a total of 63 dwelling units and two churches would be exposed to the 3 dBA increase in noise exposure.

Number of Sensitive Receptors: 59th St. Intermodal Facility, Chicago, IL

Noise Source	Pre-Acquisition*				Post-Acquisition			
	Resid.	Schools	Churches	Hospitals	Resid.	Schools	Churches	Hospitals
Truck traffic within Intermodal Facility**	--	--	--	--	3	1	0	0
Traffic on Western***	--	--	--	--	0	0	0	0
Traffic on 59th St.***	--	--	--	--	63	0	2	0

*Proposed new facility, no pre-Acquisition noise impacts.
**Noise sensitive receptors projected to be exposed to Ldn 65 dBA or greater.
***Noise sensitive receptors projected to experience a 3 dBA or greater increase in Ldn.

NS Rail Line Segments

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Control Pt. 501, IN	Colehour, IL	57.1	67.6	10.5	< 2 dBA	250	750
IC 95 St. Chicago, IL	Pullman Junction, IL	2.0	5.9	3.9	4.3	100	250
Layfayette, IN	Tilton, IL	23.6	41.0	17.4	2.4	250	750
Tilton, IL	Decatur, IL	22.7	39.1	16.4	2.3	250	750

Control Point 501, IN to Colehour, IL

This rail segment currently has 57.06 trains per day. The segment would experience an increase of 10.51 trains per day (a 32 percent change in gross ton-miles per year) as a result of the proposed Acquisition. The projected increases in train volume and gross ton-miles on this segment would cause less than a 2 dBA increase in the Ldn. No adverse noise impacts are expected.

IC 95 St. Chicago, IL to Pullman Junction, IL

This rail segment currently has 2.00 trains per day. This segment would experience an increase of 3.86 trains per day and an increase of 181 percent in gross ton-miles per year as a result of the

proposed Acquisition. The change in train volume would result in an Ldn increase of 4.3 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; no grade crossings are on this segment. The current 65 dBA Ldn contour of 50 feet (100 feet at grade crossings) would extend to approximately 100 feet (250 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Greater Chicago Metropolitan Area

This is a large metropolitan area where the south to north-trending track is near the center of the city. Numerous residences, businesses and industries are located in the community. There are schools in the community, but only three churches near the track.

Number of Sensitive Receptors
IC 95 Street Chicago, IL to Pullman Junction, IL Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
0	0	0	0	3	0	3	0

Lafayette, IN to Tilton, IL

This rail segment currently has 23.58 trains per day, would experience an increase of 17.41 trains per day and an increase of 80.52 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 2.4 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 80 grade crossings are on this segment. The current 65 dBA Ldn contour of 200 feet (250 feet at grade crossings) would extend to approximately 550 feet (750 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Illiana

This is a small community where the track trends northeast to southwest along the northwest edge of this community. There are only a few residences near the track.

Danville

This is a mid-sized community where the northeast to southwest-trending track is in the northeast part of the city. Numerous residences, businesses and industries occur on both sides of the rail in the community. A few schools and churches are located close to the rail.

Tilton

This is a small community where the track trends northeast to southwest along the northeast edge of this community. There are only a few residences, businesses, schools and churches which are near the track.

Number of Sensitive Receptors
Lafayette, IN to Tilton, IL Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	**Schools**	**Churches**	**Hospitals**	**Residences**	**Schools**	**Churches**	**Hospitals**
395	7	4	0	592	7	6	0
• only represent noise-sensitive receptors in Illinois							

Tilton, IL to Decatur, IL

This rail segment currently has 22.74 trains per day. The segment would experience an increase of 16.39 trains per day and an increase of 64.76 percent in gross ton-miles per year as a result of the proposed acquisition. The change in train volume would result in an Ldn increase of 2.3 dBA, exceeding the threshold for noise analysis. The majority of impacts would occur at or near grade crossings where train horns would be sounded as a warning; 99 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (250 feet at grade crossings) would extend to approximately 500 feet (750 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below: