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SURFACE TRANSPORTATION BOARD

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BALL JANIK LLP

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1455 F STREET, NW, SUITE 225
WASHINGTON, D.C. 20005

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KARL MORELL
kmorell@bjllp.com

October 21, 1997

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HAND DELIVERY

The Honorable Vernon Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: STB Finance Docket No. 33388, CSX CORPORATION AND CSX TRANSPORTATION INC. NORFOLK SOUTHERN CORPORATION AND NORFOLK SOUTHERN RAILWAY COMPANY--CONTROL AND OPERATING LEASES/AGREEMENTS--CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

Dear Secretary Williams:

Enclosed for filing please find the original and 25 copies of the Responsive Application on behalf of Indiana Southern Railroad, Inc. Also enclosed is check in the amount of $4,700 to cover the applicable filing fee and a 3.5 inch diskette containing the filing in WordPerfect 5.2.

Please time and date stamp the extra copy of the filing and return it with our messenger.

If you have any questions, please contact me.

Respectfully,

Karl Morell

Karl Morell
Attorney for:
INDIANA SOUTHERN RAILROAD, INC.

ENTERED
Office of the Secretary
OCT 21 1997
Part of
Public Record

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ISRR-4

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 33388

CSX CORPORATION AND CSX TRANSPORTATION INC.
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
--CONTROL AND OPERATING LEASES/AGREEMENTS--
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

STB FINANCE DOCKET NO. 33388 (SUB-NO. 76)

INDIANA SOUTHERN RAILROAD, INC.
--TRACKAGE RIGHTS--
CSX TRANSPORTATION, INC. AND INDIANA RAIL ROAD COMPANY

RESPONSIVE APPLICATION OF
INDIANA SOUTHERN RAILROAD, INC.

Karl Morell
Of Counsel
Ball Janik LLP
Suite 225
1455 F Street, N.W.
Washington, D.C. 20005
(202) 638-3307

Attorneys for:
INDIANA SOUTHERN
RAILROAD, INC.

Dated: October 21, 1997

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 33388

CSX CORPORATION AND CSX TRANSPORTATION INC.
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
--CONTROL AND OPERATING LEASES/AGREEMENTS--
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

STB FINANCE DOCKET NO. 33388 (SUB-NO. 76)

INDIANA SOUTHERN RAILROAD, INC.
--TRACKAGE RIGHTS--
CSX TRANSPORTATION, INC. AND INDIANA RAIL ROAD COMPANY

RESPONSIVE APPLICATION OF
INDIANA SOUTHERN RAILROAD, INC.

Indiana Southern Railroad, Inc. ("ISRR"), hereby submits its Responsive Application pursuant to Decision No. 12 in this proceeding, 49 U.S.C. §§ 11321-25, and the Surface Transportation Board's ("STB" or "Board") Railroad Consolidation Procedures, 49 C.F.R. Part 1180. In this Responsive Application, ISRR seeks the grant of conditions upon the transaction proposed by CSX Corporation ("CSXC"), CSX Transportation, Inc. ("CSXT"), Norfolk Southern Corporation ("NSC"), Norfolk Southern Railway Company ("NSR"), Conrail Inc.

("CRR"), and Consolidated Rail Corporation ("CRC")[1] (collectively referred to as the "Primary Applicants").[2] The conditions ISRR seeks are intended to ameliorate the anticompetitive effects of the Primary Transaction in Indianapolis, Indiana and the surrounding area, to prevent the loss of essential rail services on the ISRR rail system, and to improve the operating efficiencies of rail carriers in the Indianapolis area. In Decision No. 30, the Board found that ISRR's Responsive Application will be a "minor transaction."

In support of this Responsive Application, ISRR submits the following information as required by 49 C.F.R. § 1180.6:

SECTION 1180.6 (a)(1)(i)
DESCRIPTION OF THE PROPOSED TRANSACTION

ISRR requests that the Board condition the approval of Primary Applicants' proposed transaction by granting ISRR trackage rights in Indianapolis and the area surrounding Indianapolis as follows:

1. Indianapolis

Overhead trackage rights between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Perry K facility in Indianapolis over the rail line currently owned by CRC and to be acquired by CSXT.

Overhead trackage rights between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Stout facility located on the Indiana Rail Road Company

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[1] CSXC and CSXT are referred to collectively as CSX. NSC and NSR are referred to collectively as NS. CRR and CRC are referred to collectively as Conrail.

[2] In their Railroad Control Application filed on June 23, 1997, Primary Applicants seek Board approval for: (1) the acquisition by CSX and NS of control of Conrail; and (2) the division of the assets of Conrail by and between CSX and NS (hereinafter referred to as the "Primary Transaction").

("INRD") rail line over a segment of the rail line currently owned by CRC and to be acquired by CSXT and a segment of INRD's rail line.

Local trackage rights over CRC's rail lines in Indianapolis, Indiana, including the Indianapolis Belt Line, to be acquired by CSXT.[3]

2. Between Indianapolis and Surrounding Communities

Local trackage rights between Indianapolis and Shelbyville, Indiana over the rail line currently owned by CRC and to be acquired by CSXT.

Local trackage rights between Indianapolis and Crawfordsville, Indiana over the rail line currently owned by CRC and to be acquired by CSXT.

Local trackage rights between Indianapolis and Muncie, Indiana over the rail line currently owned by CRC and to be acquired by CSXT.

The term "local" trackage rights, as used above, includes: (1) the right to operate trains over the lines described; (2) the right to interchange with all carriers (including shortlines) at all junctions on the lines described; and (3) the right to serve all shippers, sidings and team tracks located on the lines described.

The Board should retain jurisdiction to establish the level of compensation and other terms in the event the parties are unable voluntarily to resolve these matters through negotiation.

[3] ISRR seeks trackage rights over all CRC rail lines in Indianapolis needed to access the 2-to-1 shippers located in Indianapolis.

APPLICANT

The name, address and telephone number of the Responsive Applicant are:

Indiana Southern Railroad, Inc.
Post Office Box 158
Petersburg, Indiana 47567
(812) 354-8080

The name, address and telephone number of counsel to whom questions should be addressed are:

Karl Morell
Ball Janik LLP
Suite 225
1455 F Street, N.W.
Washington, D.C. 20005
(202) 638-3307

SECTION 1180.6(a)(1)(ii)
PROPOSED TIME SCHEDULE

ISRR is prepared to commence operations pursuant to the proposed trackage rights immediately after the effective date of the Board's approval of ISRR's Responsive Application. In order to perform the proposed operations under the trackage rights, ISRR would initially need to hire four additional employees and acquire or lease two additional locomotives. ISRR is confident that it can quickly hire trained employees and acquire suitable equipment.

SECTION 1180.6(a)(1)(iii)
PURPOSE

The purpose of the requested conditions is threefold. First, to ameliorate the loss of essential rail service on the ISRR rail system. Second, to remedy the anticompetitive effects of the Primary Transaction on shippers and shortlines in Indianapolis and the surrounding area.

Third, to improve the operating economies and efficiencies of ISRR and the other nearby shortlines.

ISRR estimates that it will lose approximately $1.5 million in revenues annually to CSXT and INRD, which is an 89 percent owned subsidiary of CSXT. The loss of these revenues will impair ISRR's ability to perform essential services on its rail line.

Primary Applicants concede that Indianapolis would by far be the largest 2-to-1 point created by the Primary Transaction. CSX/NS-18 at 548. The proposed solution -- granting NSR overhead trackage rights to the Hawthorne Yard in Indianapolis -- falls far short of remedying the anticompetitive effects of the Primary Transaction in Indianapolis. Crawfordsville, Indiana, located near Indianapolis, is also a 2-to-1 location. Again, the proposed NSR solution fails to remedy the loss of CRC's competitive service. In addition, CRC today serves as a competitive gateway carrier for shippers located on the Indianapolis to Shelbyville, Indianapolis to Crawfordsville, and Indianapolis to Muncie rail lines on traffic moving to nearby CSXT and NSR junctions. ISRR proposes to remedy this loss of competition by stepping into CRC's shoes on these three relatively short rail lines and offering the same neutral switching service to the nearby Class I connections.

The conditions proposed by ISRR would also improve the local marketing opportunities and overall operating efficiencies of the shortlines in the Indianapolis area. Because the shortlines in the Indianapolis area do not directly connect and CRC's switching charge is excessive, these carriers have foregone many opportunities to market rail services between their respective lines for traffic that either does not now move or moves by truck.

SECTION 1180.6(a)(1)(iv)
NATURE AND AMOUNT OF NEW SECURITIES OR OTHER FINANCIAL ARRANGEMENTS

No new securities or other financial arrangements will be required for ISRR to consummate the proposed transaction and commence operations under the requested trackage rights. ISRR does not anticipate the need to acquire any additional facilities to commence operations pursuant to the requested trackage rights. The two additional locomotives will either be leased or purchased and funded with cash or through existing credit facilities.

SECTION 1180.6(a)(2)
PUBLIC INTEREST JUSTIFICATIONS

The requested trackage rights are in the public interest because they would redress the harm that would result from the Primary Transaction to the essential services provided by ISRR to the customers it serves. Granting the requested conditions would enable ISRR to continue providing its shippers adequate rail service. The estimated traffic diversions from ISRR would force ISRR to cover its fixed costs from a declining traffic base thereby increasing its per unit cost which would have to be passed on to its remaining customers. These increased unit costs would have a downward spiraling trend. As the per unit cost for ISRR's service increases, some of ISRR's remaining customers would be forced to switch to other transportation modes or go out of business which, in turn, would only further increase ISRR's per unit cost and drive away additional customers.

Primary Applicants claim significant public benefits in the form of safer highways, reduced fuel consumption and reduced highway damage by diverting traffic from truck to rail. If ISRR is forced to curtail or reduce rail service as a result to the traffic diversions to CSXT and its

subsidiary, the INRD, ISRR's customers would have no option other than to divert their shipments to trucks. This result would be detrimental to the public interest for the very reasons explained in the Railroad Control Application.

The requested trackage rights would also ameliorate the anticompetitive effects of the Primary Transaction in the Indianapolis area. ISRR would be able to preserve rail competition in Indianapolis and the surrounding area by offering a direct, efficient and competitive alternative to CSXT.

Indianapolis Power & Light's ("IPL") Perry K facility is located on a CRC line in Indianapolis. IPL today has the option of receiving coal from CRC direct (although to the best of ISRR's knowledge, CRC does not serve any of the mines from which IPL buys coal) or from ISRR or INRD with CRC acting as the switch carrier. CRC today is a neutral switch carrier as between traffic moving from ISRR and INRD and has no economic incentive to act otherwise. If the Primary Transaction is approved without appropriate conditions, CSXT will have a strong economic incentive to favor its subsidiary, the INRD, and price ISRR coal movements out of business. The trackage rights NSR would receive to Indianapolis as a result of the Primary Transaction would be of no, or little, benefit to IPL. To the best of ISRR's knowledge, NSR does not serve any coal mines from which IPL buys its coal. NSR would not be permitted to connect with ISRR and thereby substitute for CRC's current switch services. Also, the route over which NSR would serve Indianapolis is not suitable for handling shipments of coal from eastern locations or from the nearby coal mines in southwestern Indiana. Therefore, if the Primary Transaction is unconditionally approved, IPL will become captive to CSXT.

IPL's Stout plant faces a similar predicament. The Stout plant is located on the INRD and today has four routing options for its coal shipments: INRD direct; ISRR-Switz City-INRD; ISRR-Indianapolis-CRC-INRD; and CR-INRD. If the Primary Transaction is approved without appropriate conditions, the Stout plant will become captive to CSXT and its subsidiary. ISRR today actively competes for the Stout traffic via the CRC switch at Indianapolis. CRC has been very cooperative in terms of rates and service and has assisted ISRR in competing for the Stout traffic. CSXT, of course, will have a strong economic incentive to make ISRR's moves noncompetitive from a rate and/or service standpoint with INRD's service to Stout. Therefore, IPL's Stout plant will also become captive to CSXT if appropriate conditions are not imposed on the Primary Transaction.

According to Primary Applicants, Indianapolis is by far the largest 2-to-1 point created by the Primary Transaction. *See* CSX-NS-18 at 548. There are 66 shippers on CRC lines in Indianapolis that have two carrier service through reciprocal switching. CSX-NS-19 at 147. The overhead trackage rights NSR would receive are woefully inadequate to substitute for CRC's current service in Indianapolis and would hardly service as an effective competitive option to CSXT's prominent presence in Indianapolis. The conditions sought by ISRR would enable ISRR to offer truly competitive rail options to these shippers.

ISRR also proposes to resolve the degradation to competition for shippers located in Crawfordsville and on the CRC lines between Indianapolis and Shelbyville, Indianapolis and Crawfordsville, and Indianapolis and Muncie. According to Primary Applicants, there are seven 2-to-1 customers in Crawfordsville. The proposed trackage rights or haulage arrangement for NSR would not enable NSR to provide effective competition with CSXT in this market. It

appears that NSR would have little traffic moving through Crawfordsville to justify daily or routine service to these shippers. As a shortline carrier, ISRR is in a position to offer these shippers efficient and economical switching services to and from the nearby Class I junctions. As to the three lines radiating from Indianapolis, CRC today offers a neutral and indifferent gateway service to the CSXT and NSR junctions. Currently, these shippers are able to bargain with CSXT and NSR for better rate and service options for the off-CRC portion of their moves. If the Primary Transaction is approved without appropriate conditions, CSXT would have a strong economic incentive to favor its own routes. ISRR proposes to step in the shoes of CRC and offer the shippers on these three lines the same NSR joint-line options available through CRC today.

In addition, ISRR's request to connect with other shortlines in Indianapolis will allow ISRR and the other shortlines to market new rail services between their respective lines and divert traffic to rail that now moves by truck. As explained at length by Primary Applicants and noted above, there are significant public benefits to be derived from diverting traffic from truck to rail.

The conditions sought by ISRR would not impose any unreasonable operating problems on the rail lines in and around Indianapolis or in the region generally. The conditions would also not detract in any material respect from the public benefits the Primary Applicants expect to achieve from the Primary Transaction. Primary Applicants claim public benefits of nearly $1 billion per year. *See* CSX/NS-18 at 2. The conditions sought by ISRR would enable ISRR to retain its current traffic base and generate limited additional revenues from the switching services it would provide in Indianapolis and the surrounding area.

SECTION 1180.6(a)(2)(i)
EFFECT ON COMPETITION

The requested conditions would preserve intramodal competition to IPL and the numerous shippers in Indianapolis, Crawfordsville and on the three lines extending from Indianapolis over which ISRR seeks trackage rights

As previously explained, if the Primary Application is approved without appropriate conditions, IPL's two plants in Indianapolis will become captive to CSXT and its subsidiary the INRD. The requested trackage rights to serve those two facilities would enable ISRR to preserve intramodal competition for IPL's coal movements.

The requested conditions would also preserve intramodal competition in Indianapolis and Crawfordsville and along the three lines radiating from Indianapolis over which ISRR seeks trackage rights. CRC has a strong presence in Indianapolis with CSXT providing rail competition. If the Primary Application is approved without appropriate conditions, CSXT will dominate the market in Indianapolis. NSR would hardly serve as an effective constraint on CSXT, given the limited access it would receive to the Indianapolis market. Crawfordsville today is served by both CRC and CSXT. The proposed substitution of NSR for CRC also falls far short of preserving the existing level of competition. ISRR proposes to serve those customers direct and offer a competitive, albeit joint-line, option for the services provided by CSXT. Although the shippers on the three lines radiating from Indianapolis are served directly only by CRC today, CRC does act as a neutral gateway carrier for shipments moving to CSXT to NSR. ISRR is proposing merely to step into the shoes of CRC and provide these shippers a joint-line option to CSXT's proposed single-line service.

The expanded operations, access to shortlines, and connections with Class I carriers at new locations would enable ISRR to compete more effectively with trucks, thus enhancing intermodal competition in the area.

SECTION 1180.6(a)(2)(ii)
FINANCIAL CONSIDERATIONS

ISRR estimates that it stands to lose $1.5 million dollars in revenues annually if the Railroad Control Application is approved. The conditions requested would enable ISRR to continue competing for that traffic and possibly retain some or all of the revenues associated with the traffic that is subject to diversion. The requested conditions would also enable ISRR to generate additional revenues from service to shippers losing competitive rail service in the Indianapolis area.

SECTION 1180.6(a)(2)(iii)
EFFECT ON FIXED CHARGES

ISRR does not expect any increase in fixed charges resulting from the operations proposed in this Responsive Application.

SECTION 1180.6(a)(2)(iv)
EFFECT ON ADEQUACY OF TRANSPORTATION

Granting the conditions sought by ISRR would have a positive effect on the adequacy of transportation in the markets served by ISRR. The requested trackage rights are necessary to preserve essential services now performed by ISRR. Many of ISRR's customers are dependent on rail service to meet their transportation needs which cannot economically be met by other modes of transportation.

Accordingly, if the conditions requested by ISRR are not granted, shippers dependent on ISRR will lose essential rail service.

SECTION 1180.6(a)(2)(v)
EFFECT ON EMPLOYEES

Granting the conditions sought by ISRR should have little, if any, impact on the employees of Primary Applicants. The conditions would enable ISRR to increase the level of its work force.

SECTION 1180.6(a)(2)(vi)
EFFECT OF INCLUSION OF OTHER RAILROADS

Not applicable to this Responsive Application.

SECTION 1180.6(a)(3)
OTHER SUPPORTING STATEMENTS

ISRR anticipates that this Responsive Application will be supported by shippers and other interested parties in separate filings with the Board.

SECTION 1180.6(a)(4)
OPINION OF COUNSEL

The opinion of ISRR's counsel that the conditions requested in this Responsive Application satisfy the requirements of law and will be legally authorized and valid if approved by the Board appears at the end of the narrative of the Responsive Application.

SECTION 1180.6(a)(5)
LIST OF STATES

ISRR currently operates only in the State of Indiana and the rail lines over which ISRR seeks trackage rights are located in the State of Indiana.

SECTION 1180.6(a)(6)
MAP

A map showing the rail line operated by ISRR and the lines over which ISRR seeks trackage rights is attached as Exhibit 1.

SECTION 1180.6(a)(7)(i)
NATURE OF TRANSACTION

The conditions ISRR seeks to have imposed on the Primary Application are a grant of trackage rights as described above under Sections 1180.6(a)(1)(i).

SECTION 1180.6(a)(7)(ii)
AGREEMENTS

A draft agreement setting forth the significant terms proposed is attached as Exhibit 2.

SECTION 1180.6(a)(7)(iii)
CONSOLIDATED COMPANY INFORMATION

Not applicable to this Responsive Application.

SECTION 1180.6(a)(7)(iv)
COURT ORDER

Not applicable to this Responsive Application.

SECTION 1180.6(a)(7)(v)
PROPERTY INCLUDED IN THE PROPOSED TRANSACTION

The trackage rights requested by ISRR are over a very limited portion of the rail lines sought to be acquired by CSXT in the Primary Transaction and over a very short segment of the INRD. *See* "Description of Proposed Transaction" under Section 1180.6(a)(1) and the map attached as Exhibit 1.

SECTION 1180.6(a)(7)(vi)
PRINCIPAL ROUTES

ISRR is a Class III rail carrier providing rail service over approximately 176 miles of track between Indianapolis and Evansville, Indiana. ISRR currently connects with CRC at Indianapolis, NSR at Oakland, Indiana, INRD at Switz City, Indiana, the CP Rail System at Bee Hunter, Indiana, and CSXT at Evansville, Indiana.

The trackage rights ISRR seeks are over short segments of rail line in Indianapolis, over a 7-mile segment of INRD's rail line, and over three rail lines radiating from Indianapolis and totaling approximately 126 miles in length.[4]

SECTION 1180.6(a)(7)(vii)
GOVERNMENTAL FINANCIAL ASSISTANCE

No governmental assistance will be sought to consummate the transaction sought in this Responsive Application.

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[4] The length of the rail segment between Indianapolis and Shelbyville is approximately 27 miles, the segment between Indianapolis and Crawfordsville is approximately 44 miles, and the segment between Indianapolis and Muncie is approximately 55 miles.

SECTION 1180.6(a)(8)
ENVIRONMENTAL DATA

ISRR has submitted an Environmental Verified Statement (ISRR-3) pursuant to Decision No. 38, stating that no environmental documentation is required for ISRR's Responsive Application pursuant to the provisions of 49 C.F.R. § 1105.6(c)(2). ISRR hereby reconfirms that no environmental documentation is required for the grant of this Responsive Application.

SECTION 1180.8(b)
OPERATING PLAN-MINOR

A copy of ISRR's operating plan is attached as Exhibit 15.

CONCLUSION

For the foregoing reasons, ISRR respectfully urges the Board to grant, as conditions to approving the Railroad Control Application, the trackage rights requested in this Responsive Application.

SECTION 1180.4(c)(2)(i)
SIGNATURES, OATHS, AND CERTIFICATIONS OF APPLICANT'S EXECUTIVE OFFICERS

I, Bruce M. Flohr, declare under penalty of perjury that I am President and a Director of Indiana Southern Railroad, Inc., responsive applicant herein, that I am one of the executive officers duly authorized to sign, to verify and to file this Responsive Application on behalf of Indiana Southern Railroad, Inc., that I have knowledge of the matters contained in this Responsive Application, and that the statements made in this Responsive Application are true and correct to the best of my knowledge and belief.

Bruce M. Flohr

Executed on October 17, 1997

I, Laura D. Davies, hereby certify that I am Corporate Secretary of Indiana Southern Railroad, Inc., responsive applicant herein, and that Bruce M. Flohr, President and a Director of Indiana Southern Railroad, Inc., is duly authorized to sign, to verify, and to file this Responsive Application on behalf of Indiana Southern Railroad, Inc.

Corporate Secretary

Dated this 17th day of October 1997, at San Antonio, Texas.

SECTION 1180.6(a)(4)
OPINION OF COUNSEL FOR
INDIANA SOUTHERN RAILROAD, INC.

As counsel for Indiana Southern Railroad, Inc. ("ISRR"), I am familiar with the transaction proposed in the Responsive Application of ISRR. It is my opinion that the transaction proposed in ISRR's Responsive Application meets all requirements of law, will be legally authorized and valid if approved by the Surface Transportation Board, is within the corporate power of ISRR, and will not result in any breach, violation or default of any provision of ISRR's Articles of Incorporation or Bylaws.

BALL JANIK LLP

By: Karl Morell

Karl Morell
Suite 225
1455 F Street, N.W.
Washington, D.C. 20005

Attorney for Indiana Southern
Railroad, Inc.

Dated this 20th day of October, 1997.

Respectfully submitted,

KARL MORELL
Of Counsel
BALL JANIK LLP
1455 F Street, N.W.
Suite 225
Washington, D.C. 20005
(202) 638-3307

Attorney for:
INDIANA SOUTHERN
RAILROAD, INC.

Dated: October 21, 1997

CERTIFICATE OF SERVICE

I hereby certify that on this 21st day of October, 1997, I caused a copy of the Responsive Application of Indiana Southern Railroad, Inc. (ISRR-4), to be served on counsel for Primary Applicants by Hand Delivery and on Administrative Law Judge Jacob Leventhal and all other Parties of Record by first class mail, postage prepaid.

Karl Morell

Karl Morell

EXHIBIT 1

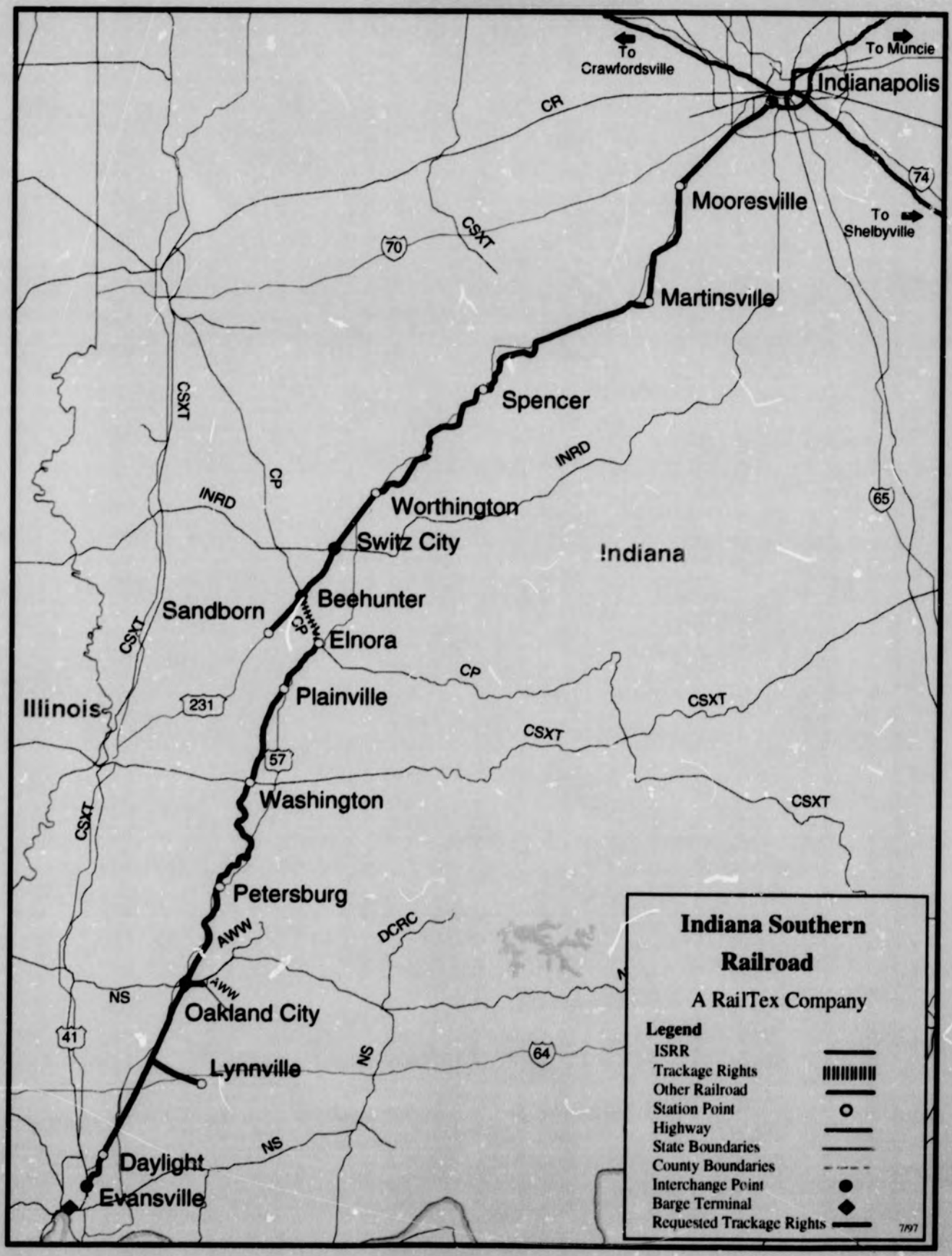

To Crawfordsville
To Muncie
Indianapolis
CR
74
Mooresville
To Shelbyville
70
CSXT
Martinsville
Spencer
CSXT
INRD
CP
INRD
Worthington
65
Switz City
Indiana
Sandborn
Beehunter
CSXT
CP
Elnora
CP
Illinois
231
Plainville
CSXT
CSXT
57
Washington
CSXT
CSXT
Petersburg
AWW
DCRC
NS
AWW
Oakland City
41
64
NS
Lynnville
NS
Daylight
Evansville
Indiana Southern Railroad
A RailTex Company
Legend
ISRR
Trackage Rights
Other Railroad
Station Point
Highway
State Boundaries
County Boundaries
Interchange Point
Barge Terminal
Requested Trackage Rights
7/97

EXHIBIT 2

TRACKAGE RIGHTS AGREEMENT

between

CSX TRANSPORTATION, INC. and INDIANA RAIL ROAD COMPANY

and

INDIANA SOUTHERN RAILROAD, INC.

AGREEMENT

THIS AGREEMENT, entered into as of this ___ day of _____, 199_, by and between CSX TRANSPORTATION, INC., and INDIANA RAIL ROAD COMPANY (hereinafter "INRD") (hereinafter referred to collectively as "OWNER") and INDIANA SOUTHERN RAILROAD, INC. (hereinafter referred to as "ISRR" or "USER"),

WHEREAS, the Surface Transportation Board, in its decision in 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, served _____, (1) approved the acquisition by CSX Corporation and CSX Transportation, Inc., and Norfolk Southern Corporation, and Norfolk Southern Railway Company of control of Conrail, Inc., and Consolidated Rail Corporation; and (2) the division of the assets of Conrail, Inc., and Consolidated Rail Corporation by and between CSX Corporation and CSX Transportation Inc., and Norfolk Southern Corporation and Norfolk Southern Railway Company; and

WHEREAS, the Surface Transportation Board conditioned the control of Conrail, Inc., and Consolidated Rail Corporation ("CRC") on, among other things, the grant of trackage rights as set forth further in the Responsive Application of ISRR, dated October 21, 1997; and

WHEREAS, Owner desires to provide ISRR with the rights requested in said Responsive Application; and

WHEREAS, ISRR is agreeable to receiving said rights and desires to conduct operations over said rights under the terms and conditions herein and hereafter set forth,

NOW THEREFORE, the parties hereto, intending to be legally bound, agree as follows:

SECTION 1. GRANT OF TRACKAGE RIGHTS

(a) Subject to the terms and conditions herein provided, Owner hereby grants to User the right to operate its trains, locomotives, cars, and equipment with its own crews (hereinafter referred to as the "Trackage Rights") over the following segments of Owner's railroad (hereinafter referred to as the "Subject Trackage"):

1. Overhead trackage rights between milepost 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Perry K facility in Indianapolis over the rail line formerly owned by CRC and acquired by CSXT;

2. Overhead trackage rights between milepost 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Stout facility located on the INRD, over a segment of the rail line formerly owned by CRC and acquired by CSXT and a segment of rail line owned by INRD;

3. Local trackage rights over rail lines in Indianapolis, Indiana including the Indianapolis Belt Line, formerly owned by CRC and acquired by CSXT;

4. Local trackage rights between Indianapolis and Shelbyville, Indiana, over the rail line formerly owned by CRC and acquired by CSXT;

5. Local trackage rights between Indianapolis and Crawfordsville, Indiana, over the rail line formerly owned by CRC and acquired by CSXT; and

6. Local trackage rights between Indianapolis and Muncie, Indiana, over the rail line formerly owned by CRC and acquired by CSXT.

The term "local trackage rights, as used above, includes: (1) the right to operate trains over the lines described; (2) the right to interchange with all carriers (including shortlines) at all junctions on the lines described; and (3) the right to serve all shippers, sidings, and team tracks located on the lines described.

SECTION 2. USE OF SUBJECT TRACKAGE

(a) User's use of the Subject Trackage shall be in common with Owner and any other user of the Subject Trackage, and Owner's right to use the Subject Trackage shall not be diminished by this Agreement. Owner shall retain the right to grant to other persons rights of any nature in the Subject Trackage.

(b) Owner shall have exclusive control of the management and operation of the Subject Trackage.

(c) User shall have the right to operate in either direction over the Subject Trackage.

SECTION 3. COMPENSATION

(a) The compensation for operations under this Agreement shall be set at the levels as follows:

SECTION 4. PAYMENT OF BILLS

(a) All payments called for under this Agreement shall be made by User within thirty (30) days after receipt of bills therefor. No payments shall be withheld because of any dispute as to the correctness of items in the bills rendered, and any discrepancies reconciled between the parties hereto shall be adjusted in the accounts of a subsequent month.

(b) Bills rendered pursuant to the provisions of this Agreement shall include direct labor and material costs, together with the surcharges, overhead, percentages, and equipment rentals in effect at the time any work is performed by Owner.

SECTION 5. MAINTENANCE OF SUBJECT TRACKAGE

(a) Owner shall maintain, repair, and renew the Subject Trackage at its own expense and with its own supervision and labor. Owner shall keep and maintain the Subject Trackage in reasonably good condition for the use herein contemplated, but Owner does not guarantee the condition of the Subject Trackage or that operations thereover will not be interrupted. Furthermore, except as may be otherwise provided in Section 11 hereof, User shall not by reason of failure or neglect on the part of Owner to maintain, repair, or renew the Subject Trackage, have or make any claim or demand against Owner or its directors, officers, agents, or employees for any injury to or death of any person or persons whomsoever, or for any damage to or loss or destruction of any property whatsoever, or for any damages of any nature suffered by User resulting from any such failure or neglect.

(b) Owner shall also perform, at the expense of User, such additional maintenance as User may request.

SECTION 6. CONSTRUCTION AND MAINTENANCE OF CONNECTIONS

(a) Existing connections or facilities which are jointly used by the parties hereto under existing agreements or practices shall continue to be maintained, repaired, and renewed by and at the expense of the party or parties responsible for such maintenance, repair, and renewal under such agreements or practices.

(b) Any additional connections to the Subject Trackage which may be required shall be constructed, maintained, repaired, and renewed as follows:

(i) User shall furnish all labor and material and shall construct, maintain, repair, and renew at its sole cost, liability and expense such portions of the tracks located on the right-of-way of User which connect the respective lines of the parties hereto; and

(ii) Owner shall furnish all labor and material and shall construct, maintain, repair, and renew at the sole cost, liability and expense of User such portions of the tracks located on the right-of-way of Owner which connect the respective lines of the parties hereto.

SECTION 7. ADDITIONS, RETIREMENTS, AND ALTERATIONS

(a) Owner, from time to time and at its sole cost and expense, may make such changes in, additions and betterments to, and retirements from the Subject Trackage as shall, in its judgment, be necessary or desirable for the economical or safe operation thereof or as shall be required by any law, rule, regulation, or ordinance promulgated by any governmental body having jurisdiction. Such additions and betterments shall become a part of the Subject Trackage and such retirements shall be excluded from the Subject Trackage.

(b) If User requests Owner to make changes in or additions and betterments to the Subject Trackage, including without limitation changes in communications or signal facilities, for purposes beyond that required for Owner's operation, Owner shall have the option:

(i) to make such changes in or additions and betterments to the Subject Trackage and User shall pay to Owner the cost thereof, including the annual expense of maintaining, repairing, and renewing such additional or altered facilities; or,

(ii) to deny such request.

SECTION 8. MANAGEMENT AND OPERATIONS

(a) User shall comply with the provisions of the Federal Locomotive Inspection Act and the Federal Safety Appliance Acts, as amended, and all other federal and state laws, regulations, and rules respecting the operation condition, inspection, and safety of its trains, locomotives, cars, and equipment while such trains, locomotives, cars, and equipment are being operated over the Subject Trackage. User shall indemnify, protect, defend, and save harmless Owner and its directors, officers, agents, and employees from and against all fines, penalties, and liabilities imposed upon Owner or its directors, officers, agents, or employees under such laws, rules, and regulations by any public authority or court having jurisdiction in the premises, when attributable to the failure of User to comply with its obligations in this regard.

(b) User, in its use of the Subject Trackage, will comply in all respects with the operating rules and regulations of Owner, and the movement of User's trains, locomotive, cars, and equipment over the Subject Trackage shall at all times be subject to the orders of the transportation officers of Owner. User's trains shall not include locomotives, cars, or equipment which exceed the width, height, weight, or other restrictions or capacities of the Subject Trackage as published in Railway Line Clearances, and no train shall contain locomotives, cars, or equipment which require speed restrictions or other movement restrictions below the authorized freight speeds as provided by Owner's operating rules and regulations without the prior consent of Owner, which consent will not be unreasonably withheld. User shall indemnify, protect, defend, and save harmless Owner and its directors, officers, agents, and employees from and against all liabilities when attributable to the failure of User to comply with the provisions of this subsection.

(c) The trains, locomotives, cars, and equipment of User, Owner, or any other present or future user of the Subject Trackage or any portion thereof shall be operated without prejudice or partiality and in such manner as will afford the most economical and efficient manner of movement of all traffic.

(d) If by reason of any mechanical failure or for any other cause not resulting from an accident or derailment, a train or locomotive of User becomes stalled or unable to proceed under its own power, or fails to maintain the speed required by Owner on the Subject Trackage, or if in emergencies crippled or otherwise defective cars are set out of User's trains on the Subject Trackage, Owner shall have the option to furnish motive power or such other assistance as may

be necessary to haul, help, or push such trains, locomotives, or cars, or to properly move the disabled equipment off the Subject Trackage, and User shall reimburse Owner for the cost of rendering any such assistance.

(e) If it becomes necessary to make repairs to or adjust or transfer the lading of such crippled or defective cars in order to move them off the Subject Trackage, such work shall be done by Owner, and User shall reimburse Owner for the cost thereof.

(f) In the event Owner and User agree that Owner should provide additional employees for the sole benefit of User, the parties hereto shall enter into a separate agreement under which User shall bear all cost and expense for any such additional employees, including, without limitation, all cost and expense associated with labor protective payments which are made by Owner and which would not have been incurred had the additional employees not been provided.

SECTION 9. MILEAGE AND CAR HIRE

All mileage and car hire charges accruing on cars in User's trains on the Subject Trackage shall be assumed by User and reported and paid by it directly to the owner of such cars.

SECTION 10. CLEARING OF WRECKS

Whenever User's use of the Subject Trackage requires rerailing, wrecking service, or wrecking train service, Owner shall perform such service, including the repair and restoration of road bed, track, and structures. The cost and expense thereof, including, without limitation, loss of, damage to, and destruction of any property whatsoever and injury to or death of any person or persons whomsoever resulting therefrom, shall be apportioned in accordance with the provisions of Section 11 hereof. All locomotives, cars, and equipment and salvage from the same so picked up and removed which are owned by or under the management and control of or used by User at the time of such wreck shall be promptly delivered to User.

SECTION 11. LIABILITY

The responsibility of the parties hereto as between themselves for loss of, damage to, or destruction of any property whatsoever, or injury to or death of any person or persons whomsoever, resulting from, arising out of, incidental to, or occurring in connection with the Trackage Rights granted in this Agreement, shall be determined as follows:

(a) Whenever any loss of, damage to, or destruction of any property whatsoever, or injury to or death of any person or persons whomsoever, or any damage to or destruction of the environment whatsoever, including, without limitation, land, air, water, wildlife, and vegetation, occurs with the trains, locomotives, cars, or equipment of, or in the account of, User being involved, without the trains, locomotives, cars, or equipment of, or in the account of, Owner being involved, User shall assume all liability therefor and bear all cost and expense in connection therewith, including without limitation all cost and expense referred to in Section 10

hereof, and shall forever protect, defend, indemnify, and save harmless Owner and its directors, officers, agents, and employees from and against any such liability, cost, and expense, regardless of whether caused in whole or in part by the fault, failure, negligence, misconduct, nonfeasance, or misfeasance of Owner or its directors, officers, agents, or employees.

(b) Whenever any loss of, damage to, or destruction of any property whatsoever, or injury to or death of any person or persons whomsoever, or any damage to or destruction of the environment whatsoever, including, without limitation, land, air, water, wildlife, and vegetation, occurs with the trains, locomotives, cars, or equipment of, or in the account of Owner being involved, without the trains, locomotives, cars, or equipment of, or in the account of User being involved, Owner shall assume all liability therefor, and bear all cost and expense in connection therewith, including without limitation all cost and expense referred to in Section 10 hereof, and shall forever protect, defend, indemnify, and save harmless User and its director, officers, agents, and employees from and against any such liability, cost, and expense, regardless of whether caused in whole or in part by the fault, failure, negligence, misconduct, nonfeasance, or misfeasance of User or its directors, officers, agents, or employees.

(c) Whenever any loss of, damage to, or destruction of any property whatsoever, or injury to or death of any person or persons whomsoever, or any damage to or destruction of the environment whatsoever, including, without limitation, land, air, water, wildlife, and vegetation, occurs with the trains, locomotives, cars, or equipment of, or in the account of both Owner and User being involved, Owner and User shall separately assume and bear all liability, cost, and expense for loss of and damage to said trains, locomotives, cars (including, without limitation, lading), and equipment operated by each of them and for injury to and death of each of their directors, officers, agents, and employees, and persons in each of their care and custody. All liability, cost, and expense for injury to and death of any other person or persons whomsoever, for loss of, damage to, or destruction of all other property (including, without limitation, the Subject Trackage) and for any damage to or destruction of the environment whatsoever, including without limitation, land, air, water, wildlife, and vegetation, so occurring shall be borne equally by Owner and User, including, without limitation, all cost and expense referred to in Section 10 hereof. Whenever any liability, cost, or expense is assumed by or apportioned to a party hereto under the foregoing provisions, that party shall forever protect, defend, indemnify, and save harmless the other party to this Agreement and its directors, officers, agents, and employees from and against that liability, cost, and expense assumed by that party or apportioned to it, regardless of whether caused in whole or in part by the fault, failure, negligence, misconduct, nonfeasance, or misfeasance of the indemnitee or its directors, officers, agents, or employees.

(d) Notwithstanding the foregoing provisions, whenever any loss of, damage to, or destruction of any property whatsoever, or injury to or death of any person or persons whomsoever, or any damage to or destruction of the environment whatsoever, including, without limitation, land, air, water, wildlife, and vegetation, occurs with the trains, locomotives, cars, or equipment of, or in the account of, both parties to this Agreement being so involved, and such loss, damage, destruction, injury, or death is attributable to the sole negligence of the employee(s) on the train(s), locomotive(s), car(s), or caboose(s) of, or in the account of, only one

of the parties to this Agreement where such sole negligence is the active or proximate cause of such loss, damage, destruction, injury, or death, the party hereto whose employee(s) was (were) solely negligent shall assume and bear all liability, cost, and expense in connection with the loss, damage, destruction, injury, and death so occurring, including without limitation all cost and expense referred to in Section 10 hereof, and said party shall forever protect, defend, indemnify, and save harmless the other party to this Agreement and its directors, officers, agents, and employees from and against any such liability, cost, and expense.

(e) In every case of death or injury suffered by an employee of either User or Owner, when compensation to such employee or employee's dependents is required to be paid under any workmen's compensation, occupational disease, employer's liability, or other law, and either of said parties under the provisions of this Agreement is required to pay said compensation, if such compensation is required to be paid in installments over a period of time, such party shall not be released from paying any such future installments by reason of the expiration or other termination of this Agreement prior to any of the respective dates upon which any such future installments are to be paid.

(f) Notwithstanding the provisions of Section 16(f) of this Agreement, for the purposes of this Section 11 the word "equipment" shall mean and be confined to (i) cabooses, (ii) vehicles and machinery which are capable of being operated on railroad tracks that, at the time of an occurrence, are being operated on the Subject Trackage, and (iii) vehicles and machinery that, at the time of an occurrence, are on the Subject Trackage or its right-of-way for the purpose of the maintenance or repair thereof or the clearing of wrecks thereon.

SECTION 12. INVESTIGATION

(a) Except as provided in Subsection (b) hereof, all claims, injuries, deaths, property damages, and losses arising out of or connected with this Agreement shall be investigated, adjusted, and defended by the party bearing the liability, cost, and expense therefor under the provisions of this Agreement.

(b) Each party will investigate, adjust, and defend all freight loss and damage claims filed with it in accordance with 49 U.S.C. Section 11706 and 49 C.F.R. Section 1005 (or any revised or substitute regulations adopted to modify, supplement or supersede the regulations herein provided), or in accordance with any applicable transportation contract entered into pursuant to 49 U.S.C. Section 10709.

(c) In the event a claim or suit is asserted against Owner or User which is the other's duty hereunder to investigate, adjust, or defend, then, unless otherwise agreed, such other party shall, upon request, take over the investigation, adjustment, and defense of such claim or suit.

(d) All costs and expenses in connection with the investigation, adjustment, and defense of any claim or suit under this Agreement shall be included as costs and expenses in applying the liability provisions set forth in this Agreement, except that salaries or wages of full-

time employees, including claim agents, attorneys, and other employees of either party engaged directly or indirectly in such work shall be borne by such party.

(e) Excluding freight loss and damage claims filed in accordance with 49 U.S.C. Section 11706 or 49 C.F.R. Section 1005 or similar regulation, neither party shall settle or compromise any claim, demand, suit, or cause of action for which the other party has any liability under this Agreement without the concurrence of such other party if the consideration for such settlement or compromise exceeds Twenty Five Thousand Dollars ($25,000).

(f) Nothing in this section shall modify or supersede the provisions of Section 11 hereof.

SECTION 13. DEFAULT AND TERMINATION

In the event of any substantial failure on the part of User to perform its obligations under this Agreement and its continuance in such default for a period of sixty (60) days after written notice thereof by certified mail from Owner, Owner shall have the right, at its option, after first giving thirty (30) days' written notice thereof by certified mail, and notwithstanding any waiver by Owner of any prior breach thereof, to terminate the Trackage Rights and User's use of the Subject Trackage. The exercise of such right by Owner shall not impair its rights under this Agreement or any cause or causes of action it may have against User for the recovery of damages.

SECTION 14. ARBITRATION

Except for matters concerning loss or destruction of, or damage to freight, or injury or death of persons, any irreconcilable dispute arising between the parties with respect to this Agreement shall be settled through final and binding arbitration. The parties shall jointly submit the matter to final and binding arbitration under the Commercial Arbitration Rules of the American Arbitration Association. The decision of the arbitrator(s) shall be final and conclusive upon the parties hereto. Each party to the arbitration shall pay the compensation, costs, fees, and expenses of its own witnesses, experts, and counsel. The compensation, costs, and expense of the arbitrator(s), if any, shall be borne equally by the parties hereto.

SECTION 15. ABANDONMENT OF SUBJECT TRACKAGE

Notwithstanding the provisions of Section 19 of this Agreement, Owner may abandon the Subject Trackage during the term of this Agreement, or any renewals hereof, upon giving User not less than one hundred twenty (120) days' written notice of Owner's intent to abandon. In the event regulatory authority is required to effect such abandonment, User will not interfere with Owner's actions to seek and to exercise such authority. In the event regulatory authority is required for User to discontinue its own operations over the Subject Trackage, User will seek and diligently pursue such regulatory authority at the same time that Owner seeks regulatory authority to abandon the Subject Trackage, or as soon thereafter as User may do so in accordance with applicable statutes and regulations, unless User intends to acquire the Subject Trackage

from Owner pursuant to 49 U.S.C. Section 10904 or other similar provision. User hereby expressly reserves the right pursuant to 49 U.S.C. Section 10904 or any similar provision which may be in effect to subsidize operations on or to acquire the Subject Trackage. Unless User or another party acquires the Subject Trackage for continued rail use or subsidizes Owner's operations thereon, User shall exercise its authority to discontinue its operations pursuant to this Agreement upon the date established by Owner for abandonment of the Subject Trackage by its aforesaid notice to User, or upon the earliest authorized date of exercise of the regulatory authority to discontinue operations, whichever is later. If regulatory authority for discontinuance of User's operations is not required, User shall discontinue its operations hereunder on the date that Owner is authorized to abandon the Subject Trackage. Upon discontinuance of User's operations, this Agreement shall terminate and be of no further force and effect, except that termination of this Agreement shall not relieve or release either party hereto from any obligations assumed or from any liability which may have arisen or be incurred prior to said termination. As used herein, Subject Trackage means the entire Subject Trackage or any portion or portions thereof.

SECTION 16. GENERAL PROVISIONS

(a) This Agreement and each and every provision hereof are for the exclusive benefit of the parties hereto and not for the benefit of any third party. Nothing herein contained shall be taken as creating or increasing any right in any third party to recover by way of damages or otherwise against either of the parties hereto.

(b) All Section headings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

(c) This Agreement and the attachments annexed hereto and integrated herewith contain the entire agreement of the parties hereto and supersede any and all oral understandings between the parties.

(d) No term or provision of this Agreement may be changed, waived, discharged, or terminated except by an instrument in writing signed by both parties to this Agreement.

(e) As used in this Agreement, whenever reference is made to the trains, locomotives, cars, or equipment of, or in the account of, one of the parties hereto such expression means the trains, locomotives, cars, or equipment in the possession of or operated by one of the parties and includes such trains, locomotives, cars, or equipment which are owned by, leased to, or in the account of such party. Whenever such locomotives, cars, or equipment are owned or leased by one party to this Agreement and are in the possession or account of the other party to this Agreement, such locomotives, cars, and equipment shall be considered those of the other party under this Agreement.

(f) All words, terms, and phrases used in this Agreement shall be construed in accordance with the generally applicable definition or meaning of such words, terms, and phrases in the railroad industry.

SECTION 17. SUCCESSORS AND ASSIGNS

This Agreement shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto; provided, however, that User shall not transfer or assign this Agreement, or any of its rights, interests, or obligations hereunder to any person, firm, or corporation without obtaining the prior written consent of the Owner, which consent will not be unreasonably withheld, except that the rights granted by this Agreement shall pass to the successor of substantially all of the property of User.

SECTION 18. NOTICE

Any notice required or permitted to be given by one party to the other under this Agreement shall be deemed given on the date sent by certified mail, or by such other means as the parties may mutually agree, and shall be addressed as follows:

[_____]

[_____]

SECTION 19. COMMENCEMENT, TERM, AND TERMINATION

(a) This Agreement shall take effect on _____, 1998 ("Commencement Date"), and shall continue in full force and effect for a period of 99 years from said Commencement Date.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the date first above written

WITNESS: CSX TRANSPORTATION, INC.

_____ _____

WITNESS: INDIANA RAIL ROAD COMPANY

_____ _____

WITNESS

INDIANA SOUTHERN RAILROAD, INC.

_____

_____

EXHIBIT 15

OPERATING PLAN - MINOR

If the conditions requested by ISRR are granted by the Board, ISRR anticipates no significant operational change with respect to the services currently provided to on-line customers. In order to accommodate the additional operations in the city of Indianapolis, ISRR would need to hire two additional train crews, consisting of four individuals. ISRR would also need to acquire or lease two additional GP-38 or GP-40 locomotives. In addition, ISRR would need access to one siding in Indianapolis for the transfer of cars between the Indianapolis terminal and ISRR's existing rail system.

ISRR proposes to offer service to the customers in Indianapolis seven days per week. ISRR anticipates operating an average of one or two trains a day in the Indianapolis terminal. The number of trains operated on any given day would depend on the train schedules of IPL for the movement of coal to its Perry K and Stout facilities, as well as the service needs of the other rail shippers in Indianapolis. ISRR would serve the two IPL facilities in unit train movements of approximately 50 to 55 cars per train, delivering loaded unit trains and picking up empty unit trains.

The same crews serving the IPL facilities would also perform the switching operations for the other customers within the Indianapolis area or to nearby Class I connections. The ISRR crews based in Worthington would be responsible for handling all Indianapolis traffic moving over ISRR's current rail system. Because of ISRR's flexible work rules and assignments, it is possible for both the Indianapolis and Worthington crews to operate out of their general assigned areas.

ISRR plans initially to provide service to the customers on the Indianapolis to Shelbyville, Indianapolis to Crawfordsville, and Indianapolis to Muncie rail lines on an as needed basis, unless, of course, the immediate service needs of any of these customers require regularly scheduled service. As ISRR is able to attract traffic on these lines, ISRR will institute regularly scheduled service commensurate with the needs of the shippers. The crews based in Indianapolis would initially be responsible for the operations over these lines.

ISRR does not anticipate the need for any discontinuances or abandonments as a result of the proposed transaction. There are no rail commuter operations on the lines over which ISRR seeks trackage rights. AMTRAK's tri-weekly service over the rail line between Indianapolis and Crawfordsville will not be impacted by ISRR's trackage rights operations.

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 33388

CSX CORPORATION AND CSX TRANSPORTATION INC.
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
--CONTROL AND OPERATING LEASES/AGREEMENTS--
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

STB FINANCE DOCKET NO. 33388 (SUB-NO. 76)

INDIANA SOUTHERN RAILROAD, INC.
--TRACKAGE RIGHTS--
CSX TRANSPORTATION, INC. AND INDIANA RAIL ROAD COMPANY

VERIFIED STATEMENT
OF
RICHARD NEUMANN

My name is Richard Neumann. I am Senior Vice President and General Manager of Indiana Southern Railroad, Inc. (ISRR). I am submitting this statement in support of the Responsive Application being filed by ISRR, seeking the following trackage rights:

1. overhead trackage rights between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's (IPL) Perry K facility in Indianapolis;
2. overhead trackage rights between MP 6.0 on ISRR's Petersburg Subdivision and IPL's Stout facility located on the Indiana Rail Road Company ("INRD");
3. local trackage rights over certain rail lines in Indianapolis;
4. local trackage rights between Indianapolis and Shelbyville, Indiana;
5. local trackage rights between Indianapolis and Crawfordsville, Indiana; and
6. local trackage rights between Indianapolis and Muncie, Indiana.

I have worked in the railroad industry since 1974. I began my career as an Administrative Assistant to the Executive Vice President on the Central Vermont Railway. From June 1974 until October 1987, I was employed on the Grand Trunk Western Railroad in various operating positions, ranging from Assistant Trainmaster to Assistant Superintendent. From October 1987 through March 1992, I served as General Manager of the Duluth, Winnipeg and Pacific Railway. In April 1992, I began working for RailTex, Inc., as Superintendent of Operations on the ISRR. In July 1993, I was promoted to General Manager, the position I currently hold. From May 1996 through January 1997, I served in several capacities on behalf of RailTex working on the privatization of a 4,440-mile railroad in Brazil, in which RailTex is a partner along with other investors. My last assignment in Brazil was acting Vice President of Operations. I was educated at Purdue University, where I received a Bachelor of Science degree in Industrial Management in 1971.

ISRR is a Class III rail carrier providing rail service over approximately 176 miles of track between Indianapolis and Evansville, Indiana. ISRR currently connects with Consolidated Rail Corporation (CRC) at Indianapolis; Norfolk Southern Railway Company (NSR) and the Algers, Winslow & Western Railway at Oakland, Indiana; INRD at Switz City, Indiana; the CP Rail System at Bee Hunter, Indiana; and CSX Transportation, Inc. (CSXT), at Evansville, Indiana.

ISRR began operations in April 1992. ISRR currently employs 36 individuals and operates a fleet of 14 locomotives. The rail cars used by ISRR are primarily private cars and others provided by RailTex. ISRR's headquarters are located in Petersburg, Indiana, where ISRR has a nine track yard, with two service tracks. The Petersburg facility also houses a new

enclosed two track locomotive and car repair shop. ISRR also maintains a facility at Worthington, Indiana for our transportation employees and one at Spencer, Indiana for our maintenance of way employees.

ISRR's traffic base has grown consistently since we began operations from nearly 36,000 cars on an annualized basis in 1992, to an estimated 66,000 cars in 1997. The major commodity handled is coal, which comprises 95 percent of ISRR's total carloads. ISRR's gross revenues in 1996 were approximately $9 million. Our major customers are IPL, Black Beauty Coal Company, Ferro and Whirlpool.

It is well known that shortline railroads have a lower cost structure than the Class I carriers and, therefore, have been successful at growing business on former Class I branch lines. ISRR is no exception to this success story in the railroad industry. ISRR operates with limited overhead and fixed costs. Our employees are cross-trained to perform many duties thereby eliminating the need to hire additional employees to handle separate functions. ISRR has worked hard at reducing its costs to the bear minimum and providing economical service to its customers. ISRR cannot reduce its costs any further without adversely impacting the quality of its service and the maintenance of its physical plant.

Due to the competitiveness of the Indiana coal market, ISRR's revenue per carload has continually declined since ISRR first began operations. We fully expect this downward pressure on rail rates to continue. ISRR is thus continually forced to search for additional productivity and efficiency gains.

ISRR has remained competitive for IPL's coal traffic moving to the Perry K and E.W. Stout generating stations, even though ISRR does not serve either of those plants directly. IPL has been ISRR's largest customer. In 1996, ISRR generated gross revenues of over $1.5 million from traffic originated by ISRR to the Perry K and Stout plants. The loss of these revenues would have a devastating effect on ISRR. ISRR would immediately have to begin cutting costs and service. Without the IPL traffic, it is unlikely ISRR could continue to justify its presence in Indianapolis, which would further reduce rail service to a city already seeing the loss of one of its two Class I carriers. The most immediate cost savings ISRR could achieve would be to abandon its line north of milepost 17, near Mooresville, Indiana and sever its ties to Indianapolis. The shippers located on that line would left without rail service. ISRR is continuing to study other cost saving options which would have the least impact on its remaining customers.

Even though IPL's two plants are not located on the ISRR, ISRR has remained competitive for coal traffic moving to those two facilities with the cooperation and assistance of CRC. The Perry K plant is located on a CRC line in Indianapolis. To the best of my knowledge, CRC does not serve any coal mines in Indiana. Therefore, the Perry K plant has the option of originating coal either on the ISRR or on the INRD, with CRC providing the switching service in Indianapolis. As between ISRR and INRD, CRC is a neutral terminating carrier, having no incentive to favor one over the other. CSXT, however, will have a strong economic incentive to favor INRD, since INRD is 89 percent owned by CSXT. Through rate and service actions, CSXT will be able to render ISRR's service to the Perry K plant uneconomical or inefficient.

IPL's Stout plant is located on the INRD. ISRR has been a competitor for coal movements to the Stout plant via CRC in Indianapolis and via INRD at Switz City. CRC has

cooperated with ISRR and has provided an economical and efficient switch service in Indianapolis to the INRD for delivery to the Stout plant. CRC's rates and service have enabled ISRR to remain competitive for this traffic. CSXT will have no incentive to assist ISRR and undoubtedly will favor its affiliate. In summary, the replacement of CRC wi[illegible]CSXT in Indianapolis will result in ISRR losing its largest customer and IPL losing alternative rail service.

The trackage rights NSR is to receive to Indianapolis would be of no benefit to either ISRR or IPL. Since NSR is not permitted to connect with ISRR, NSR could not serve as a replacement switch carrier for ISRR on coal movements to the IPL plants. NSR's trackage rights into Indianapolis also do not offer IPL a competitive or efficient alternative coal route to the IPL plants. NSR will have no viable way of moving coal from eastern locations, let alone from the nearby southwestern Indiana coal mines.

ISRR also seeks trackage rights to serve the customers in Indianapolis and the nearby communities that will lose competitive rail options as a result of the carve up of CRC. ISRR, as a low cost, shortline railroad, offers to preserve the competitive options these shippers have today by providing an efficient and economical switching service to nearby Class I connections. The service ISRR would offer is the same switching service ISRR offers its customers today to the four Class I connections. In addition, ISRR seeks access to the three other shortlines operating in Indianapolis: the Central Railroad Company of Indiana, the Central Railroad Company of Indianapolis and the Louisville & Indiana Railroad Company. We at the ISRR believe that there are opportunities for rail movements between the respective shortlines in the Indianapolis area. For example, there is the possibility of hauling corn from the other shortlines to a new facility

locating on the ISRR. The traffic ISRR seeks to attract now moves by truck and is of no interest to Class I carriers.

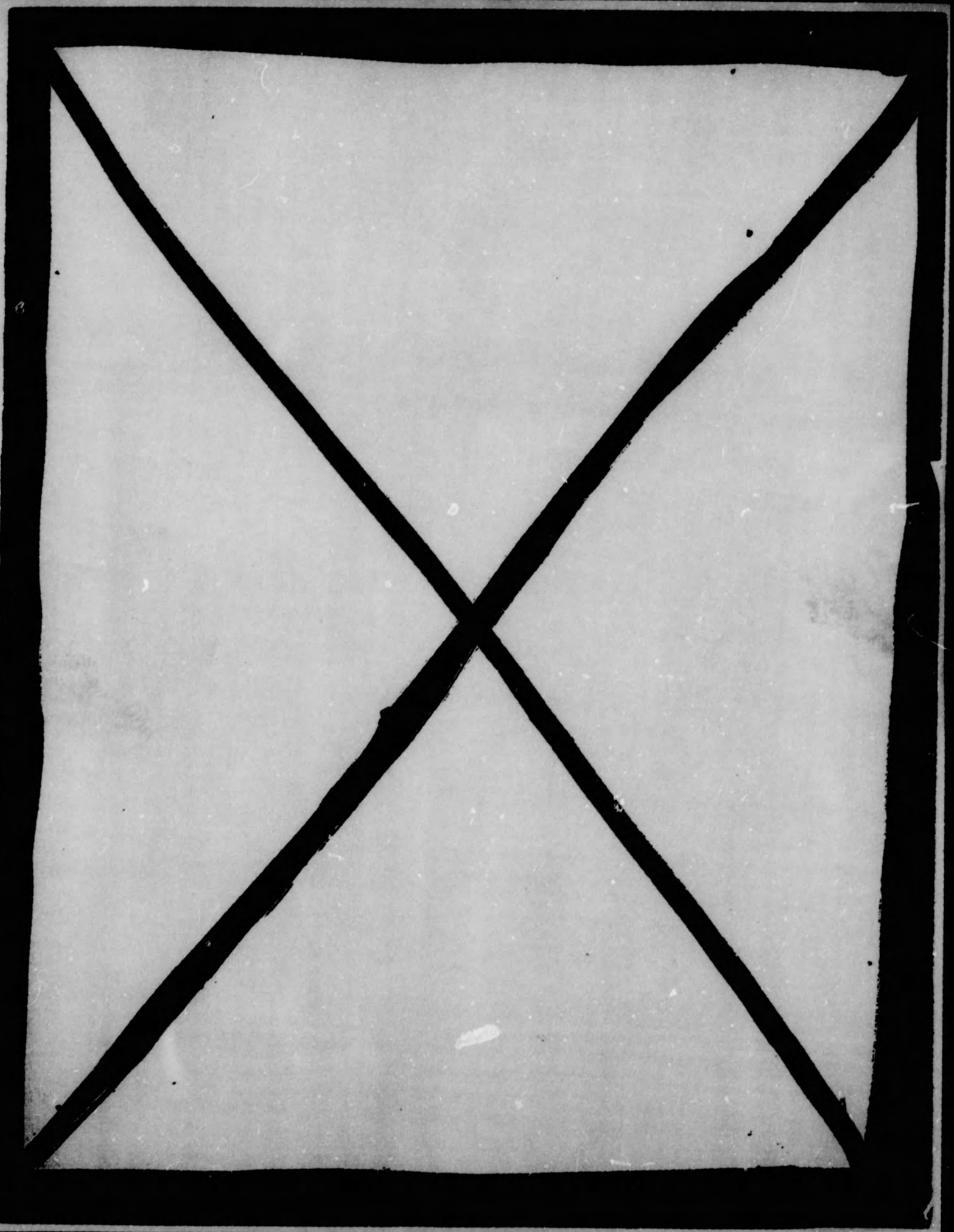
In conclusion, the transaction proposed by CSXT and NSR will result in ISRR losing its largest customer. Its largest customer, in turn, will lose competitive rail service. The transaction will also result in a loss of any meaningful rail competition for many shippers in Indianapolis and the surrounding areas. The conditions requested by ISRR will have a dual beneficial effect. ISRR will be able to continue providing essential services to the customers on its rail line. At the same time, ISRR will be able to preserve rail competition in the area by offering efficient, reliable and economic rail service.

VERIFICATION

I, Richard Neumann, verify under penalty of perjury that the foregoing Verified Statement is true and correct to the best of my knowledge and belief.

Richard O. Neumann

Executed on October 17, 1997



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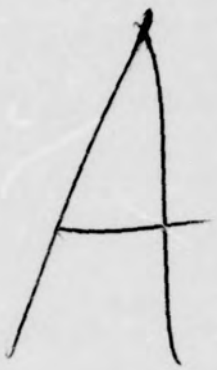
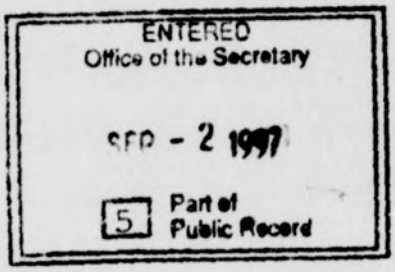


August 28, 1997



BY MESSENGER

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Suite 700
1925 K Street, N.W.
Washington, D.C. 20006

Re: Finance Docket No. 33388, CSX Transportation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -- Control and Operating Leases/Agreements -- Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

Enclosed for filing by Applicants' in the above-captioned proceeding are the original and twenty-five (25) copies of the "Errata and Supplemental Environmental Report to Volume 6 (Environmental Report) of the Primary Application". Also enclosed is a computer diskette containing a copy of the Errata and Supplemental Environmental Report to Volume 6 in WordPerfect 6.1 format.

Please date stamp the two (2) extra copies enclosed and return them to our messenger.

Sincerely,

Mary Gabrielle Sprague by CAK

Mary Gabrielle Sprague
Counsel for CSX

Constance A. Sadler

Constance A. Sadler
Counsel for Norfolk Southern

Enclosures

August 28, 1997

Re: 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 Finance Docket No. 33388

Dear Recipients of the Environmental Report:

Enclosed are copies of two documents prepared by CSX and Norfolk Southern ("Applicants") in connection with their joint application to acquire control and divide the assets of Conrail. These documents are:

(1) the **Environmental Report Errata (8/97) ("Errata")** for Volume 6 (Environmental Report) of the Primary Application, and

(2) the **Supplemental Environmental Report ("SER")** to Volume 6 (Environmental Report) of the Primary Application.

These documents correct or update information previously supplied to you in a three-volume Environmental Report ("ER") prepared by the Applicants in June and submitted as Volumes 6A, 6B and 6C of the Primary Application. The Surface Transportation Board's ("Board") Section of Environmental Analysis ("SEA") directed the railroads to distribute these documents to those parties who received the ER to ensure that they were informed of these subsequent corrections and changes.

BACKGROUND

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. ("CSX"), Norfolk Southern Corporation and Norfolk Southern Railway Company ("NS") and Conrail Inc. and Consolidated Rail Corporation ("Conrail") filed a joint application with the Board seeking authority for CSX and NS to acquire control of Conrail and for the subsequent division of Conrail's assets by CSX and NS.

The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. NS and CSX believe the transaction will increase service capabilities, improve operating efficiency, and promote competition. The Applicants also believe the proposed transaction will provide for benefits that include reduced highway congestion, reduced system-wide air pollutant emissions, reduced energy usage, enhanced safety, expanded competition, and a more efficient rail transportation system.

As noted above, Volumes 6A, 6B and 6C of the Primary Application constituted the ER. It was mailed to approximately 1,900 agencies, organizations, and other parties possibly interested in the potential environmental impacts of the proposed transaction.

The ER includes the railroads' evaluation of the potential environmental impacts of the proposed transaction across a broad spectrum of topic areas. It includes the Railroad's analysis of expected changes in activity at rail lines, rail yards and intermodal facilities and other matters related to the proposed transaction.

THE BOARD'S INDEPENDENT ENVIRONMENTAL REVIEW

Before discussing the Errata and the SER, you should be aware that the Board is conducting a wholly independent environmental analysis of the potential environmental impacts of the proposed transaction. The Board's SEA will prepare an Environmental Impact Statement ("EIS") on the proposed transaction. The Board proposed the scope of the EIS in a notice published in the Federal Register on July 7, 1997 (62 Fed. Reg. 36,332) and served the proposed scope of the EIS (see Attachment 1) on approximately 1,900 interested parties. After considering comments received on the proposed scope, SEA plans to issue the final scope of the EIS in September 1997. Also, SEA plans to issue in November a Draft EIS which will be made available to the public, followed by a 45-day public review and comment period.

Summary information about the proposed transaction and the Board's environmental review process can be found at the SEA's Internet web site: http//www.conrailmerger.com. Requests for additional information or for a copy of the Environmental Report in the event you did not previously receive a copy can be made by calling the SEA's toll-free Environmental Hotline: 1-888-869-1997. (Note: Please speak slowly and provide your name, address, organization, and phone number.)

Attachment 2 sets forth SEA's schedule for the environmental review of the proposed transaction. SEA will consider your comments in evaluating the environmental impacts of the proposed transaction. Anyone wishing to file comments on environmental matters should submit an original and ten (10) copies of the comments to SEA as follows:

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

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

ENVIRONMENTAL REPORT ERRATA

After the ER was printed and distributed, Applicants discovered some errors in the report. Many of the errors are typographical or errors in referencing other sections of the report. Some are omissions of text which were inadvertently left out in compiling the ER.

The enclosed Errata is organized to correspond with Volumes 6A, 6B, and 6C of the ER (i.e., it is also in three subsections). You may wish to manually correct the ER for the identified minor typographical changes. Where new figures and tables are supplied with the Errata, they may be inserted over the original figure or table accordingly.

The following States have rail line segments (or an intermodal facility in the case of New Jersey) that were addressed in the ER and for which rail traffic or environmental impact corrections are now provided in the Errata:

- District of Columbia
- Illinois
- Indiana
- Maryland
- New Jersey
- New York
- Ohio
- Pennsylvania
- Virginia
- West Virginia

Attachment 3 should be reviewed by those parties interested in the above States. It identifies by State the specific CSX and NS rail line segments and the New Jersey intermodal facility for which substantive corrections, i.e. corrections that affect rail traffic or environmental impact data are provided in the Errata.

SUPPLEMENTAL ENVIRONMENTAL REPORT

In addition, NS made some corrections to its Operating Plan after the Primary Application was filed. The Operating Plan accompanied the Primary Application filed with the Board on June 23, 1997. These corrections required some supplemental environmental analysis by NS which is presented in the enclosed Supplemental Environmental Report ("SER"). The SER in Table 1-1 identifies nine corrected NS rail line segments in the States of Illinois, Indiana, Ohio and Pennsylvania that would now meet or exceed the thresholds for environmental analysis set forth in the Board's environmental regulations (49 CFR Part 1105.7(e)(5)). In two instances, the NS supplemental analysis determined that a rail line segment identified in the ER would no longer meet or exceed the Board's thresholds for environmental analysis.

These two rail line segments in the States of Georgia and Illinois are identified in Table 1-2 of the SER.

In addition, sixteen rail line segments in the States of Georgia, Illinois, Indiana, New York, Ohio and Pennsylvania that were analyzed in the ER have rail traffic damages and continue to exceed Board thresholds for environmental analysis. These have been amended by the SER and may merit your review. These rail line segments are identified in Table 1-3 of the SER. [Note: three of these segments (footnoted in Table 1-1) are also listed in Table 1-1 because they have been extended (i.e., lengthened) from what was presented in the ER.] Fourteen other rail line segments in the States of Georgia, Illinois, Indiana, Ohio and Pennsylvania continue to experience a decrease in traffic, but at levels differing from those reported in the ER, and are identified in Table 1-4 of the SER.

Finally, six NS rail line segments in the States of Michigan, New Jersey, New York and Pennsylvania which are identified in Table 1-5 of the SER were inadvertently omitted from the ER. The additional analysis of these rail line segments is included in the SER.

To summarize, the following States have rail line segments that are addressed in the SER to reflect corrections made in the Operating Plan:

- Georgia
- Illinois
- Indiana
- New York
- Ohio
- Pennsylvania

Attachment 4 should be reviewed by those parties interested in the above States. It identifies by State the NS rail line segments addressed in the SER to reflect corrections to the NS Operating Plan.

The following States have NS rail line segments that were inadvertently omitted in the ER but are now addressed in the SER:

- Michigan
- New Jersey
- New York
- Pennsylvania

Attachment 5 identifies the NS rail line segments in those States that were inadvertently omitted in the ER but are now addressed in the SER.

Please note that those States not identified in the above lists <u>are not</u> affected by this SER.

CONTACTS FOR THE RAILROADS

If you have any questions about the enclosed Errata and Supplemental Environmental Report, you may contact Robert V. Allen of CSX Transportation, Inc. with respect to CSX issues or Bruno Maestri of Norfolk Southern Corporation with respect to NS issues at the following addresses and telephone numbers:

Robert V. Allen
Chief Environmental Officer
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
1-800-325-8182 (CSX toll-free number)
904-359-3501 (fax)

Bruno Maestri
System Director, Environmental Protection
Norfolk Southern Corporation
1500 K Street, NW, Suite 375
Washington, DC 20005
1-888-368-6711 (NS toll-free number)
202-383-4018 (fax)

Respectfully yours,

Peter J. Shudtz
CSX Corporation and CSX Transportation, Inc.

Bruno Maestri
Norfolk Southern Corporation and Norfolk Southern Railway Company

Attachments (5)
Enclosures (2)

derived funding sources and must consist of either cash, substantial equipment contributions that are wholly utilized as an integral part of the project, or personnel services dedicated full-time to the project for a substantial period, as long as such personnel are not otherwise supported with Federal funds."

FOR FURTHER INFORMATION CONTACT: Mr. Paul Pisano, FHWA Office of Safety and Traffic Operations R&D, (703)285–2498, 6300 Georgetown Pike, McLean, Va 22101–2296; or Mr. Raymond Resendes, ITS Joint Program Office, (202)366–2182, FHWA, Office of Acquisition Management, (202)366–4227; or Ms. Beverly Russell, FHWA, Office of the Chief Counsel, (202)366–1355, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

Authority: Secs. 6051–6059, Pub. L. 102–240, 105 Stat. 1914, 2189; 23 U.S.C. 307 note; 49 CFR 1.48.

Issued on: July 1, 1997.

Edward V.A. Kussy,

Acting Chief Counsel, Federal Highway Administration.

[FR Doc. 97–17651 Filed 7–3–97; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33388]

CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail, Inc. and Consolidated Rail Corporation

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS) and request for comments on proposed EIS scope.

SUMMARY: On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed an application (primary application) with the Surface Transportation Board (Board) under 49 U.S.C. 11323–25, NS, CSX, and Conrail are jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of Conrail's assets. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. To evaluate and consider the potential environmental impacts that may result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) will prepare an environmental impact statement (EIS). The Board has determined that an EIS is warranted due to the nature and scope of environmental issues (e.g., intercity passenger service and commuter rail service) that may arise. As part of their primary application to the Board, CSX, NS, and Conrail (collectively, Applicants), have filed a detailed operating plan and prepared an Environmental Report (ER). The ER describes the physical and operational changes that would be associated with the proposed transaction and discusses the potential environmental impacts of those changes.

DATES: Written comments on the draft scope are due August 6, 1997.

ADDRESSES: Office of the Secretary, Case Control Unit, STB Finance Docket No. 33388, Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing.

FOR FURTHER INFORMATION CONTACT: Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565–1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565–1552. (TDD for the hearing impaired: (202) 565–1695).

SUPPLEMENTARY INFORMATION:

Background

The proposed transaction would result in certain existing Conrail facilities and operations being assigned individually to either CSX or NS through operating agreements or other mechanisms, and certain other existing Conrail facilities and operations being shared by, and operated for the benefit of, both CSX and NS. The result would be an expanded CSX rail system, an expanded NS rail system, and certain areas of joint ownership and operations. CSX and NS would continue to compete with each other in the provision of rail freight services and would expand their competition to areas in which Conrail is currently the only major rail carrier. Each of the two railroads would utilize its existing lines, would operate certain Conrail lines independent of the other, and would jointly operate certain Conrail lines.

Applicants anticipate that the proposed transaction would provide for benefits that include: reduced energy usage, enhanced safety, reduced highway congestion, reduced system-wide air pollutant emissions, expanded competition, and a more efficient rail transportation system. The proposed transaction, also referred to as the proposed action, is detailed in the primary application and in the operating plan and ER that accompanied it. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

Applicants served the ER concurrently on appropriate federal, state, and local agencies. Federal agencies included: U.S. Army Corps of Engineers, U.S. Department of Agriculture (Forest Service and Natural Resources Conservation Service), U.S. Department of Interior (Bureau of Indian Affairs, Bureau of Land Management, National Park Service, Office of Environmental Project Review, Fish and Wildlife Service), U.S. Department of Transportation (Federal Railroad Administration, Federal Highway Administration, Federal Transit Administration, U.S. Coast Guard), and U.S. Environmental Protection Agency (EPA). State agencies included clearinghouses, state departments of transportation, public service commissions, and historic preservation offices, in the States of AL, CT, DE, FL, GA, IL, IN, KY, LA, MA, MD, MI, MS, MO, NJ, NY, NC, OH, PA, RI, SC, TN, VA, WV and the District of Columbia. Applicants also served the ER on cities with populations of over 50,000, as well as counties and regional planning organizations that could be affected.

Environmental Review Process and Alternatives

The Board's environmental staff, SEA, is soliciting information and comments on the scope of environmental issues to be addressed in the EIS for the proposed transaction. The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on the proposed action is made. The first stage of the EIS process is scoping. Scoping is an open process for determining the scope of environmental issues to be addressed in the EIS and their potential for significance.

Existing rail operations are the baseline from which the potential environmental impacts of the proposed transaction will be evaluated. Under the NEPA process, SEA will evaluate only

the potential environmental impacts of operational and physical changes that are directly related to the proposed transaction. SEA will not consider environmental impacts relating to existing rail operations and existing railroad facilities.[1] In making its decision in this proceeding, the Board will consider the EIS, the public comments, and the environmental analysis and recommendations, including any environmental mitigation proposed by SEA. Alternatives to be considered in the EIS are (1) approval of the transaction as proposed; (2) disapproval of the proposed transaction in whole (No-Action alternative); or (3) approval of the proposed transaction with conditions, including environmental mitigation conditions.[2] Other parties may file "inconsistent or responsive" applications requesting modifications to the proposed transaction, such as requests for trackage rights or the acquisition of particular rail lines. Potential environmental impacts and rail system changes proposed in the inconsistent and responsive applications will be evaluated in the EIS.

Related Activities

NS and CSX requested, and the Board allowed, the proposed construction of seven small rail line connections (Seven Connections) totaling approximately 4 miles, to be filed and reviewed separately from the primary application. This separate environmental review process will address only the potential environmental impacts of the physical construction of these Seven Connections and Applicants' proposed operations over these lines. The operational implications of the transaction as a whole, including proposed operations over these Seven Connections, if authorized, will be examined in the context of the EIS that is being prepared for the proposed transaction.[3]

Filing Environmental Comments

SEA encourages broad participation in the EIS process during scoping and review of the Draft EIS (DEIS). Interested agencies and persons are invited to participate in the scoping phase by reviewing the draft scope of the EIS. Due to the broad geographic scope of the proposed transaction, SEA does not plan to conduct public scoping meetings. Written comments on the draft scope of the EIS may be submitted to the Board within the 30-day comment period, as described below, no later than August 6, 1997. It is not necessary to be a Party of Record (as detailed below) to file comments on the draft scope of the EIS and participate in the environmental review process. You need only submit a signed original and 10 copies of your comments to: Office of the Secretary, Case Control Unit, STB Finance Docket No. 33388, Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423–0001.

To ensure proper handling of your comments, you must mark your submission: Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing.

By following this procedure, your comments will be placed in the formal Public Record for this case. In addition, SEA will add your name to its mailing list for distribution of the final scope of the EIS, the DEIS, and Final EIS (FEIS). However, as stated in Board Decision No. 6[4] in this case, copies of Board decisions, orders, and notices will be served only on persons designated as Parties of Record, Members of Congress, and Governors on the official service list. All other interested persons who wish to receive copies of Board decisions, orders, and notices served in this proceeding are encouraged to make advance arrangements with the Board's copy contractor, DC News & Data, Inc., at (202) 289–4357.

Parties of Record

If you wish to become a Party of Record (POR) in this case, you must comply with the more rigorous filing and service requirements explained in Decision No. 6. Specifically, you must notify the Board by August 7, 1997, or 45 days after the primary application was filed, of your intent to participate actively in this proceeding by submitting to the Office of the Secretary, at the above address, an original plus 25 copies of a Notice of Intent to Participate accompanied by a certificate of service. The Notice must demonstrate compliance with the service requirements set forth in the section of Decision No. 6 entitled **ADDRESSES.** Thereafter, each POR will receive a copy of the official service list that contains the names and addresses of all PORs, upon whom all subsequent filings must be served.

For Additional Information

Contact Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565–1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565–1552 (TDD for the hearing impaired: (202) 565–1695). Summary information about the proposed transaction and draft scope of the EIS can be found at the following Internet web site: http://www.conrailmerger.com. Requests for summary information on the control transaction and EIS scope can be made through SEA's toll-free Environmental Hotline at (888) 869–1997.

Environmental Review Schedule

The Board has adopted a 350-day procedural schedule for the proposed transaction proceeding,[5] and has determined that preparation of an EIS is warranted in this case. The 350-day schedule will permit SEA to undertake an EIS that fully considers the environmental consequences of this proposed action. Below is a discussion of how SEA plans to conduct the environmental review process in this case.

On June 23, 1997, Applicants filed an ER containing the information specified in the Board's environmental rules at 49 CFR 1105.7(e), as part of the primary application. The ER was concurrently served on the agencies listed in the Board's environmental rules at 49 CFR 1105.7(b), and other appropriate entities. The ER describes the physical and operational changes in the rail systems and facilities anticipated as a

[1] In merger and control cases, the Board's practice consistently has been to mitigate only those environmental impacts that result directly from the transaction. The Board, like its predecessor, the Interstate Commerce Commission, has not imposed mitigation to remedy preexisting conditions such as those that might make the quality of life in a particular community better, but are not a direct result of the merger (i.e., congestion associated with the existing rail line traffic, or the traffic of other railroads).

[2] The Board has broad authority to impose conditions in railroad control transactions under 49 U.S.C. 11324 (c). However, the Board's power to impose conditions is not limitless. To survive judicial review, the record must support the imposition of the condition at issue. Moreover, there must be a sufficient nexus between the condition imposed and the transaction before the agency, and the condition imposed must be reasonable. *See United States* v. *Chesapeake & O.* Ry., 426 U.S. 500, 514–15 (1976); *Consolidated Rail Corp.* v. *ICC*, 29 F.3d 706, 714 (D.C. Cir. 1994).

[3] Board Decision No. 9 in this proceeding, issued June 12, 1997, granted Applicants' petition for waiver related to the Seven Connections and explained what the environmental review process for those projects would be. Specifically, SEA intends to prepare a separate Environmental Assessment for each of these small construction projects. However, if SEA determines that any one of the construction proposals could potentially cause, or contribute to, significant environmental impacts then the project will be incorporated into the EIS for the overall proposed transaction, and will not be separately considered. Also, no rail operations can begin over these Seven Connections until completion of the EIS process, and issuance of a further decision.

[4] Board Decision No. 6 was issued May 30, 1997, and published at 62 FR 29387–29391.

[5] See Decision No. 6. This schedule is based on the filing date (F) of the primary application, which was June 23, 1997.

result of the proposed transaction. In the ER, Applicants also discuss the potential environmental impacts that would be associated with the anticipated changes.

The next step in the environmental review process is scoping. Based on the Council on Environmental Quality's (CEQ) regulations, the Board's environmental rules at 49 CFR 1105, the ER, and all other information available to date, SEA has prepared this draft scope of the EIS. Written public comments on the draft scope of the EIS are invited, and are due August 6, 1997. After SEA considers all comments submitted by the comment deadline, SEA will prepare a final scope of the EIS. SEA intends to issue the final scope of the EIS in September 1997. This final scope of the EIS will be distributed to all PORs, commenters, and appropriate agencies.

Based on SEA's independent environmental analysis, review of all information available to date, and consultations with appropriate agencies, SEA then will prepare a DEIS. The DEIS will address relevant environmental concerns, as described in the final scope of the EIS, and recommend appropriate environmental mitigation. In addition, the DEIS will address environmental impacts associated with any inconsistent or responsive applications or settlement agreements.[6] SEA intends to serve the DEIS in November 1997, approximately 5 months after the primary application was filed in this proceeding. SEA will serve the DEIS on all Parties of Record to this proceeding, commenters who comply with the above-mentioned filing procedures, and appropriate federal, state, and local government agencies. Also, EPA will publish a notice of the availability of the DEIS in the Federal Register. The DEIS will have a comment period of 45 days, as required by CEQ regulations at 40 CFR 1506.10(c).

After considering comments on the DEIS, SEA will issue a FEIS. The FEIS will address comments to the DEIS and will include SEA's final recommendations, including appropriate environmental mitigation. SEA will serve the FEIS in late March or early April, prior to the Board's voting conference, which currently is scheduled to be held April 14, 1998. At the voting conference, the Board will announce whether it will grant the application, deny the application, or grant it with appropriate conditions, including environmental mitigation conditions. The Board intends to serve a written decision in this case by June 8, 1998. In that decision, the Board will address both environmental and transportation issues and impose any conditions found to be appropriate.

Parties that wish to file an administrative appeal of the Board's written decision (including any environmental conditions that might be imposed) may do so within 20 days from the service date of the Board's decision, as provided in the Board's rules. Any interested party will have approximately 2 months to consider the FEIS prior to commencement of the aforementioned period for filing administrative appeals. The schedule will provide adequate time to pursue administrative review of the Board's June 1998 decision after it is issued. Any administrative appeals will be addressed in a subsequent decision. This process is consistent with CEQ rules (40 CFR 1506.10 (b)).

PROJECTED SCHEDULE[7]

• Preliminary Environmental Report[8] submitted to SEA. (F–30)[9]	May 16, 1997.
• Primary Application and Environmental Report filed. (F)	June 23, 1997
• Notice of Intent to Prepare an Environmental Impact Statement and Environmental Impact Statement Scoping Notice issued. (Federal Register Notice).	July 7, 1997.
• Comments on the Draft Scope of the Environmental Impact Statement due (end of 30-day comment period).	Aug. 6, 1997.
• Descriptions of Inconsistent and Responsive Applications filed. (F + 60).	Aug. 22, 1997.
• Last day to file Preliminary Draft Environmental Assessments for the Seven Separate Construction Projects referenced in Decision No. 9.	Sept. 5, 1997.
• Final Scope of the Environmental Impact Statement issued.	Sept. 1997.
• Responsive Environmental Reports and Verified Environmental Statements due. (F + 100).	Oct. 1, 1997.
• Inconsistent and Responsive Applications due. (F + 120).	Oct. 21, 1997.
• Draft Environmental Impact Statement served.	Nov. 1997.
• Draft Environmental Impact Statement comments due (end of 45-day comment period).	Jan. 1998.
• Final Environmental Impact Statement served.	Late Mar. or Early Apr., 1998.
• Oral Argument	Apr. 9, 1998.
• Voting Conference	Apr. 14, 1998.
• Final Decision served	June 8, 1998.
• Administrative Appeals Filing Deadline	June 29, 1998.

[7] Actual dates may vary slightly. These are the dates that will apply if the Board accepts the primary application as filed on June 23, 1997.
[8] The Preliminary Environmental Report contained preliminary, descriptive information on the proposed transaction.
[9] "F" is the filing date of the primary application. The Board established the time periods related to the filing date in the procedural schedule set out in Decision No. 6 in this proceeding.

Draft Scope of the EIS

Proposed Action and Definition of Alternatives

The proposed action is Applicants' proposed acquisition and control, jointly or individually, of Conrail's rail lines and facilities, as explained in the primary application's operating plan and ER. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

Reasonable or feasible alternatives that will be evaluated in the EIS are (1) the proposed action, (2) the no-action alternative, and (3) the proposed action with conditions, including

[6] Under the procedural schedule previously established for this proceeding (Decision No. 6), inconsistent and responsive applicants must provide a description of the proposed inconsistent or responsive application by day F + 60. Inconsistent and responsive applicants must file Responsive Environmental Reports or verified statements by day F + 100, indicating that there are no potentially significant environmental impacts. They must file inconsistent and responsive applications by day F + 120. SEA anticipates that the issues addressed in the final scope of the EIS will be similar to issues that may be raised in any subsequent filing of inconsistent or responsive applications.

environmental mitigation conditions. Proposed modifications to the proposed transaction as requested by other parties in their inconsistent or responsive applications will also be addressed in the EIS.

Environmental Impact Analysis

Analysis in the EIS will address proposed activities and their potential environmental impacts, as appropriate. The scope of the analysis will include the following types of activities:

1. Anticipated changes in level of operations on rail lines (e.g., an increase in average trains per day) for those rail line segments which meet or exceed the Board's thresholds for environmental review in 49 CFR 1105.7. In cases where the Board's environmental rules do not provide a threshold, the EIS generally will use increases of eight (8) trains per day or more as the threshold for addressing environmental impacts. Where appropriate, available system-wide data will be used.

2. Proposed rail line abandonments.

3. Proposed changes in activity at rail yards and intermodal facilities to the extent such changes may exceed the Board's thresholds for environmental analysis in 49 CFR 1105.7.

4. Proposed requests for trackage rights or rail line acquisitions that may be included in inconsistent and responsive applications.

5. Proposed physical construction of rail line segments other than the Seven Connections discussed above and in Decision No. 9.[10] Subsequent references to construction projects in this scoping document do not include these Seven Connections. Alternatives to construction could include feasible alternate alignments that may be environmentally preferable.

Impact Categories

The EIS will address potential impacts on the environment that will include the areas of safety, transportation systems, land use, energy, air quality, noise biological resources, water resources, socioeconomic effects directly related to physical changes in the environment, environmental justice, and cultural and historic resources, as described below.

1. Safety

The EIS will:

A. Address rail highway grade crossing safety factors, as appropriate.

B. Consider increased probability of train accidents, derailments, and other incidents, as appropriate.

C. Address potential effects of increased freight traffic on commuter and intercity passenger service operations.

D. Discuss the potential environmental impacts of the proposed transaction on public health and safety with respect to the transportation of hazardous materials, including:

(1) Changes in the types of hazardous materials and quantities transported or re-routed;

(2) Nature of the hazardous materials being transported;

(3) Applicants' safety practices and protocols;

(4) Applicants' safety record (to the extent available) on derailments, accidents and hazardous materials spills;

(5) Any existing contingency plans to address accidental spills;

(6) Probability of increased spills given railroad safety statistics and applicable Federal Railroad Administration requirements; and

(7) Location and types of hazardous substances at hazardous waste sites or hazardous materials spills on the right-of-way of any proposed construction or rail line abandonment site.

2. Transportation System

The EIS will:

A. Describe system-wide effects of the proposed operational changes, constructions, and rail line abandonments and evaluate potential environmental impacts on commuter rail service and interstate passenger service.

B. Discuss potential diversions of freight traffic from trucks to rail and from rail to trucks, as appropriate.

C. Address, as appropriate, vehicular delays at rail crossings and intermodal facilities due to increases in rail related operations. A range of typical rail operations and traffic conditions will be defined for purposes of evaluating the impacts of potential vehicular delays. Transportation impacts at grade crossings will be evaluated for those crossings having average daily vehicle trips of 5,000 or more.[11]

3. Land Use

The EIS will:

A. Describe whether the proposed rail line construction and abandonment activities are consistent with existing land use plans.

B. Describe environmental impacts associated with the proposed construction of new rail lines or expansion of facilities as to acres of prime farmland potentially removed from production.

C. Discuss consistency of proposed rail line construction and abandonment activities with applicable coastal zone requirements.

4. Energy

The EIS will:

A. Describe the potential environmental impact of the proposed transaction on transportation of energy resources and recyclable commodities to the extent such information is available.

B. Discuss the overall increase or decrease in energy efficiency (fuel use) from truck-to-rail diversions, based on estimates of such diversions subject to the Board's thresholds in 49 CFR 1105.7 (e)(4)(iv), for diversions of 1,000 rail carloads per year, or fifty (50) rail carloads per mile per year for any line segment.

C. Discuss estimated changes in energy efficiency of rail-to-truck diversions that exceed the Board's environmental thresholds in 49 CFR 1105.7(e)(4)(iv)

5. Air Quality

The EIS will:

A. Evaluate air emissions increases that exceed the Board's environmental thresholds in 49 CFR 1105.7(e)(5)(i), in an air quality attainment or maintenance area as designated under the Clean Air Act as it existed on the date the primary application was filed.[12] The thresholds are as follows:

(1) A 100 percent increase in rail traffic or an increase of eight (8) trains a day on any segment of rail line affected by the proposal; or

(2) An increase in rail yard activity of at least 100 percent or more; or

(3) An increase in truck traffic of more than ten (10) percent of the average daily traffic or fifty (50) vehicles a day.

B. Evaluate emissions increases, if the proposed transaction affects a Class I or non-attainment area as designated under the Clean Air Act as of the date the

[10] As noted in Decision No. 9, in reviewing the Seven Connections separately, the Board will consider the regulatory and environmental aspects of these proposed constructions and Applicants' proposed operations over these lines together in the context of whether to authorize each individual physical construction project. The operational implications of the proposed transaction as a whole, including operations over the 4 or so miles embraced in the Seven Connections will be examined in the context of the EIS for the overall control transaction.

[11] Crossings with average daily vehicle trips of fewer than 5,000 vehicles per day typically do not experience serious delays.

[12] Air quality attainment areas are areas which comply with national ambient air quality standards for particulate matter, sulfur dioxide, nitrogen oxides, ozone, carbon monoxide, and lead. Non-attainment areas are areas which do not comply with one or more ambient air quality standards. Maintenance areas are areas which were non-attainment in the past but have air quality which complies with standards at present. These areas are designated by EPA.

application was filed. Thresholds for Class I and non-attainment areas are as follows:

(1) An increase in rail traffic of at least fifty (50) percent or an increase of three (3) trains a day or more; or

(2) An increase in rail yard activity of at least twenty (20) percent; or

(3) An increase in truck traffic of more than ten (10) percent of the average daily traffic or fifty (50) vehicles a day.

C. Discuss the net increase in emissions from increased railroad operations associated with the proposed transaction.

D. Evaluate potential air quality benefits of system-wide emission reductions that would result from projected truck-to-rail diversions. Net increases, less any estimated reductions due to truck-to-rail diversions, will be compared to the entire emission inventory for affected non-attainment areas. This discus on will be based on emission inventory data provided by the appropriate state agency.

E. Identify the following information for the anticipated transportation of ozone depleting materials (such as nitrogen oxide and freon):

(1) Materials and quantity;

(2) Applicants' safety practices;

(3) Applicants' safety record (to the extent available) on derailments, accidents, and spills;

(4) Contingency plans to address accidental spills; and

(5) Likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

F. Discuss potential air emissions increases from vehicle delays at rail crossings where the rail crossing is projected to experience an increase in rail traffic over the thresholds described above in Section 5A for attainment and maintenance areas and in Section 5B for Class I and non-attainment areas, and which have an average daily vehicle traffic level above 5,000. Such increases will be factored into the net emissions estimates for the affected area.

The EIS will not:

Address ambient impacts of net increases or decreases of emissions related to rail operations changes, traffic delay analysis, and truck to rail diversions, due to the infeasibility of incorporating such analysis into local and regional air quality impacts analyses, emissions databases, and air quality modeling protocols for a project that involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern half of the United States. Given the broad geographical scope of the proposed transaction, it is not feasible to do in any reasonable amount of time the thousands of modeling analyses that would be required to assess such impacts.

6. Noise

The EIS will:

A. Describe potential noise impacts of the proposed transaction for those areas that exceed the Board's environmental thresholds identified in Section 5A of the Air Quality discussion.

B. Identify whether the proposed transaction will cause:

(1) An incremental increase in noise levels of three decibels Ldn or more; or

(2) An increase to a noise level of 65 decibels Ldn or greater. If so, an estimate of the number of sensitive receptors (e.g., schools, libraries, hospitals, residences) within such areas will be made based on census data or other available information. Such receptors will be estimated for the area that may increase to 65 decibels Ldn due to proposed transaction-related activities.

7. Biological Resources

The EIS will:

A. Discuss potential environmental impacts from proposed rail line construction and abandonment projects on federal endangered or threatened species or designated critical habitats.

B. Discuss the effects of proposed rail line construction and abandonment projects on wildlife sanctuaries or refuges, and national or state parks or forests.

8. Water Resources

The EIS will:

A. Discuss whether potential impacts from proposed rail line construction and abandonment projects may be inconsistent with applicable federal or state water quality standards.

B. Discuss whether permits may be required under Sections 404 or 402 of the Clean Water Act (33 U.S.C. 1344) for any proposed rail line construction and abandonment projects and whether any such projects have the potential to encroach upon any designated wetlands or 100-year floodplains.

9. Socioeconomic Issues

The EIS will address socioeconomic issues shown to be directly related to changes in the physical environment as a result of the proposed transaction.

10. Environmental Justice

The EIS will:

(1) Report on the demographics in the immediate vicinity of any area where major activity such as an abandonment or construction is proposed;

(2) Evaluate whether such activities potentially have a disproportionately high and adverse health effect or environmental impact on any minority or low-income group.

11. Cultural and Historic Resources

The EIS will address potential impacts from proposed rail line construction and abandonment projects on cultural and historic resources that are on, or immediately adjacent to, a railroad right-of-way.

Issued: July 1, 1997.

By the Board, Elaine K. Kaiser, Chief, Section of Environmental Analysis.

Vernon A. Williams,

Secretary.

[FR Doc. 97-17631 Filed 7-3-97; 8:45 am]

BILLING CODE 4915-00-P

ATTACHMENT 2

Procedural Schedule for Surface Transporation Board Environmental Review of CSX/Norfolk Southern/Contract Railroad Control Application, Finance Docket No. 33388

As set out in the Surface Transportation Board's ("STB" or "Board") July 3, 1997 and July 23, 1997 Notices in Finance Docket No. 33388, the procedural schedule for the Board's independent environmental review of the primary application and related filings by CSX, Norfolk Southern and Conrail is as follows:

May 16, 1997	Preliminary Environmental Report filed.
June 23, 1997	Environmental Report filed.
July 3, 1997	Draft scope of Environmental Impact Statement ("EIS") published by Board's Section of Environmental Analysis ("SEA").
August 6, 1997	Comments on draft scope of EIS due.
September 5, 1997	Preliminary Draft Environmental Assessments ("PDEAs") for seven construction projects referenced in Board's Decision No. 9 due.
September, 1997	Final scope of EIS to be issued by SEA.
October 1, 1997	Responsive Environmental Report and Environmental Verified Statements of responsive (including inconsistent) applicants due.
November, 1997	Draft EIS ("DEIS") to be served by SEA, with 45-day comment period.
January, 1998	Draft EIS comments due (end of 45-day comment period).
Late March or Early April 1998	Final EIS to be served by SEA.
April 9, 1998	Oral argument.
April 14, 1998	Board's voting conference.

June 8, 1998	Service of Board's final decision on application (including any environmental conditions that might be imposed).
June 29, 1998	Filing deadline for administrative appeals of Board's final decision.

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
STB Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

ATTACHMENT 3

CSX and NS Rail Line Segments and Intermodal Facility Addressed in Applicants' Environmental Report Errata

This Attachment 3 lists by State the CSX and NS rail line segments and one intermodal facility affected by the corrections to Applicants' June 1997 Environmental Report (Vol. 6) that are described in the Errata. For example, under "District of Columbia", the rail line segment "Landover, MD to Anacostia" is followed by the notation "Train count, Air, Noise". This means that, for the rail line segment running from Landover, MD to Anacostia in the District of Columbia, corrections were made in the Errata that affected in a substantive manner the train count, air impact and noise impact analysis data originally described in Applicants' Environmental Report for that rail line segment. For specific information about the corrections, the reader should consult the Errata.

The affected States and associated rail line segments or intermodal facility are as follows:

District of Columbia

- Landover, MD to Anacostia - Train count, Air, Noise
- Virginia Ave. to Potomac Yard, VA - Noise

Illinois

- Lafayette, IN to Tilton - Noise

Indiana

- Butler to Fort Wayne - Description of communities
- Dillon Junction to Michigan City - Abandonment plans canceled
- Lafayette to Tilton, IL - Noise
- Peru to Ft. Wayne - Grade Crossing

Maryland

- Bowie to Landover - Train count
- Harrisburg, PA to Riverton Jct - Noise
- Landover to Anacostia, DC - Noise
- Pt. of Rocks to Harpers Ferry, WVA - Train count, Noise

New Jersey

- South Kearney Intermodal Facility - Transportation

New York

- Ashtabula, OH to Buffalo - Noise

Ohio

- Adams, IN to Bucyrus - Grade Crossing
- Ashtabula to Buffalo, NY - Grade Crossing
- Berea to Short - Grade Crossing
- Crestline to Greenwich - Grade Crossing
- Fostoria to Marion - Grade Crossing
- Greenwich to Berea - Grade Crossing
- Hamilton to Cincinnati - Grade Crossing
- Quaker to Ashtabula - Grade Crossing
- Ridgeway to Marion - Grade Crossing
- Toledo to Carleton, MI - Grade Crossing
- Toledo to Deshler - Grade Crossing
- Willow Creek to Deshler - Grade Crossing
- Youngstown to New Castle - Grade Crossing

Pennsylvania

- Ashtabula, OH to Buffalo, NY - Noise
- Harrisburg to Riverton Jct., VA - Noise

Virginia

- Harrisburg, PA to Riverton Jct. - Noise

West Virginia

- Harrisburg, PA to Riverton Jct., VA - Noise

Should you have any questions about this Attachment, please contact Robert Allen for CSX at 1-800-325-8182 (CSX toll-free number) or Bruno Maestri for Norfolk Southern at 1-888-368-6711 (NS toll-free number).

ATTACHMENT 4

NS Rail Line Segments
Addressed in Applicants' Supplemental
Environmental Report (SER) to Reflect Operating Plan Corrections

This Attachment 4 lists by State the NS rail line segments that are addressed in Applicants' Supplemental Environmental Report ("SER") to reflect corrections made in the NS Operating Plan Errata submitted to the STB on August 6, 1997.

In most cases described in the SER, the Operating Plan corrections resulted in changes in air, noise or safety impact levels for a rail line segment previously analyzed in the Environmental Report. In many cases, the Operating Plan changes resulted in increases in rail traffic over rail line segments which cause the STB environmental analysis threshold(s) to be met. As a result, these rail line segments require environmental analysis which is presented in the SER. In other cases, however, the Operating Plan corrections resulted in decreases in rail traffic levels, with some rail line segments falling below the STB environmental analysis thresholds. In those instances, the rail line segments no longer require environmental analysis. For specific information about the changes made to reflect the Operating Plan corrections, the reader should consult the SER.

The affected States and associated rail line segments are as follows:

Georgia

- Spring to East Point
- Spring to Scherer Coal

Illinois

- Calumet to Landers
- Colehour to Calumet Park
- Granite City to E. St. Louis
- Landers to Forest Hills
- Taylorsville to Granite City

Indiana

- Argos to Dillon
- Butler to Elkhart
- Butler to Ft. Wayne
- Control Pt. 501 to Indiana Harbor
- Ft. Wayne to Hobart
- Hammond to Calumet, IL
- Hobart to Hammond
- Indiana Harbor to South Chicago
- Porter to Control Pt. 501

New York

- Ebenezer Jct. to Buffalo
- Suffern to Port Jervis

Ohio

- Airline to Butler
- Alliance to Crestline
- Alliance to White
- Ashtabula to Cleveland
- Bellevue to Sandusky Dock
- Cleveland to Shoreline Jct.
- Cleveland to Vermilion
- Dayton to Ivorydale
- Miami to Airline
- Oak Harbor to Miami
- Vermilion to Bellevue
- Vermilion to Oak Harbor
- White to Cleveland
- Youngstown to Ashtabula

Pennsylvania

- Harrisburg to Rutherford
- Rochester to Alliance
- Rochester to Youngstown, OH

Should you have any questions about this Attachment, please contact Bruno Maestri at Norfolk Southern at 1-888-368-6711 (NS toll-free number).

ATTACHMENT 5

NS Rail Line Segments Addressed in Applicants' Supplemental Environmental Report (SER) That Were Inadvertently Omitted in ER

This Attachment 5 lists by State the NS rail line segments addressed in the Supplemental Environmental Report ("SER") that were inadvertently omitted in Applicants' June 1997 Environmental Report. For example, in Pennsylvania, the Marysville to Harrisburg NS rail line segment was omitted in the Environmental Report; it is now covered in the SER. For specific information about these additional NS rail line segments for which environmental analysis was required, the reader should consult the SER.

The affected States and associated rail line segments are as follows:

Michigan

- W. Detroit to Jackson
- Jackson to Kalamazoo

New Jersey

- Suffern, NY to Ridgewood Jct.*

New York

- Suffern to Ridgewood Jct., NJ*

Pennsylvania

- Harrisburg to Shocks
- Marysville to Harrisburg
- WM Jct. to Rutherford

Should you have any questions about this Attachment, please contact Bruno Maestri at Norfolk Southern at 1-888-368-6711 (NS toll-free number).

*This is the same rail line segment, with endpoints in each State.

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CSX/NS-54

August 28, 1997

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

ERRATA AND SUPPLEMENTAL ENVIRONMENTAL REPORT TO VOLUME 6
(ENVIRONMENTAL REPORT) OF THE PRIMARY APPLICATION

CSX Corporation ("CSXC"), CSX Transportation, Inc. ("CSXT"),[1] Norfolk Southern Corporation ("NSC"), and Norfolk Southern Railway Company ("NSR"),[2] hereby file their errata and the Supplemental Environmental Report to Volume 6 (Environmental Report) of the Primary Application.

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[1] CSXC and CSXT are referred to collectively as "CSX."

[2] NSC and NSR are referred to collectively as "NS."

The errata correct typographical errors, errors in references to other sections of the Environmental Report and other minor errors. Replacement tables and figures are included where appropriate. Please use the errata to correct your copy of the Environmental Report.

The errata provide revised tables for one or more impacts in each of the following states:

- ILLINOIS
- INDIANA
- MARYLAND
- NEW JERSEY
- NEW YORK
- OHIO
- PENNSYLVANIA
- VIRGINIA
- WEST VIRGINIA
- WASHINGTON D.C.

The errata are presented in separate sections for Volumes 6A, 6B and 6C, the three volumes of the Primary Application which constitute the Environmental Report. Please incorporate these corrections in all originals and

copies of Volumes 6A, 6B and 6C of the Environmental Report and staple the attached pages inside the back cover of the appropriate volumes.

The Supplemental Environmental Report is also attached and provides additional or amended analysis for some line segments in each of the following States:

- GEORGIA
- ILLINOIS
- INDIANA
- MICHIGAN
- NEW JERSEY
- NEW YORK
- OHIO, and
- PENNSYLVANIA.

The Supplemental Environmental Report supplements the June 1997 Environmental Report by providing amended and additional environmental analysis for some NS rail line segments. Subsequent to submittal of the Primary Application, certain routing and other miscellaneous errors in the NS Operating Plan and one train counting error in the Environmental Report were identified and corrected in the Operating Plan errata, which was submitted to STB on August 6, 1997. In addition, some other NS rail line segments were inadvertently

omitted in the Environmental Report. The Supplemental Environmental Report presents the environmental analysis for the NS rail line segment traffic changes and additional NS rail line segments.

Please keep your copy of the Supplemental Environmental Report with the June 1997 Environmental Report (Volumes 6A, 6B and 6C of the Primary Application).

ENVIRONMENTAL REPORT ERRATA (8/97)

VOLUME 6A

This section presents errata for Volume 6A of the Environmental Report of the CSX/NS Railroad Control Application. The errata correct typographical errors, errors in references to other sections of the Environmental Report and other minor errors. Replacement tables and figures are included where appropriate. Please use the errata to correct your copy of Volume 6A of the Environmental Report and staple this attachment inside the back cover of Volume 6A.

References to page line numbers herein include all lines of text, including headings, but excluding lines within tables.

ENVIRONMENTAL REPORT ERRATA (8/97)

VOLUME 6A

Please make the following corrections to Volume 6A of the Primary Application (CSX/NS-23).

Inside Cover, last line and elsewhere in the ER	"CSX Transportation Corporation" should read "CSX Transportation, Inc."
Page 16, line 9 and elsewhere in the ER	"Conrail, Inc." should read "Conrail Inc."
Page 18, lines 2-3	"in the Description of the Proposed Acquisition" should read "in Section 1.0 of this Part 1 of the ER, the Description of the Proposed Acquisition"
Page 18, last line	"of this ER" should read "of this Part 1 of the ER"
Page 32, line 26	"six of which" should read "four of which"
Page 34, line 21	Change "four rail line segments" to "three rail line segments"
Page 34, line 22	Change "three on NS" to "two on NS"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6A

Please make the following corrections to Volume 6A of the Primary Application (CSX/NS-23).

Page 35, lines 7-8	The sentence should read: "CSX, NS and Conrail currently provide rail service to a large number of ports along the Atlantic and Gulf Coasts, on the Great Lakes, and on major rivers."
Pages 36, 40 and 43	The footnote in Tables 1-3, 1-4 and 1-5, "*New Facilities on Railroad Right-of-Way" should read "*The percent change is not meaningful due to the low amount of pre-Aquisition traffic."
Page 59, Table 1-15	Delete portion of the table relating to Dillon Junction to Michigan City (This line segment will be sold, not abandoned.)
Page 62	Delete Table 1-17
Page 65, Fig. 1-1	The blue loop in western PA/northern WV should be green
Page 67, Fig. 1-3	The blue loop in western PA/northern WV should be green

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6A

Please make the following corrections to Volume 6A of the Primary Application (CSX/NS-23).

Page 70, lines 5-7	The sentence should read: "Abandonment of rail lines would result in beneficial effects due to the cessation of air emissions from railroad operations and the cessation of disturbances to wildlife and vegetation from rail operations."
Page 70, lines 17-18	The sentence should read: "Local emissions changes are discussed in Part 2."
Page 76, line 20	"the NS intermodal network" should read "the CSX and NS intermodal networks"
Page 77, line 9	"Section 1.2.4.3" should read "Section 1.2.4.3 of Part 2"
Page 81, line 11	"into account the" should read "into account; the"
Page 85, line 11	"(provided in Sections 2 through 24)" should read "(provided in Sections 2 through 24 of Part 2)"
Page 85, line 12	"(provided in Sections 2 through 24)" should read "(provided in Sections 2 through 24 of Part 2)"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6A

Please make the following corrections to Volume 6A of the Primary Application (CSX/NS-23).

Page 85, line 13	"Table 1-5" should read "Table 1-5 of Part 2"
Page 94, Table 1-31	"402,900,000" should read "402,800,000"
Page 96, line 6	"Section 1.2.4" should read "Section 1.2.4 of Part 2"
Page 100, line 21	"Section 1.2.4.3" should read "Section 1.2.4.3 of Part 2"
Page 102, lines 3-4	"rail equipment or other rail facilities" should read "rail equipment"
Page 105, Table 1-32	"402,900,000" should read "402,800,000"
Page 106, line 7	"Tables 1-12 and 1-13" should read "Tables 1-14 and 1-15"
Page 108, line 6	"Section 5.1 of Part 4," should read "Section 5.1"
Page 108, line 16	Change "one hundred fifty-five grade crossings" to "one hundred thirteen grade crossings"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6A

Please make the following corrections to Volume 6A of the Primary Application (CSX/NS-23).

Page 108, line 18	Change "four shippers" to "one shipper" and "111 carloads" to "90 carloads"
Page 108, line 23	Delete "Dillon Junction to Michigan City (four potentially historic structures)"
Page 110, line 4	"Tables 1-14, 1-15, and 1-16 in this Part 1." should read "Tables 1-16 and 1-18 in this Part 1."
Page 111, line 4	"wildlife occurrence" should read "wildlife; occurrence"
Page 125, line 13	"Section 1.2.1" should read "Section 2.2 of this Part 1"
Page 127	Table 1-36 should be replaced with the attached Table 1-36
Page 130, line 2	"Table 1-25" should read "Table 1-38"
Page 142, lines 9-10	"Pattenburg Tunnel in Pennsylvania" should read "Pattenburg Tunnel in New Jersey"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6A

Please make the following corrections to Volume 6A of the Primary Application (CSX/NS-23).

Page 186, footnote 2, line 1	"40 CFR Parts 85, 89 and 92" should read "62 Federal Register 6366"
Page 187, last line to 188 first line, and elsewhere	Delete: "It is conservatively assumed that all particulate matter emissions represent PM."
Page 203, line 14	"Harris Miller & Hanson Inc." should read "Harris, Miller, Miller & Hanson, Inc."
Page 345-379, Appendix G	See the attchment which corrects the train counts for 10 line segments in Appendix G.
Pages 380-404, Appendix H	See the attachment which explains changes to Appendix H. Revised pages are attached for those line segments revised in the Operating Plan Errata.

VOLUME 6A, PAGE 127

Table 1-36 (Revised 8/97) below supercedes Table 1-36 in Volume 6A, page 127 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Table 1-36 *(Revised 8/97)*
Truck-To-Rail Air Emission Changes

	Estimated Increase in Emissions (tons per year)					
	NOx	**CO**	**VOC**	**SO_2**	**PM**	**Pb**
CSX Truck-To-Rail Diversions						
Emissions from Increased Rail Ton-Miles	8140	904	302	527	206	.017
Emissions from Decreased Truck Ton-Miles	*(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 Ton-Miles	6253	694	232	405	158	.0132
Emissions from Decreased Truck Ton-Miles	*(8209)*	*(3600)*	*(714)*	*(267)*	*(955)*	*(.042)*
NS Net Truck-To-Rail Emissions Impact	*(1956)*	*(2905)*	*(482)*	*138*	*(797)*	*(.029)*
Net Truck-To-Rail Emissions Impact	*(2548)*	*(5830)*	*(939)*	*381*	*(1607)*	*(.056)*

ENVIRONMENTAL REPORT ERRATA (8/97)

VOLUME 6A - APPENDIX G, PAGES 346, 347, 377

Nine line segments on the table "CSX Train Densities," Operating Plan Attachment 13.5, should be corrected as shown on the attached pages 346 and 347.

One line segment on the table "Shared Territory Train Densities," Operating Plan Attachment 13.7, should be revised as shown on the attached page 377. These changes do not affect the analysis presented in the Environmental Report. Please staple this attachment inside the back cover of Volume 6A.

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
PAPE JCT	PA	RG	PA	CSXT	4	0	~~24~~ 24.5	~~24~~ 24.5	0	15.6	15.6	~~-8.4~~ -8.9
RG	PA	WILSHERE	DE	CSXT	26	0	22.9	22.9	0	26.4	26.4	3.5
WILSHERE	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	16.4	23.8	38.2	16.4	30.8	45.2	7
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	13	16.4	33.3	47.7	16.4	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	SIDNS	PA	CSXT	133	2	27.4	29.4	2	32.5	34.5	5.1
SIDNS	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	14	16	2	17.9	19.9	3.9
DESHLER	OH	WILLOW CREEK	IN	CSXT	170	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	65	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	126	0	11.4	11.4	0	6.4	6.4	-.5
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	2	8.2	10.2	2	6.5	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	36	0	25.6	25.6	0	26.5	26.5	1.1
DAYTON	OH	SIDNEY	OH	CSXT	37.3	0	22.6	22.6	0	~~24.6~~ 24.6	~~24.6~~ 24.6	~~1.0~~ 2.0
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

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
HUNTON	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~~ 10.9	~~10.7~~ 11.8	0.9	10.9	11.8	~~+1.1~~ 0
ST ALBANS	WV	BARBOURSVILLE	WV	CSXT	29	0.9	~~10.9~~ 13.4	~~11.8~~ 14.3	0.9	12.8	13.7	~~+1.9~~ -0.6
BARBOURSVILLE	WV	HUNTINGTON	WV	CSXT	10	0.9	~~13.4~~ 15.5	~~14.3~~ 16.4	0.9	14.9	15.8	~~+1.5~~ -0.6
HUNTINGTON	WV	KENOVA	WV	CSXT	8	0.9	~~15.4~~ 15.4	~~16.4~~ 16.3	0.9	16.8	17.7	~~+1.3~~ 1.4
KENOVA	WV	BIG SANDY JCT	WV	CSXT	1	0.9	~~15.4~~ 21.5	~~16.3~~ 23.4	0.9	23.2	24.1	~~+3.8~~ 0.7
BIG SANDY JCT	KY	ASHLAND	KY	CSXT	6	0.9	~~22.5~~ 32.5	~~23.4~~ 33.4	0.9	30.5	31.4	~~-8~~ -2
ASHLAND	KY	RUSSELL	KY	CSXT	1	0.9	~~32.5~~ 34.5	~~33.4~~ 35.4	0.9	32.5	33.4	~~-8~~ -2
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	16	16	0	16.6	16.6	2.6
W VIRGINIA C	WV	MK JCT	WV	CSXT	66	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
MINISTER	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	56	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	AMOUI	TN	CSXT	137	0	23.4	23.4	0	32.7	32.7	9.3
AMOUI	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

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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	Blackeville	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	9.4	1.8
Hawe	NJ	N Bergen	NJ	CR	6	0	0.8	0.8	0	1.8	1.8	-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	26 9	0	1.6	1.6	0	1.6	1.6	0
CQ	NJ	Monmouth Jct	NJ	CR	10.6	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
Hawe	NJ	CP Green	NJ	CR	4.2	0	18.5	18.5	0	16.5	16.5	-2
Hawe	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	4.0	4.0	0	2.0	2.0	-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	27.6	27.6	-6.6
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	6.1	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	5.9	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	20.5	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	6.5	73.5	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	20.6	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	~~10.6~~ 9.3	~~111.6~~ /108.3	~~9.4~~ 6.1

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Operating Plan
Attachment 13.7

ENVIRONMENTAL REPORT ERRATA (8/97)

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("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").

Please make the following corrections to Volume 6A, Appendix H (Pages 380-404) of the Primary Application (CSX/NS-23).

Page 380 — Replace the cover page to Appendix H, page 380, with the attached revised cover page.

Pages 380-404 — Changes to tables in Appendix H, "NS-Changes in Lines Densities by Train and By Gross Tonnage" are explained below. Replacement pages for corrections to the tables are attached.

Explanation of Buffalo Terminal Routing Corrections

NS proposes in its Operating Plan to construct two new connections in the Buffalo terminal area, in order to provide routings to avoid congestion at CP Draw. However, the Operating Plan model did not take advantage of these new connections, resulting in needless congestion at CP Draw. This has been corrected by routing through trains around CP Draw and NS' Buffalo Jct Yard, utilizing the new connections and the Ebenezer Secondary route for traffic connecting from NS' Cleveland to Buffalo line to the Southern Tier route. The rerouting reduces traffic on a small portion of the Buffalo to Ashtabula segment in the Buffalo terminal area (which change does not materially affect the train density numbers for this segment). The increased traffic on the Ebenezer Secondary resulting from the reroute is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 383 — **Ebenezer Jct NY to Buffalo NY**
Page 395 — **Ebenezer Jct NY to Buffalo NY**

ENVIRONMENTAL REPORT ERRATA (8/97)

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Explanation of Cleveland Terminal Routing Corrections

Three sets of routing corrections are required in the Cleveland terminal area:

(a) Some doublestack and high speed through trains moving between Chicago and Buffalo were improperly routed over Conrail's former NYC track through Cleveland, including over industrial track between Rockport and Cloggsville (via CP Short) that does not have adequate clearances for such trains. These trains are being rerouted via the proposed new connection at Vermilion onto NS' former Nickel Plate route through Cleveland.

(b) Two pairs of trains that were running overhead between Conway, PA and Decatur, IL or Sidney, IL were improperly routed via Youngstown and Ashtabula, OH, resulting in needless circuity (approximately 80 miles) and needless congestion on NS' former Nickel Plate line through Cleveland. These trains are being rerouted onto Conrail's higher capacity line through Cleveland to Butler, IN, where they will connect with NS to Decatur and the West.

(c) A number of trains running between Bellevue, OH and Conway, PA were improperly routed via Ashtabula, clogging the NS' former Nickel Plate line through Cleveland. These trains are being rerouted in two ways: (1) Two pairs of trains are being rerouted away from Cleveland via Conrail's Alliance to Crestline line, then via trackage rights on the Crestline to Bucyrus line (which will be operated by CSX), and then via NS' line north to Bellevue. (2) TCS and automotive trains are being rerouted Bellevue to Sandusky and then over Conrail's high capacity line from Sandusky to Pittsburgh.

These Cleveland area routing corrections are reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 383 — **Rochester PA to Ashtabula OH**: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Rochester PA to Youngstown OH
Youngstown OH to Ashtabula OH

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Page 384

Alliance OH to Crestline OH
Alliance OH to White OH
White OH to Cleveland OH
Cleveland OH to Shortline Jct OH
Cleveland OH to Vermilion OH
Vermillion OH to Oak Harbor OH

Oak Harbor OH to Airline OH: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Oak Harbor OH to Miami OH
Miami OH to Airline OH

Airline OH to Butler IN

Page 390

Bellevue OH to Sandusky Dock OH

Page 391

Ashtabula OH to Cleveland OH
Cleveland OH to Vermilion OH
Vermillion OH to Bellevue OH
Butler IN to Fort Wayne IN

Page 395

Rochester PA to Ashtabula OH This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Rochester PA to Youngstown OH:
Youngstown OH to Ashtabula OH:

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Page 396

Rochester PA to Alliance OH
Alliance OH to Crestline OH
Alliance OH to White OH
White OH to Cleveland OH
Cleveland OH to Shortline Jct OH
Cleveland OH to Vermilion OH
Vermillion OH to Oak Harbor OH

Oak Harbor OH to Airline OH This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Oak Harbor OH to Miami OH
Miami OH to Airline OH

Airline OH to Butler IN

Page 402

Bellevue OH to Sandusky Dock OH
Ashtabula OH to Cleveland OH
Cleveland OH to Vermillion OH
Vermillion OH to Bellevue OH

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Butler IN to Fort Wayne IN

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Explanation of Chicago Terminal Area Routing Corrections

Trains to and from Calumet, Landers and Burnham Auto were improperly routed on a circular route through the Chicago terminal via a non-existent connection at Pullman Jct, as a result of impedance problems through Colehour Yard in the model. Trains are being rerouted directly from Calumet in Chicago south onto the NS line.

This Chicago area routing correction is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 385

Butler IN to Elkhart IN
Porter IN to Control Pt 501 IN
Control Pt 501 IN to Indiana Hbr IN
Indiana Hbr IN to South Chgo IL
Colehour IL to Calumet Park IL

Page 391

Ft Wayne IN to Hammond IN: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Ft Wayne IN to Hobart IN
Hobart IN to Hammond IN

Hammond IN to Calumet IL

Page 397

Butler IN to Elkhart IN
Elkhart IN to Porter IN
Porter IN to Control Pt 501 IN
Control Pt 501 IN to Indiana Hbr IN
Indiana Hbr IN to South Chgo IL
Colehour IL to Calumet Park IL

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Page 402

Ft Wayne IN to Hammond IN This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Ft Wayne IN to Hobart IN
Hobart IN to Hammond IN

Hammond IN to Calumet IL

Explanation of East St. Louis Terminal Area Routing Corrections

Trains were misrouted on the east side of the river, resulting in a circular route through the terminal area, due to improper impedances in the model. Trains are being rerouted through East St. Louis on NS, resulting in a more direct route.

This East St. Louis area routing correction is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 392

Granite City IL to TRRA Madison IL: "TRRA Madison IL" changes to "E St Louis IL". Data is also changed in the attached revised page 392.

TRRA Madison IL to Luther MO: "TRRA Madison IL" changes to "E St Louis IL." Data is also changed in the attached revised page 392.

Page 403

Granite City IL to TRRA Madison IL: "TRRA Madison IL" changes to "E St Louis IL." Data is also changed in the attached revised page 403.

TRRA Madison IL to Luther MO: "TRRA Madison IL" changes to "E St Louis IL." Data is also changed in the attached revised page 392.

ENVIRONMENTAL REPORT ERRATA (8/97)

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Explanation of Spring, GA to East Point, GA Routing Correction

East Point was mistakenly identified in six train schedules; it would be impossible for those trains to get to East Point and then continue on to Jacksonville, FL. The traffic to East Point should, instead, be set off at Inman Yard in Atlanta and then delivered to East Point by local yard crews. These deliveries are already accounted for in local train operations, so double-counting of trains is being eliminated. This correction is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 387 **Spring GA to East Point GA**

Page 399 **Spring GA to East Point GA**

Explanation of Argos, IN to Dillon, IN Routing Correction

A coal train was misrouted on this segment, the proposed sale of the line from Dillon to Michigan City was not properly taken into account, and there was a computational error with regard to base case data. This correction is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 391 **Argos IN to Dillon IN**

Page 403 **Argos IN to Dillon IN**

ENVIRONMENTAL REPORT ERRATA (8/97)

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Explanation of Correction of Density and Volume Charts for Calumet, IL to Landers, IL Segment

Due to a computational error, the number of base freight trains listed in the density chart for this NS line segment was incorrect, and the number for change in trains was also incorrect. Additionally, a few trains were misrouted over one mile of this segment. These corrections are reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 391 **Calumet IL to Landers IL**

Page 402 **Calumet IL to Landers IL**

Explanation of Correction of Density and Volume Charts for Pontiki, KY to Pevler, KY Segment

Due to computational errors, the number of post acquisition freight trains listed in the density chart for this NS line segment was incorrect, the number for base case total MGT was also incorrect, and the change numbers in the density and volume charts for this segment were incorrect. These corrections are reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 390 **Pontiki KY to Pevler KY**

Page 402 **Pontiki KY to Pevler KY**

ENVIRONMENTAL REPORT ERRATA (8/97)

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Explanation of Decatur, IL to Granite City, IL Segment Definition Correction

The Operating Plan density charts identified a 106 mile segment from Decatur, IL to Granite City, IL. This should have been broken into two segments, one from Decatur to Taylorsville, IL and one from Taylorsville to Granite City. This correction is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 392 — **Decatur IL to Granite City IL**: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Decatur IL to Taylorsville IL
Taylorsville IL to Granite City IL

Page 403 — **Decatur IL to Granite City IL**: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Decatur IL to Taylorsville IL
Taylorsville IL to Granite City IL

Explanation of Alton, OH to Ivorydale, OH Segment Definition Correction

The Operating Plan density charts identified a 109 mile segment from Alton, OH to Ivorydale, OH. This should have been broken into two segments, one from Alton to Dayton, OH and one from Dayton to Ivorydale, OH. This correction is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 384 — **Alton OH to Ivorydale OH**: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Alton OH to Dayton OH
Dayton OH to Ivorydale OH

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Page 396

Alton OH to Ivorydale OH: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Alton OH to Dayton OH
Dayton OH to Ivorydale OH

Explanation of Wauhatchie, TN to Norris Yard, AL Segment Definition Correction

The Operating Plan density charts identified a 130 mile segment from Wauhatchie, TN to Norris Yard, AL. This should have been broken into two segments, one from Wauhatchie, TN to Attalla, AL and one from Attalla to Norris Yard, AL. This correction is reflected in changes to the train density and volume charts for the following line segments. Revised pages are attached for insertion in your copy of the Environmental Report.

Page 386

Wauhatchie TN to Norris Yard AL: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Wauhatchie TN to Attalla AL
Attalla AL to Norris Yard AL

Page 398

Wauhatchie TN to Norris Yard AL: This segment is replaced with the following two segments (to reflect distinct traffic patterns):

Wauhatchie TN to Attalla AL
Attalla AL to Norris Yard AL

ENVIRONMENTAL REPORT ERRATA (8/97)

VOLUME 6A, APPENDIX H, PAGES 380-404

Explanation of Deletion of IC 95th St. Chicago,IL to Gibson City, IL Segment

This segment was incorrectly included in the NS train density charts. This segment is an Illinois Central line segment and should not have been listed as an NS line segment. This segment is being deleted from the train density chart.

Page 392 **IC 95th St Chicago IL to Gibson City IL**: Delete segment.

Page 403 **IC 95th St Chicago IL to Gibson City IL**: Delete segment.

This page supercedes page 380 of Volume 6A. Please replace that page with this revised page. Changes are italicized.

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

NOTE: *Operating Plan train and gross tonnage data contained in this Appendix H do not include traffic of other railroads operating under trackage rights over certain line segments. The analysis of potential environmental impacts described in the Environmental Report and the Supplemental Environmental Report does include trains and gross tonnage data from trackage rights. Traffic data indicated for some line segments will differ between the Operating Plan and the Environmental Report/Supplemental Environmental Report due to this addition.*

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~~ 11.4	~~3.6~~ 11.4	~~3.6~~ 11.4
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~~ Youngstown OH	~~93~~ 39	0.0	~~12.0~~ 12.6	~~12.0~~ 12.6	0.0	~~16.3~~ 17.7	~~16.3~~ 17.7	~~4.2~~ 5.1
Youngstown OH	Ashtabula OH	59	0.0	11.7	11.7	0.0	23.8	23.8	12.1
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

(REVISED 8/97)

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	4.1 ~~6.6~~	4.1 ~~6.6~~	-15.0 ~~-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 Dayton	61 ~~109~~	0.0	6.9 ~~11.3~~	6.9 ~~11.3~~	0.0	14.0 ~~18.4~~	14.0 ~~18.4~~	7.1
Dayton OH	Ivorydale OH	48	0.0	6.9	6.9	0.0	14.9	14.9	8.0
Alliance OH	White OH	46	2.0	26.4	28.4	2.0	30.1 ~~27.8~~	32.1 ~~29.8~~	3.7 ~~1.6~~
White OH	Cleveland OH	11	2.0	12.5	14.5	2.0	29.7 ~~26.8~~	31.7 ~~28.8~~	17.2 ~~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	4.2 ~~2.0~~	4.2 ~~2.0~~	2.2 ~~0.0~~
Cleveland OH	Vermillion OH	43	4.0	48.4	52.4	4.0	32.9 ~~24.4~~	36.9 ~~28.4~~	-15.5 ~~-24.0~~
Vermillion OH	Oak Harbor OH	43	4.0	48.3	52.3	4.0	41.4 ~~36.2~~	45.4 ~~40.2~~	-6.9 ~~-12.2~~
Oak Harbor OH	~~Airline~~ OH Miami	22 ~~24~~	4.0	48.0 ~~48.6~~	52.0 ~~52.6~~	4.0	61.5 ~~57.1~~	65.5 ~~61.1~~	13.5 ~~8.6~~
Miami OH	Airline OH	2	4.0	55.4	59.4	4.0	64.0	68.0	8.6
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	48.2 ~~43.8~~	52.2 ~~47.8~~	-2.2 ~~-6.6~~

(REVISED 8/87)

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	39.3 ~~40.0~~	43.3 ~~44.0~~	-11.8 ~~-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	62.5 ~~68.7~~	76.5 ~~82.7~~	-6.9 ~~-0.7~~
Control Pt 501 IN	Indiana Hbr IN	1	14.0	43.4	57.4	14.0	50.3 ~~56.5~~	64.3 ~~70.5~~	6.9 ~~13.1~~
Indiana Hbr IN	South Chgo IL	8	16.0	41.1	57.1	16.0	35.2 ~~49.0~~	51.2 ~~65.0~~	-5.9 ~~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	2.5 ~~2.4~~	2.5 ~~2.4~~	1.4 ~~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

(REVISED 8/97)

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

Figure D.6-2

Station	Station	Miles	Base Case			Post-Acquisition Case			Change in Trains
			Psgr Trains Day	Frt Trains Day	Total Trains Day	Psgr Trains Day	Frt Trains Day	Total Trains Day	
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	7	2.0	18.1	20.1	2.0	14.0	16.0	-4.1
Beaumont SC	Hayne Yd SC		2.0	19.2	21.2	2.0	17.6	19.6	-1.6
Hayne Yd SC	Howell GA		2.0	16.9	18.9	2.0	16.5	18.5	-0.4
Riverton Jct VA	Manassas VA		0.0	11.3	11.3	0.0	8.8	8.8	-2.5
Hagerstown MD	Riverton Jct VA		0.0	11.3	11.3	0.0	19.9	19.9	8.6
Riverton Jct VA	Roanoke VA		0.0	3.9	3.9	0.0	12.1	12.1	8.2
Cincinnati OH	SJ Jct KY	11	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 Attalla	~~82~~ ~~130~~	0.0	6.5 ~~7.0~~	6.5 ~~7.0~~	0.0	11.9 ~~12.2~~	11.9 ~~12.2~~	5.4 ~~5.2~~
Attalla AL	Norris Yard AL	48	0.0	7.4	7.4	0.0	12.5	12.5	5.1
Birmingham 50St AL	Burstal AL	16	2.0	27.8	29.8	2.0	25.8	27.8	-2.0

(REVISED 8/97)

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	5	0.0	6.9	6.9	0.0	6.2 ~~11.1~~	6.2 ~~11.1~~	-0.6 ~~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

(REVISED 8/97)

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	11.7 ~~5.9~~	11.7 ~~5.9~~	10.3 ~~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	3.6	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	0.3 ~~0.6~~	0.6	0.0 ~~0.3~~

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(REVISED 8/97)

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
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	36.6 ~~35.2~~	36.6 ~~35.2~~	23.6 ~~22.2~~
Cleveland OH	Vermillion OH	37	0.0	13.5	13.5	0.0	34.1 ~~37.8~~	34.1 ~~37.8~~	20.6 ~~24.3~~
Vermillion OH	Bellevue OH	26	0.0	15.6	15.6	0.0	27.0 ~~31.8~~	27.0 ~~31.8~~	11.4 ~~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~~ Hobart	120~~129~~	0.0	11.7 ~~0.6~~	11.7~~8.6~~	0.0	11.1	11.1	-0.6 ~~2.5~~
Hobart IN	Hammond IN	17	0.0	26.3	26.3	0.0	11.2	11.2	-15.1
Hammond IN	Calumet IL	8	0.0	26.5	26.5	0.0	13.2 ~~12.8~~	13.2 ~~12.8~~	~~13.3~~ ~~13.7~~
Calumet IL	Landers IL	8	0.0	23.2 ~~9.5~~	23 ~~29.5~~	0.0	18.0 ~~18.2~~	18.0 ~~18.2~~	-5.2 ~~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	2.3 ~~0.9~~	2.3 ~~0.9~~	0.0	1.4 ~~1.7~~	1.4 ~~1.7~~	-0.9 ~~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	27.3 ~~22.4~~	27.3 ~~22.4~~	13.7 ~~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

(REVISED 8/97)

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
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~~	~~6.2~~	~~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 Taylorsville	30 ~~106~~	0.0	9.7 ~~9.8~~	9.7 ~~9.8~~	0.0	16.7 ~~15.3~~	16.7 ~~15.3~~	7.0 ~~5.4~~
Taylorsville IL	Granite City IL	77	0.0	10.0	10.0	0.0	15.0	15.0	5.0
Granite City IL	~~TRRA Madison~~ IL E St. Louis	1 ~~6~~	0.0	18.9	18.9	0.0	18.8 ~~23.9~~	18.8 ~~23.0~~	-0.1 ~~5.0~~
~~TRRA Madison~~ IL E St. Louis	Luther MO	6	0.0	20.8	20.8	0.0	22.0 ~~21.6~~	22.0 ~~21.6~~	1.2 ~~0.8~~
Luther MO	Moberly MO	141	0.0	10.2	10.2	0.0	11.4	11.4	1.2
Colleen Coal IL	CNW Madison IL	53	0.0	0.6	0.6	0.0	0.7	0.7	0.1

(REVISED 8/97).

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
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~~ 18.7	~~n/a~~ 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	81	11.6	6.4	-45
Conway East PA	Rochester PA	5	130.3	114.5	-12
Rochester PA	~~Ashtabula~~ OH Youngstown	~~98~~ 39	~~31.3~~ 29.7	~~41.6~~ 34.9	~~33~~ 17.5
Youngstown OH	Ashtabula OH	59	29.2	33.4	14.4
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

(REVISED 8/97)

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~~ 58.5	~~-30~~ -29
Alliance OH	Crestline OH	106	36.1	~~15.9~~ 8.5	~~-56~~ -76
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 Dayton	~~109~~ 61	~~26.1~~ 18.0	~~35.6~~ 25.7	~~36~~ 42.8
Dayton OH	Ivorydale OH	48	13.8	24.3	76.1
Alliance OH	White OH	46	57.5	~~51.7~~ 60.3	~~-10~~ 5
White OH	Cleveland OH	11	25.9	~~49.9~~ 59.9	~~93~~ 131
Kinsman OH	North Randall OH	9	0.3	0.3	0
Cleveland OH	Shortline Jct OH	7	0.7	~~8.4~~ 11.5	~~1100~~ 1500
Cleveland OH	Vermillion OH	43	100.8	~~43.5~~ 69.5	~~-57~~ -31
Vermillion OH	Oak Harbor OH	43	100.3	~~72.2~~ 82.3	~~-28~~ -18
Oak Harbor OH	~~Airline~~ OH Miami	~~24~~ 22	~~100.9~~ 89.8	~~108.5~~ 108.3	~~9~~ 20.6
Miami OH	Airline OH	2	101.1	110.8	9.6
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	7.8	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~~ 92.0	~~-24~~ -15

(REVISED 8/87)

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~~ 85.3	~~-25~~ -23
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~~ 101.2	~~-6~~ -7
Porter IN	Control Pt 501 IN	20	129.2	~~139.1~~ 131.6	~~8~~ 2
Control Pt 501 IN	Indiana Hbr IN	1	85.9	~~121.8~~ 114.3	~~42~~ 33
Indiana Hbr IN	South Chgo IL	8	81.3	~~105.6~~ 99.5	~~30~~ 22
South Chgo IL	Ashland Ave IL	9	61.8	30.8	-50
Colehour IL	Calumet Park IL	5	3.6	~~5.9~~ 8.1	~~64~~ 125
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

(REVISED 8/97)

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 Attalla	~~130~~ 82	~~21.9~~ 20.1	~~26.0~~ 23.4	~~19%~~ 16.4
Attalla AL	Norris Yard AL	48	21.9	25.2	15.1
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%

(REVISED 8/97)

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~~ 3.6	~~86%~~ -49
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%

(REVISED 8/97)

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~~ 14.1	~~76%~~ 139 %
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	0.6	~~100%~~ 0 %
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~~ 62.4	~~251%~~ 213 %
Cleveland OH	Vermillion OH	37	25.5	~~61.8~~ 46.2	~~143%~~ 81 %
Vermillion OH	Bellevue OH	26	30.6	~~54.7~~ 50.1	~~79%~~ 64 %
Bellevue OH	Ft Wayne IN	120	40.6	43.2	6%
Ft Wayne IN	~~Hammond~~ IN Hobart	~~129~~ 120	~~16.1~~ 22.0	~~16.0~~ 14.4	~~0%~~ -34.5
Hobart IN	Hammond IN	17	39.1	13.4	-65.5 %
Hammond IN	Calumet IL	8	40.7	~~14.2~~ 13.5	~~65%~~ -67 %
Calumet IL	Landers IL	8	~~12.2~~ 23.3	~~36.2~~ 32.7	~~197%~~ 40.3
Hadley IN	Hobart IN	111	9.3	2.3	-75%

(REVISED 8/97)

Figure D.6-4

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

Station	Station	Miles	Base Case Total MGT	Post Acquisition Total MGT	% Change MGT
Argos IN	Dillon IN	22	~~0.6~~ 2.3	~~1.1~~ 0.01	~~77%~~ -99.6
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~~ 33.4	~~49%~~ 99%
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%
Shelfield 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 Taylorsville	~~106~~ 30	~~18.0~~ 16.0	~~21.1~~ 19.9	~~17%~~ 24.4
Taylorsville IL	Granite City IL	77	17.1	19.4	13.5%
Granite City IL	~~TRRA Madison~~ IL E. St Louis	~~6~~ 1	18.6	~~31.8~~ 14.8	~~71%~~ -20%
~~TRRA Madison~~ IL E. St Louis	Luther MO	6	20.1	~~25.1~~ 24.2	~~25%~~ 20%
Luther MO	Moberly MO	141	13.8	14.4	4%

(REVISED 8/97)

ENVIRONMENTAL REPORT ERRATA (8/97)

VOLUME 6B

This section presents errata for Volume 6B of the Environmental Report of the CSX/NS Railroad Control Application. The errata correct typographical errors, errors in references to other sections of the Environmental Report and other minor errors. Replacement tables and figures are included where appropriate. Please use the errata to correct your copy of Volume 6B of the Environmental Report and staple this attachment inside the back cover of Volume 6B.

References to page line numbers herein include all lines of text, including headings, but excluding lines within tables.

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 11, line 3	Insert "control of" before "Conrail, Inc."
Page 26, Table 1-4	"402,900,000" should read "402,800,000"
Page 49	The title of Figure 2-3 should read "SHARED AREAS, NEC AND PROPOSED TRAFFIC INCREASES"
Page 65, line 3	"one county (New Castle) is" should read "all are"
Page 121	The table "Number of Sensitive Receptors Lafayette, IN to Tilton IL Line Segment" should be replaced with the attached table
Page 135, lines 19-20	"The nonattainment areas are nonattainment for ozone and/or SO_2 (sulfur dioxide). In addition, one county is nonattainment for PM (particulate matter)." should read "The nonattainment areas are nonattainment for ozone. In addition, portions of four counties are nonattainment for SO_2 (sulfur dioxide) and/or CO (carbon monoxide), PM (particulate matter) and lead."

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 176	In the title of the table "Bucyrus, IN" should read "Bucyrus, OH"
Page 186, line 5	The missing discussion of noise impacts for the line segment from Butler, IN to Ft. Wayne IN is included in the Supplemental Environmental Report in Section 3.2
Page 192	The table "Number of Sensitive Receptors Lafayette, IN to Tilton, IL Line Segment" should be replaced with the attached table
Page 196	Delete the entry for Broadway Street in Huntington County. (The ADT is below 5,000. There was a typographical error in the database.)
Page 202, line 17	"and asphalt in fewer pollution emissions" should read "and result in lower levels of pollutant emissions"
Page 202, line 18	"competitive grain" should read "competitively priced grain"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 245	The table "CSX Rail Line Segments" should be replaced with the attached table
Page 246, line 11	"5.6 dBA" should read "4.2 dBA"
Page 246, line 12	"100 feet to 200 feet" should read "90 feet to 170 feet"
Page 248	The table "Number of Sensitive Receptors Harrisburg, PA to Riverton Jct, VA Line Segment" should be replaced with the attached table
Page 260, line 13	"coordinated access" should read "shared access"
Page 283, line 19	"seven counties" should read "eight counties"
Page 283, line 21	"area that have" should read "area have"
Page 284	In the table "NS Intermodal Facilities", "Kansas City-Volt-NS, T.S." should read "Kansas City-Voltz-NS, TCS" and "St. Louis-Luther-NS, T.S." should read "St. Louis-Luther-NS, TCS"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 285, lines 8-9	"St. Louis City County" should read "St. Louis County"
Page 285	In the table "Estimated Increases in Emissions for NS Intermodal Facility", "St. Louis-Luther-NS, T.S." should read "St. Louis-Luther-NS, TCS"
Page 286	In the table "Estimated Increases in Emissions for NS Intermodal Facility", "Kansas City-Volt-NS, T.S." should read "Kansas City-Voltz-NS, TCS"
Page 298, line 2	Insert after the first sentence: "In addition, a portion of one county (Warren) is also nonattainment for SO_2 (sulfur dioxide)."
Page 298	The table "CSX Intermodal Facilities" should be replaced with the attached table
Page 321, line 5	"22 have nonattainment and/or maintenance areas for air quality" should read "23 have nonattainment and/or maintenance areas for ozone, CO (carbon monoxide) and PM (particulate matter)."

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 342	The table "Number of Sensitive Receptors Ashtabula, OH to Buffalo, NY Line Segment" should be replaced with the attached table
Page 354, line 10	"Georgia" should read "Ohio"
Page 413, line 6	"360 feet" should read "480 feet"
Page 413, line 7	"450 feet" should read "360 feet"
Page 425	The table "Number of Sensitive Receptors Ashtabula, OH to Buffalo, NY Line Segment" should be replaced with the attached table
Page 443, line 4	Delete "NS"
Page 443, line 9	Insert attached CSX table "CSX Analyzed Grade Crossings with an ADT of 5,000 or Greater" before table "NS Analyzed Grade Crossings with an ADT of 5,000 or greater"
Page 448	On Figure 2-20.2, the locations of "Cincinnati" and "Ivorydale" should be reversed

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 451, line 17	"be owned by" should read "be operated by"
Page 483, line 13	"This would be a new line segment located in Philadelphia, PA" should read "This would reestablish a preexisting rail line segment located in Philadelphia, PA "
Page 487	The table "Number of Sensitive Receptors Ashtabula, OH to Buffalo, NY Line Segment" should be replaced with the attached table
Page 492	The table "Number of Sensitive Receptors Harrisburg, PA to Riverton Junction, VA Line Segment" should be replaced with the attached table
Page 494, line 13	"eastern side of the yard" should read "western side of the yard"
Page 495	The table "NS Intermodal Facilities" should be replaced with the attached table
Page 495, line 8	"5.5 dBA" should read "3.5 dBA"
Page 517, last line 22	Delete "nonattainment areas"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 531, line 11	"12 counties" should read "13 counties"
Page 531, line 14	"Nine of the counties" should read "Ten of the counties"
Page 532	The table "CSX Rail Line Segments" should be replaced with the attached table
Page 533, line 16	"nine counties" should read "ten counties"
Page 534	In the table "CSX Rail Line Segment", Length within County (miles) "5.6" should read "7.6"
Page 534	The table "Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Alexandria" should be replaced with the attached table
Page 534, following line 8	Insert attached text and tables for "Arlington, VA"
Page 554, following line 9	Insert attached text and table after "Section 22.2 NOISE IMPACTS"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 556	The table "Number of Sensitive Receptors Harrisburg, PA to Riverton Jct., VA Line Segment" should be replaced with the attached table
Page 571, line 5	"be owned and operated by" should read "be operated by"
Page 582	In the table "CSX Rail Line Segments", on the line for Pt of Rocks, MD, the number "56.0" should read "56.0*"
Page 590	The table "Number of Sensitive Receptors Harrisburg, PA to Riverton Jct., VA Segment" should be replaced with the attached table
Page 597	The table "CSX Rail Line Segments" should be replaced with the attached table
Page 598	The table "Estimated Increases in Emissions for the Portion of CSX Rail Line Segments in District of Columbia" should be replaced with the attached table

ENVIRONMENTAL REPORT ERRATA (8/97)

VOLUME 6B

Please make the following corrections to Volume 6B of the Primary Application (CSX/NS-23).

Page 599	The table "CSX Rail Line Segments" should be replaced with the attached table
Page 599, line 9	"5.3 dBA" should read "4.2 dBA"
Page 599, line 10	"100 feet to 200 feet" should read "90 feet to 170 feet"
Page 600, line 9	"Virginia Ave, DC to Potomac Yd, DC" should read "Virginia Ave, DC to Potomac Yd, VA"
Page 600, line 12	"31 passenger trains" should read "35 passenger trains"
Page 600, line 14	"2.4 dBA" should read "2.0 dBA"
Page 603	Replace Figure 2-25.1 with attached Figure 2-25.1 (Revised 8/97) (correction to locate Potomac Yard in Virginia instead of Washington, DC)

VOLUME 6B, PAGE 121
ILLINOIS

The revised table below supercedes the table with the same title in Volume 6B, page 121 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Lafayette, IN to Tilton, IL Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
167	7	4	0	*294*	7	*4*	0
• only represent noise-sensitive receptors in Illinois							

VOLUME 6B, PAGE 192
INDIANA

The revised table below supercedes the table with the same title in Volume 6B, page 192 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Lafayette, IN to Tilton, IL Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
218	*0*	*0*	0	*298*	*0*	*0*	0
• represents only noise-sensitive receptors in Indiana							

VOLUME 6B, PAGE 245
MARYLAND

The revised table below supercedes the table with the same title in Volume 6B, page 245 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

CSX Rail Line Segments *(Revised 8/97)*

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Pt. of Rocks, MD	Harpers Ferry, WV	47.7*	55.5*	8.3	<2 dBA	--	--
Landover, MD	Anacostia, DC	*3.4*	9.1	5.7	*4.2*	*170*	*440*
*Includes 13.9 passenger trains per day, -- = Not applicable							

VOLUME 6B, PAGE 248
MARYLAND

The revised table below supercedes the table with the same title in Volume 6B, page 248 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Harrisburg, PA to Riverton Jct, VA Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
57	*0*	*0*	0	*95*	*0*	*1*	0
• Only represents noise-sensitive receptors in Maryland							

VOLUME 6B, PAGE 298
NEW JERSEY

The revised table below supercedes the table with the same title in Volume 6B, page 298 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

CSX Intermodal Facilities *(Revised 8/97)*

Intermodal Facilities	County	Air Quality Status	Trucks per Day		Change in ADT on local roads (%)
			Pre-Acquisition	Post-	
Little Ferry	Bergen	N	215	392	1.1 - 3.1
South Kearny	Hudson	N	440	488	*0.3 - 0.8*
• N = Nonattainment.					

VOLUME 6B, PAGE 342
NEW YORK

The revised table below supercedes the table with the same title in Volume 6B, page 342 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Ashtabula, OH to Buffalo, NY Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
804	*0*	*1*	0	*1144*	*0*	*2*	0
• only represent noise-sensitive receptors in New York							

VOLUME 6B, PAGE 425
OHIO

The revised table below supercedes the table with the same title in Volume 6B, page 425 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Ashtabula, OH to Buffalo, NY Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
342	1	*2*	0	*528*	*4*	*4*	0
• represents only noise-sensitive receptors in Ohio							

VOLUME 6B, PAGE 443
OHIO

The revised table below was inadvertently omitted under Section 18.4.1 of Volume 6B, page 443 of Applicants' June 1997 Environmental Report. Please insert this table in the Environmental Report before the NS table captioned "NS Analyzed Grade Crossings with an ADT of 5,000 or Greater" on page 443.

CSX 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
Lucas	Toledo	Toledo, OH	Carleton, MI	Dixie	X	-
Ashtabula	Geneva	Quaker, OH	Ashtabula, OH	Broadway Ave	X	-
Lake	Madison	Quaker, OH	Ashtabula, OH	Lake St	X	-
Lake	Mentor	Quaker, OH	Ashtabula, OH	Hopkins Rd	X	-
Lake	Willoughby	Quaker, OH	Ashtabula, OH	Pelton Rd	X	-
Lake	Willoughby	Quaker, OH	Ashtabula, OH	Erie St	X	-
Lake	Willoughby	Quaker, OH	Ashtabula, OH	Beidler Rd	X	-
Lake	Wickliffe	Quaker, OH	Ashtabula, OH	E 305th St	-	X
Lake	Wickliffe	Quaker, OH	Ashtabula, OH	Lloyd Rd	X	-

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Cuyahoga	Berea	Greenwich, OH	Berea, OH	Bagley Rd	-	X
Cuyahoga	Olmsted Falls	Greenwich, OH	Berea, OH	Columbia Rd	X	-
Lorain	Eaton Estates	Greenwich, OH	Berea, OH	Twnsbrg- Elyria Rd	X	-
Lorain	Grafton	Greenwich, OH	Berea, OH	Main St	X	-
Lorain	Wellington	Greenwich, OH	Berea, OH	Main St	X	-
Lorain	Wellington	Greenwich, OH	Berea, OH	Herrick Ave	X	-
Defiance	Defiance	Willow Creek, IN	Deshler, OH	Ottawa Ave	-	X
Defiance	Defiance	Willow Creek, IN	Deshler, OH	US 24	X	-
Hamilton	Cincinnati	Hamilton, OH	Cincinnati, OH	Winton Rd	-	X
Hamilton	Cincinnati	Hamilton, OH	Cincinnati, OH	Mitchell Ave	-	X
Hamilton	Elmwood Place	Hamilton, OH	Cincinnati, OH	Township Ave	X	-
Hamilton	Cincinnati	Hamilton, OH	Cincinnati, OH	Seymour Ave	X	-
Hamilton	Cincinnati	Hamilton, OH	Cincinnati, OH	North Bend Rd	X	-
Hamilton	Lockland	Hamilton, OH	Cincinnati, OH	Wyoming Ave	X	-

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Hamilton	Woodlawn	Hamilton, OH	Cincinnati, OH	Marion Ave	X	-
Hamilton	Glendale	Hamilton, OH	Cincinnati, OH	Sharon Rd	-	X
Hamilton	Springdale	Hamilton, OH	Cincinnati, OH	Princeton Pike	-	X
Hamilton	Springdale	Hamilton, OH	Cincinnati, OH	Cresentville Rd	X	-
Butler	Fairfield	Hamilton, OH	Cincinnati, OH	Muhlhauser Rd	X	-
Butler	Fairfield	Hamilton, OH	Cincinnati, OH	Symmes Rd	X	-
Butler	Hamilton	Hamilton, OH	Cincinnati, OH	Laurel St	X	-
Butler	Hamilton	Hamilton, OH	Cincinnati, OH	Central Ave	X	-
Wood	Perrysburg	Toledo, OH	Deshler, OH	West Boundary St	-	X
Wood	Perrysburg	Toledo, OH	Deshler, OH	Indiana St	X	-
Wood	Perrysburg	Toledo, OH	Deshler, OH	Louisiana Ave	X	-
Huron	Greenwich	Crestline, OH	Greenwich, OH	Main St	X	-
Richland	Shelby	Crestline, OH	Greenwich, OH	SR 61	X	-
Richland	Shelby	Crestline, OH	Greenwich, OH	Main St	X	-

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Crawford	Crestline	Crestline, OH	Greenwich, OH	Main St	-	X
Wyandot	Upper Sandusky	Fostoria, OH	Marion, OH	Lincolnway West	X	-
Marion	Marion	Ridgeway, OH	Marion, OH	Center St	X	-
Cuyahoga	Brook Park	Berea, OH	Short, OH	Hummel Rd	X	-
Cuyahoga	Cleveland	Berea, OH	Short, OH	Engle Rd	-	X
Mahoning	Struthers	Youngstown, OH	New Castle, PA	Bridge St	X	-
Crawford	Bucyrus	Adams, IN	Bucyrus, OH	N. Sandusky Ave	X	-
Crawford	Bucyrus	Adams, IN	Bucyrus, OH	Mansfield St	X	-
Hardin	Ada	Adams, IN	Bucyrus, OH	Main St	X	-
Allen	Lima	Adams, IN	Bucyrus, OH	N Jackson St	X	-
Allen	Lima	Adams, IN	Bucyrus, OH	Main St	X	-
Allen	Lima	Adams, IN	Bucyrus, OH	N Metcalf St	X	-
Allen	Lima	Adams, IN	Bucyrus, OH	Cole St	X	-
Allen	Lima	Adams, IN	Bucyrus, OH	Cable Rd	-	X

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000-10,000	> 10,000
Allen	Lima	Adams, IN	Bucyrus, OH	Eastown Rd	X	-
Van Wert	Van Wert	Adams, IN	Bucyrus, OH	Washington St	X	-

VOLUME 6B, PAGE 487
PENNSYLVANIA

The revised table below supercedes the table with the same title in Volume 6B, page 487 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Ashtabula, OH to Buffalo, NY Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
500	*0*	*1*	0	*776*	*3*	*5*	0
• only represents noise-sensitive receptors in Pennsylvania							

VOLUME 6B, PAGE 492
PENNSYLVANIA

The revised table below supercedes the table with the same title in Volume 6B, page 492 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Harrisburg, PA to Riverton Junction, VA Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
384	*2*	*4*	0	*627*	*3*	*5*	0
• only represents noise-sensitive receptors in Pennsylvania							

VOLUME 6B, PAGE 495
PENNSYLVANIA

The revised table below supercedes the table with the same title in Volume 6B, page 495 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

NS Intermodal Facilities *(Revised 8/97)*

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
Allentown	57	128	0.5-2.5	*3.5*	57
Morrisville (Philadelphia)	190	271	3.6	*< 2*	209
Pittsburgh-Pitcairn	0	114	2.9	NA	100
Rutherford (Harrisburg)	68	398	*-9.9*	U	250

- NA = Not Available. The Pitcairn facility was opened by Conrail in 1996; therefore no 1995 data exists.
- U = Background Unknown.

VOLUME 6B, PAGE 532
VIRGINIA

The revised table below supercedes the table with the same title in Volume 6B, page 532 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

CSX Rail Line Segments *(Revised 8/97)*

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Doswell VA	Fredericksburg VA	Hanover	N	30.7	37.3	28
Fredericksburg VA	Potomac Yard VA	*Arlington* Alexandria Fairfax Prince William Stafford	N N N N N	38.3	45.4	29
Richmond VA	Doswell VA	Hanover Henrico Richmond City	N N N	32.3	39.3	22
S. Richmond VA	Weldon NC	Chesterfield Colonial Heights Richmond City	N N N	26.4	31.0	18
Virginia Avenue DC	*Potomac Yard VA*	*Arlington*	*N*	*52.9*	*63.6*	*18*

• N=Nonattainment

VOLUME 6B, PAGE 534
VIRGINIA

The revised table below supercedes the table with the same title in Volume 6B, page 534 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Estimated Increases in Emissions
for the Portion of CSX Rail Line Segment in Alexandria *(Revised 8/97)*

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Fredericksburg, VA	Potomac Yard, VA	*34.2*	*3.8*	*1.3*	*2.2*	*0.8*	*0.0001*

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

VOLUME 6B, PAGE 534
VIRGINIA

The text and tables below should be inserted following line 8 of Volume 6B, page 534 of Applicants' June 1997 Environmental Report.

Arlington, VA

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

CSX Rail Line Segment *(Revised 8/97)*

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Fredericksburg, VA	*Potomac Yard, VA*	*49*	*1.1*	*38.3*	*45.4*	*7.1*	*29*
Virginia Ave, DC	*Potomac Yard, VA*	*6*	*3.0*	*52.9*	*63.6*	*10.7*	*18*
• GTM = Gross Ton Miles							

Estimated Increases in Emissions for the Portion of CSX Rail Line Segment in Arlington County *(Revised 8/97)*

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Fredericksburg, VA	*Potomac Yard, VA*	*5.0*	*0.6*	*0.2*	*0.3*	*0.1*	*0.00001*
Virginia Ave, DC	*Potomac Yard, VA*	*8.3*	*0.9*	*0.3*	*0.5*	*0.2*	*0.00002*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

Discussion of Impacts in Arlington County

Rail line segments are considered mobile (not stationary) sources under EPA's air pollution regulations. The increased rail segment activity in Arlington 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.

VOLUME 6B, PAGE 554
VIRGINIA

The text and table below should be inserted following line 9 of Volume 6B, page 554 of Applicants' June 1997 Environmental Report.

NOISE IMPACTS

The CSX rail line segments in Virginia that would experience increases in traffic meeting the STB thresholds for noise analysis 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-Acquisition 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.

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
Virginia Ave, DC	*Potomac Yd, VA*	*52.9**	*63.6**	*10.7*	*2.0*	*560*	*1570*
**Includes 31 passenger trains per day, -- = Not Applicable*							

Virginia Ave, DC to Potomac Yd, VA

This line segment starts at Virginia Avenue, runs northwest near the mall, and then southwest across the Potomac River to the Potomac Yard. This line segment currently has 17.9 freight and 31 passenger trains per day. As a result of the Acquisition, the segment would experience an increase of 10.7 freight trains per day. The change in train volume would result in Ldn increase of 2.0 dBA. There are no grade crossings along this segment. The Ldn 65 contour would increase from 480 feet to 560 feet along the track segment.

This line segment first passes through an area that contains a number of monuments and the Smithsonian Institution. After it crosses the Potomac River, there are only industrial buildings and the Washington National Airport. There are no sensitive receptors along this line segment. No adverse noise impacts are projected for this line segment.

VOLUME 6B, PAGE 556
VIRGINIA

The revised table below supercedes the table with the same title in Volume 6B, page 556 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Harrisburg, PA to Riverton Jct., VA Line Segment *(Revised 8/97)*

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
70	*1*	*1*	0	*110*	*1*	*1*	0
• only represents noise-sensitive receptors in Virginia							

VOLUME 6B, PAGE 590
WEST VIRGINIA

The revised table below supercedes the table with the same title in Volume 6B, page 590 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Number of Sensitive Receptors
Harrisburg, PA to Riverton Jct., VA Segment (Revised 8/97)

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
90	*0*	*2*	0	*155*	*0*	*2*	0
• only represents noise-sensitive receptors in West Virginia							

VOLUME 6B, PAGE 597
DISTRICT OF COLUMBIA

The revised table below supercedes the table with the same title in Volume 6B, page 597 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

CSX Rail Line Segments *(Revised 8/97)*

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Anacostia, DC	Virginia Ave, DC	Washington D.C.	N	19.3	28.6	12
Virginia Ave, DC	**Potomac Yard, VA**	**Washington D.C.**	**N**	**52.9**	**63.6**	**18**
Washington, DC	**Pt of Rocks, MD**	**Washington D.C.**	**N**	**38.2**	**45.2**	**48**
Alexandria Jct, MD	**Washington, DC**	**Washington D.C.**	**N**	**39.4**	**46.3**	**63**
Landover, MD	Anacostia, DC	Washington, D.C.	N	3.4	*9.11*	*117*
• N = Nonattainment						

VOLUME 6B, PAGE 598
DISTRICT OF COLUMBIA

The revised table below supercedes the table with the same title in Volume 6B, page 598 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

Estimated Increases in Emissions for the Portion of CSX Rail Line Segments in District of Columbia *(Revised 8/97)*

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Anacostia, DC	Virginia Ave., DC	4.8	0.5	0.2	0.3	0.1	0.000010
Virginia Ave., DC	*Potomac Yard, VA*	*8.3*	*0.9*	*0.3*	*0.5*	*0.2*	*0.00002*
Washington, DC	Pt of Rocks,,MD	15.1	1.7	0.6	1.0	0.4	0.000032
Alexandria Jct, MD	Washington, DC	11.0	1.2	0.4	0.7	0.3	0.000023
Landover, MD	Anacostia, DC	*3.9*	*0.4*	*0.1*	*0.3*	*0.1*	*0.0000083*
	Total	*43.1*	*4.7*	*1.6*	*2.8*	*1.1*	*0.00009*

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

VOLUME 6B, PAGE 599
DISTRICT OF COLUMBIA

The revised table below supercedes the table with the same title in Volume 6B, page 599 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

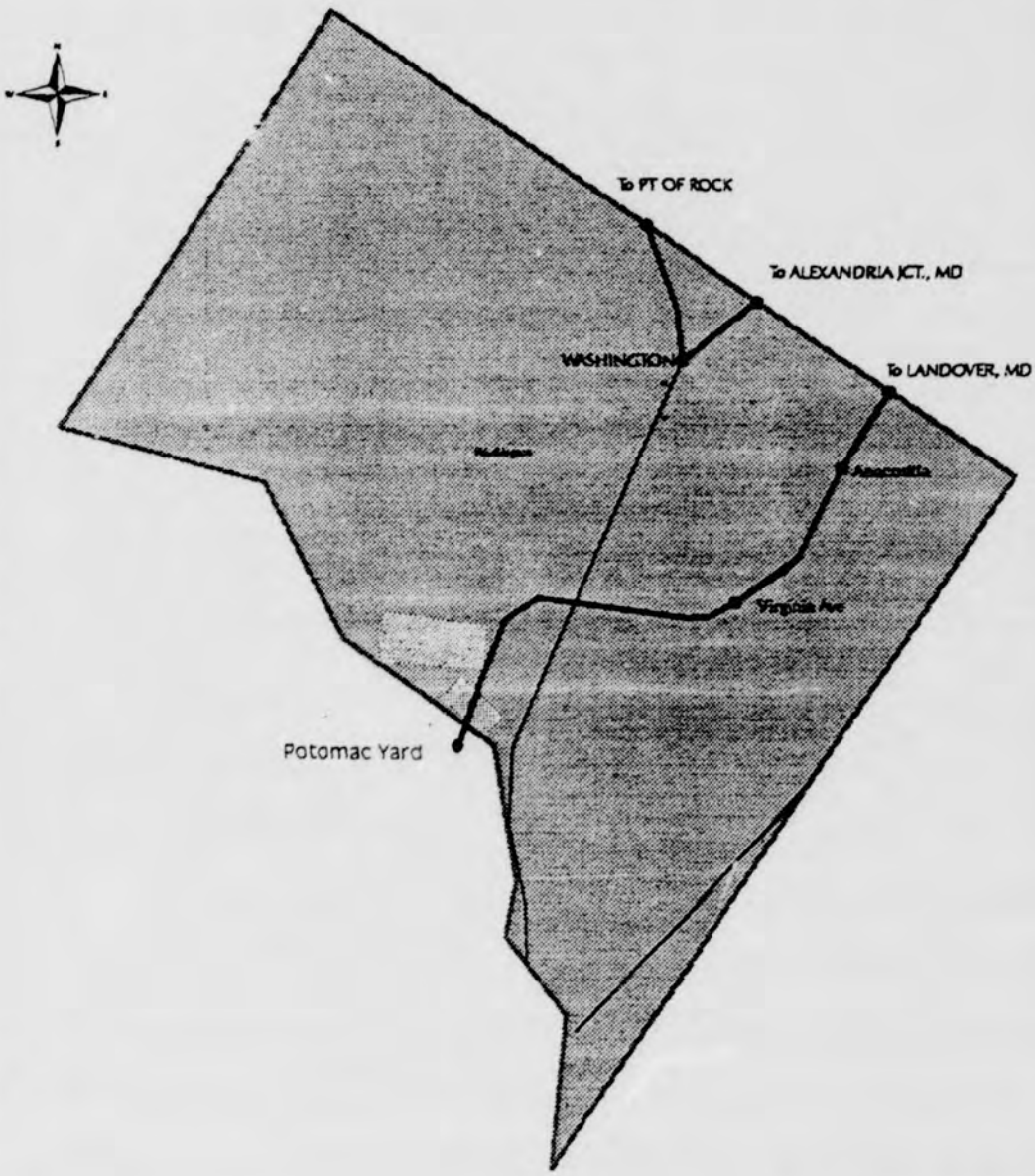
CSX Rail Line Segments *(Revised 8/97)*

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Landover, MD	Anacostia, DC	3.4	9.11	5.7	*4.2*	*170*	--
Anacostia, DC	Virginia Ave, DC	19.3	28.6	9.3	< 2 dBA	360	1000
Virginia Ave, DC	Potomac Yd, VA	52.9*	63.6*	10.7	*1.7*	560	1570
*Includes *35* passenger trains per day, -- = Not Applicable							

VOLUME 6B, PAGE 603
DISTRICT OF COLUMBIA

Figure 2-25.1 (Revised 8/97) on the following page supercedes Figure 2-25.1 in Volume 6B, page 603 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised figure.

CSX RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN WASHINGTON D.C.



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 2-25.1

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

(REVISED 8/97)

ENVIRONMENTAL REPORT ERRATA (8/97)

VOLUME 6C

This section presents errata for Volume 6C of the Environmental Report of the CSX/NS Railroad Control Application. The errata correct typographical errors, errors in references to other sections of the Environmental Report and other minor errors. Replacement tables and figures are included where appropriate. Please use the errata to correct your copy of Volume 6C of the Environmental Report and staple this attachment inside the back cover of Volume 6C.

References to page line numbers herein include all lines of text, including headings, but excluding lines within tables.

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6C

Please make the following corrections to Volume 6C of the Primary Application (CSX/NS-23).

Table of Contents	Delete "Section 3.1 Dilion Junction to Michigan City". (This line segment will be sold, not abandoned.)
Page 7, line 4	Insert "control of" before "Conrail, Inc."
Page 7, line 7	"procedure" should read "proceeding"
Page 7, line 11	Replace first sentence with "The use of Conrail's assets is being divided between CSX and NS."
Page 22	On the first line of Table 2-1, "Mile Post 99.7711 should read "Mile Post 97.77"
Page 41	Figure 3-3h should be replaced with the attached Figure 3-3h (Revised 8/97)
Pages 45-65	Delete all discussion of the "Dillon Junction to Michigan City" abandonment. (This line segment will be sold, not abandoned.)
Page 71, line 5 and Page 80, line 18	Change "39 grade crossings" to "38 grade crossings"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6C

Please make the following corrections to Volume 6C of the Primary Application (CSX/NS-23).

Page 85	Delete Figure 3-4a
Page 92	Replace Figure 3-5a with attached Figure 3-5a (Revised 8/97) (correcting endpoint for abandonment)
Page 178, line 10	"between two railroads" should read "between two rail lines"
Page 251, line 17	"30 trains" should read "22 trains"
Page 283, line 5	"(Figure 4-10)" should read "(Figure 4-9)"
Page 283, line 18	"(Figure 4-10)" should read "(Figure 4-9)"
Page 283, lines 21-2.	Insert "and Portage Avenue" after "Willow Creek Road"; "crossing" should read "crossings"
Page 290, line 19	"section 3.2.2.3" should read "section 3.1.2.3"
Page 292, last line	Insert "and Portage Avenue" after "Willow Creek Road"
Page 293, line 1	"crossing" should read "crossings"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6C

Please make the following corrections to Volume 6C of the Primary Application (CSX/NS-23).

Page 293, line 2	"crossing" should read "crossings"; insert "and Portage Avenue" after "Willow Creek Road"
Page 293, line 17	"Section 3.2.1.2" should read "Section 3.1.1.2"
Page 376, line 11	"(Figure 4-16)" should read "(Figure 4-15)"
Page 424, table	Replace the table with the attached revised table
Page 425, line 13	"(Figure 4-19)" should read "(Figure 4-18)"
Page 425, line 20	"Figure 4-19" should read "Figure 4-18"
Page 440, line 14	"(Figure 4-20)" should read "(Figure 4-19)"
Page 449, line 6	Delete "and demolition"
Page 455, line 4	"(Figure 4-21)" should read "(Figure 4-20)"
Page 455, line 16	"Figure 4-21" should read "Figure 4-20"

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6C

Please make the following corrections to Volume 6C of the Primary Application (CSX/NS-23).

Page 456, line 16	"Traffic" should read "Freight traffic"
Page 456, line 23	"decrease from 14.5 trains per day to 31.3 trains per day, a decrease of about 16.8 trains per day" should read "increase from 14.5 trains per day to 31.3 trains per day, an increase of about 16.8 trains per day"
Page 470, line 3	"(Figure 4-22) should read "(Figure 4-21)"
Page 470, line 17	"Figure 4-22" should read "Figure 4-21"
Page 485, last two lines	Delete entire sentence that begins "Fuel will be delivered..." and replace with "Fuel will be delivered to the facility by trucks. The fuel will be stored at the facility in above-ground diked storage tanks and supplied to the fueling racks by above-ground piping."

ENVIRONMENTAL REPORT ERRATA (8/97)
VOLUME 6C

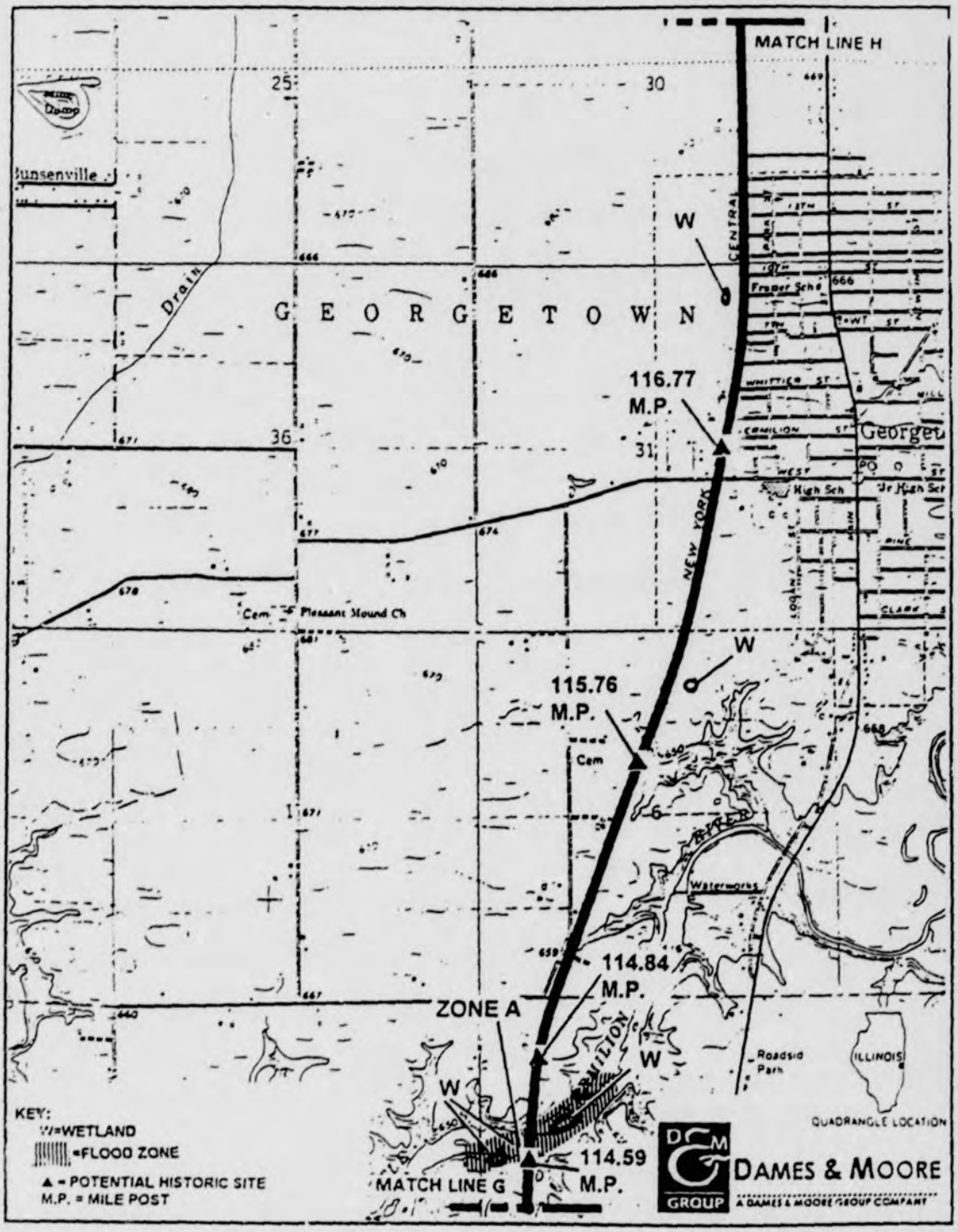
Please make the following corrections to Volume 6C of the Primary Application (CSX/NS-23).

Page 499, line 2	Replace "two new at-grade crossings" with "one new and one upgraded at-grade crossings"

VOLUME 6C, PAGE 41
ILLINOIS

Figure 3-3h (Revised 8/97) on the following page supercedes Figure 3-3h in Volume 6C, page 41 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised figure.

Figure 3-3h CSX Proposed Abandonment Location: Paris-Danville, Edgar/Vermilion Counties, Illinois



Base Map: *USGS 7.5' Topographic Quadrangle: Georgetown, Illinois 1966 (Photoinspected 1977)*

(Revised 8/97)

VOLUME 6C, PAGE 92
INDIANA

Figure 3-5a (Revised 8/97) on the following page supercedes Figure 3-5a in Volume 6C, page 92 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised figure.

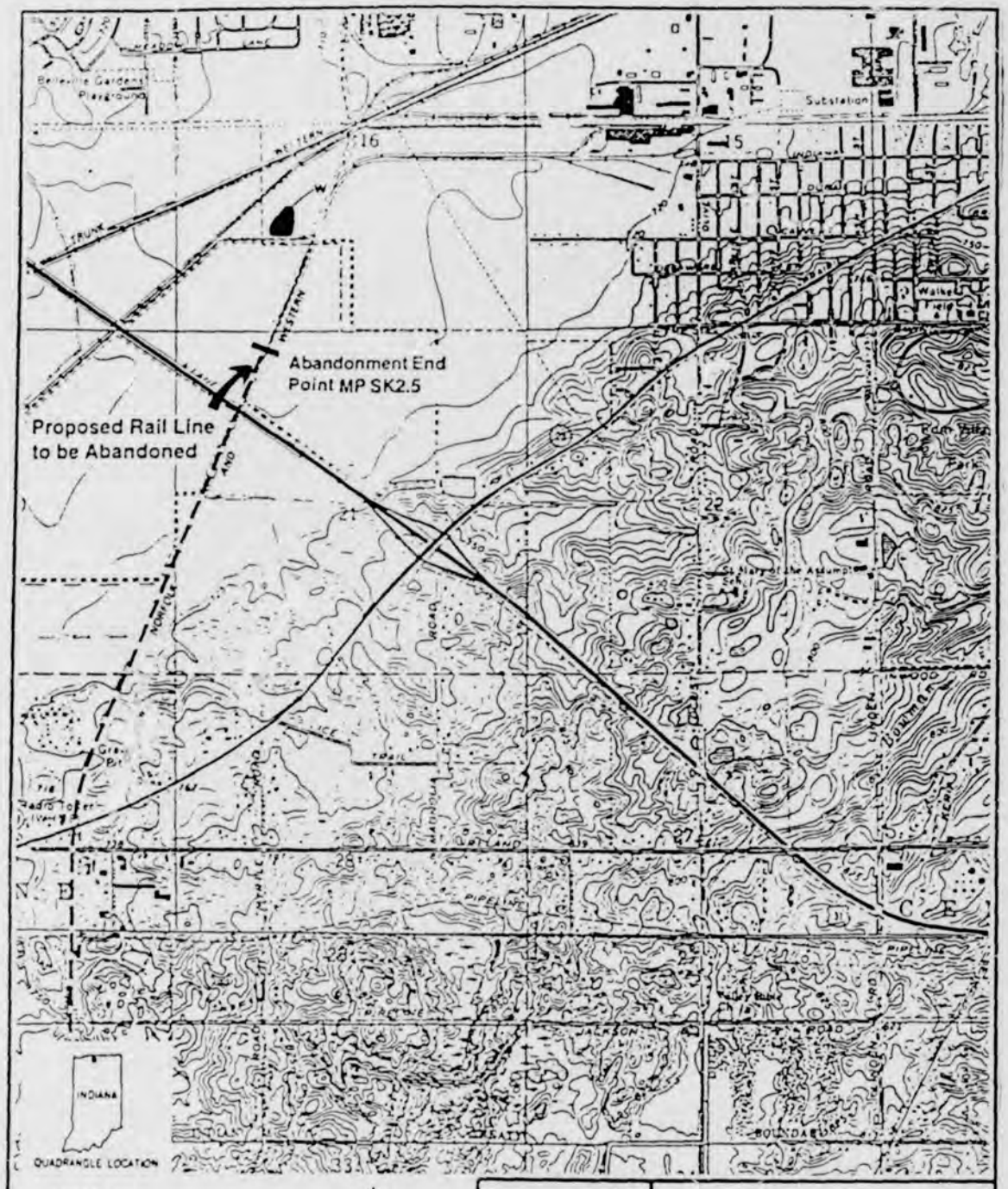


Figure 3-5a
NS PROPOSED ABANDONMENT
SOUTH BEND TO
DILLON JUNCTION
LA PORTE AND ST. JOSEPH
COUNTIES, INDIANA

(Revised 8/97)

VOL. 6C, PAGE 424

The revised table below supercedes the table in Vol. 6C, page 424 of Applicants' June 1997 Environmental Report. Please replace the table in the Environmental Report with this revised table. Those portions of the table that were corrected are italicized.

(Revised 8/97)

Location	Length (feet)	Description
Cleveland (CSX)	N/A	Construction of intermodal facility at Collinwood Yard.
Crestline (CSX)*	*1,507*	Connect two Conrail tracks to allow movements between Ft. Wayne, IN and Cleveland, OH.
Greenwich (CSX)*	*4,600* *1,044*	Two connection tracks between CSX and Conrail to enable eastbound trains from Chicago, IL to proceed northeast to Cleveland, OH and to enable northeast bound trains to proceed east to Akron, OH.
Sidney (CSX)*	*3,263*	Connect CSX and Conrail tracks to enable northbound trains to proceed east to Columbus, OH.
Willard (CSX)	N/A	Construction of fueling facility adjacent to Willard Yard.
Bucyrus (NS)*	2,400	Connecting track between NS and Conrail to create an efficient new route from Columbus, OH to Pittsburgh, PA.
Columbus (NS)	1,400	Connecting tracks to create efficient movement between Bellevue, OH and Buckeye Yard.
Oak Harbor (NS)	5,000	Connecting track between NS and Conrail to create an efficient access from the Detroit area to NS Bellevue Yard.
Vermilion (NS)	5,400	Connecting track between NS and Conrail to create an efficient new route from Conrail's Cleveland to Chicago mainline to and from NS's Cleveland to Buffalo mainline and onto Kansas City to and from eastern destinations and origins, including New York and northern New Jersey via Buffalo.

* **These projects are the subject of a Petition for waiver of the STB's "related applications" rule filed with the Surface Transportation Board on May 2, 1997, and granted by the Board in Decision No. 9 served June 12, 1997. These will be the subjects of separate proceedings and environmental review that may be completed before the STB acts on the control application.**

Respectfully submitted,

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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

SUPPLEMENTAL ENVIRONMENTAL REPORT (VOLUME 6)

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August 28, 1997

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

SUPPLEMENTAL ENVIRONMENTAL REPORT (VOLUME 6)

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and Norfolk Southern Railway Company

August 28, 1997

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MASTER TABLE OF CONTENTS

SUPPLEMENTAL ENVIRONMENTAL REPORT

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF REVISED FIGURES*

*All of the figures were revised in August 1997.

1.0 INTRODUCTION

Subsequent to the submittal of the Environmental Report (ER) for 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), certain routing and other miscellaneous errors in the NS Operating Plan (OP) were identified and corrected in the OP errata, which was submitted to the STB on August 6, 1997. Certain OP corrections resulted in different determinations as to whether a given line was required by the STB environmental analysis thresholds to be studied. In two instances line segments addressed in the ER were found to have train miscounts that caused them to be incorrectly defined for purposes of environmental analysis.

Those NS rail line segments for which potential environmental impacts need to be quantified because of corrections to the OP and to the ER ("Corrected Line Segments") are addressed in this Supplemental Environmental Report (SER). The Corrected Line Segments are found in the following States:

- Georgia
- Illinois
- Indiana
- New York
- Ohio, and
- Pennsylvania

In addition, this SER contains the environmental analyses for additional NS rail line segments ("Additional Line Segments") that were inadvertently omitted in the ER. Additional Line Segments are found in the following States:

- Michigan
- New Jersey

- New York, and
- Pennsylvania

As in the ER, the potential impacts on air quality, noise and grade crossing safety were analyzed for the Corrected Line Segments and Additional Line Segments that meet the relevant STB thresholds. In some instances, line segments that previously had not triggered STB thresholds would now meet the STB thresholds for air quality, noise or both as a result of the OP errata. Those Corrected Line Segments that would now meet the STB thresholds, and the corresponding traffic data, are presented in Table 1-1.

In two instances a rail line segment that formerly met the STB air analysis threshold would no longer meet the threshold as a result of the OP corrections. Therefore, these Corrected Line Segments should be removed from the environmental impact analysis. These Corrected Line Segments and the corresponding traffic data are presented in Table 1-2.

Further, certain line segments would, as a result of the OP corrections, continue to meet STB thresholds but would experience either an increase or decrease in traffic (trains per day and/or gross tonnage) from the data reported in the ER. These Corrected Line Segments and the corresponding traffic data are presented in Table 1-3.

Certain line segments would, as a result of the OP errata, continue to experience a decrease in rail traffic but at levels differing from those reported in the ER, while other line segments would experience a decrease in traffic that was not indicated in the traffic data reported in the ER. Those Corrected Line Segments and the corresponding traffic data are presented in Table 1-4.

Finally, those Additional Line Segments which were inadvertently omitted from the ER and which meet the STB's air quality and/or noise thresholds are presented in Table 1-5, along with the corresponding traffic data.

The potential air quality, noise and/or grade crossing safety impacts from traffic changes on the Corrected Line Segments and the Additional Line Segments are discussed by State in Sections 2 through 8 of this SER. Revised figures for each State with Corrected Line Segments and/or Additional Line Segments that required environmental analysis, as well as a revised figure for Georgia (where one line segment is being deleted), are provided at the end of this SER.

To assist the reader, all changes from tables in the Environmental Report are italicized in the corresponding tables in Sections 2.0 through 8.0 in this SER.

Table 1-1
Summary of Corrected NS Line Segments that Now Meet STB Thresholds for Environmental Analysis

State[1]	Rail Line Segment		Current Operator	Length in Miles	Passenger Trains per Day	Freight Trains per Day[2]			% Change in Gross Ton-Miles	Threshold Exceedances
	From	To				Pre-Acquisition	Post-Acquisition	Change		
IL	Colehour	Calumet Park	CR	5	0	1.1	2.5	1.4	125	Air Quality, Noise
	Taylorsville	Granite City[3]	NS	77	0	10.0	15.0	5.0	14	Air Quality
IN	Indiana Harbor	South Chicago[4]	CR	8	16.0	41.1	45.2	4.1	40	Air Quality
OH	Alliance	White	CR	46	2.0	26.4	30.1	3.7	5	Air Quality
	Bellevue	Sandusky Dock	NS	15	0	1.4	11.7	10.3	139	Air Quality, Noise
	Dayton	Ivorydale[5]	CR	48	0	6.9	14.9	8	76	Air Quality, Noise
	Miami	Airline	CR	2	4.0	55.4	64.0	8.6	10	Air Quality, Noise
	Oak Harbor	Miami[6]	CR	22	4.0	48.0	61.5	13.5	21	Air Quality, Noise
PA	Rochester	Youngstown, OH	CR	39	0	12.6	17.7	5.1	18	Air Quality

[1] State of rail line segment origin.

[2] Freight trains per day including other railroads' trackage rights operations.

[3] A portion of this segment (Taylorsville to ALS Mitchell) was included in the ER analysis. Due to corrections to the OP, the longer segment listed in Table 1-1 meets the STB air quality threshold for environmental analysis. This Corrected Line Segment is also listed in Table 1-3 of this SER.

[4] A portion of this segment (Indiana Harbor, IN to Colehour, IL) was included in the ER analysis (as rail line segment "Control Pt 501, IN to Colehour, IL). Due to corrections to the OP and to provide consistency with the OP segment, the ER segment was divided into "Control Pt 501, IN to Indiana Harbor, IN" (See Table 1-3) and "Indiana Harbor to South Chicago" (extending beyond Colehour, IL). The Indiana Harbor, IN to Colehour, IL segment was corrected in the OP errata to extend to South Chicago. In the ER the Control Pt 501 to Colehour segment met both the air quality and noise analysis thresholds; the corrected Indiana Harbor to South Chicago segment meets only the air quality analysis threshold.

[5] A portion of this segment (Dayton to Mill) was included in the ER analysis. Due to corrections to the OP, the longer segment listed in Table 1-1 meets both STB thresholds for environmental analysis. This Corrected Line Segment is also listed in Table 1-3 of this SER.

[6] A portion of this segment (Martin to Miami) was included in the ER analysis. Due to corrections to the OP, the longer segment listed in Table 1-1 meets both STB thresholds for environmental analysis. This Corrected Line Segment is also listed in Table 1-3 of this SER.

Table 1-2
Summary of Corrected NS Line Segments that No Longer Meet STB Thresholds for Environmental Analysis

State[1]	Rail Line Segment		Current Operator	Length in Miles	Passenger Trains per Day	Freight Trains per Day[2]			% Change in Gross Ton-Miles
	From	To				Pre-Acquisition	Post-Acquisition	Change	
GA	Spring	East Point[3]	NS	6	0	6.9	6.2	-0.6	-49
IL	Forest Hill	Landers	NS	1	0	12.9	12.1	-0.7	87

[1] State of rail line segment origin.
[2] Freight trains per day including other railroads' trackage rights operations.
[3] Note: This Corrected Line Segment would experience a decrease in traffic; therefore, it is also listed in Table 1-4. This segment was referred to as "Spring to Industry Yard" in the ER. The name as listed in this Table 1-2 is now consistent with the OP.

Table 1-3
Summary of Corrected NS Line Segments that Continue To Meet STB Thresholds for Environmental Analysis

State[1]	Rail Line Segment		Current Operator	Length in Miles	Passenger Trains per Day	Freight Trains per Day[2]			% Change in Gross Ton-Miles	Threshold Exceedances
	From	To				Pre-Acquisition	Post-Acquisition	Change		
GA	Spring	Scherer Coal	NS	65	0	27.2	32.9	5.7	11	Air Quality
IL	Taylorsville	Granite City[3]	NS	77	0	10.0	15.0	5.0	14	Air Quality
IN	Butler	Ft Wayne	NS	28	0	13.6	27.3	13.7	99	Air Quality, Noise
	Control Pt 501	Indiana Harbor[4]	CR	1	14.0	43.4	60.3	16.9	39	Air Quality, Noise
NY	Campbell Hall	Port Jervis	CR	30	13.4	7.9	12.0	4.1	56	Air Quality
	Ebenezer Jct	Buffalo	CR	6	0	0	11.4	11.4	>1000*	Air Quality, Noise
	Suffern	Campbell Hall	CR	35	13.4	4.7	7.7	3	96	Air Quality

Table 1-3
Summary of Corrected NS Line Segments that Continue To Meet STB Thresholds for Environmental Analysis

State[1]	Rail Line Segment		Current Operator	Length in Miles	Passenger Trains per Day	Freight Trains per Day[2]			% Change in Gross Ton-Miles	Threshold Exceedances
	From	To				Pre-Acquisition	Post-Acquisition	Change		
OH	Ashtabula	Cleveland	NS	50	0	13.0	36.6	23.6	213	Air Quality, Noise
	Cleveland	Shortline Jct	CR	7	0	2.0	4.2	2.2	>1000*	Air Quality, Noise
	Cleveland	Vermilion	NS	37	0	13.5	34.1	20.6	81	Air Quality, Noise
	Dayton	Ivorydale[5]	CR	48	0	6.9	14.9	8	76	Air Quality, Noise
	Oak Harbor	Miami[6]	CR	22	4.0	48.0	61.5	13.5	21	Air Quality, Noise
	Vermilion	Bellevue	NS	26	0	15.6	27.0	11.4	64	Air Quality, Noise
	White	Cleveland	CR	11	2.0	12.5	29.7	17.2	131	Air Quality, Noise
	Youngstown	Ashtabula	CR	59	0	11.7	30.8	19.1	74	Air Quality, Noise
PA	Harrisburg	Rutherford	CR	6	0	44.3	57.9	13.6	4	Air Quality, Noise

[1] State of rail line segment origin.
[2] Freight trains per day including other railroads' trackage rights operations.
[3] A portion of this segment (ALS Mitchell to Granite City) was not included in the ER analysis. Due to corrections to the OP, the longer segment listed in Table 1-3 meets the STB threshold for air quality analysis. This Corrected Line Segment is also listed in Table 1-1 of this SER.
[4] This segment is a portion of a longer segment (Control Point 501, IN to Colehour, IL) that was included in the ER analysis. See Footnote 4 under Table 1-1.
[5] A portion of this segment (Mill to Ivorydale) was not included in the ER analysis. Due to corrections to the OP, the longer segment listed in Table 1-3 meets both STB thresholds for environmental analysis. This Corrected Line Segment is also listed in Table 1-1 of this SER.
[6] A portion of this segment (Oak Harbor to Martin) was not included in the ER analysis. Due to corrections to the OP, the longer segment listed in Table 1-3 meets both STB thresholds for environmental analysis. This Corrected Line Segment is also listed in Table 1-1 of this SER.
* The % Change is not meaningful due to the low amount of Pre-Acquisition traffic.

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Table 1-4
Summary of Corrected NS Line Segments Expected to Experience Decreased Rail Traffic

State[1]	Rail Line Segment		Current Operator	Length in Miles	Passenger Trains per Day	Freight Trains per Day[2]		
	From	To				Pre-Acquisition	Post-Acquisition	Change
GA	Spring	East Point[3]	NS	6	0	6.9	6.2	-0.6
IL	Calumet	Landers	NS	8	0	23.2	18.0	-5.2
	Granite City	E. St. Louis	NS	1	0	18.9	18.8	-0.01
IN	Argos	Dillon	NS	22	0	2.3	1.4	-0.9
	Butler	Elkhart	CR	63	4.0	51.1	39.3	-11.8
	Ft Wayne	Hobart	NS	120	0	11.7	11.1	-0.6
	Hammond	Calumet, IL	NS	8	0	26.5	13.2	-13.3
	Hobart	Hammond	NS	17	0	26.3	11.2	-15.1
	Porter	Control Pt 501	CR	20	14.0	69.4	64.4	-5.0
OH	Airline	Butler, IN	CR	68	4.0	50.4	48.2	-2.2
	Alliance	Crestline	CR	106	0	19.1	4.1	-15.0
	Cleveland	Vermilion	CR	43	4.0	48.4	32.9	-15.5
	Vermilion	Oak Harbor	CR	43	4.0	48.3	41.4	-6.9
PA	Rochester	Alliance	CR	57	2.0	37.9	26.3	-11.6

[1] State of rail line segment origin.
[2] Freight trains per day including other railroads' trackage rights operations.
[3] This segment was referred to as "Spring to Industry Yard" in the ER (see footnote 3 under Table 1-2). This segment is also included in Table 1-2 because the Corrected Line Segment would no longer meet STB thresholds for environmental analysis.

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Table 1-5
Summary of Additional NS Line Segments that Meet STB Thresholds for Environmental Analysis

State[1]	Rail Line Segment		Current Operator	Length in Miles	Passenger Trains per Day	Freight Trains per Day[2]			% Change in Gross Ton-Miles	Threshold Exceedances
	From	To				Pre-Acquisition	Post-Acquisition	Change		
MI	W. Detroit	Jackson	CR	74	8.0	2.9	12.1	9.2	315	Air Quality, Noise
	Jackson	Kalamazoo	CR	67	8.0	5.4	12.0	6.7	163	Air Quality, Noise
NY	Suffern	Ridgewood Jct, NJ[3]	CR	11	74.3	7.6	10.6	3.0	32	Air Quality
PA	Harrisburg	Shocks[4]	CR	22	0	2.2	6.0	3.8	148	Air Quality, Noise
	Harrisburg[5]	Marysville	CR	9	4.0	42.4	49.1	6.7	18	Air Quality
	WM Jct	Rutherford	CR	45	0	42.4	49.7	7.3	5	Air Quality

[1] State of rail line segment origin.

[2] Freight trains per day including other railroads' trackage rights operations.

[3] This segment is a portion of the "Suffern to Croxton" segment presented in the OP. The portion "Ridgewood Jct. to Croxton" was included in the ER analysis; the portion listed in Table 1-5 was inadvertently omitted in the ER analysis. The analysis presented in this SER corrects this omission.

[4] A portion of this segment (Steelton to Shocks) was analyzed in the ER. The portion from Harrisburg to Steelton was inadvertently omitted in the ER analysis. The analysis presented in this SER corrects this omission.

[5] A portion of this segment (Harrisburg to Rockville) was analyzed in the ER. The portion from Rockville to Marysville was inadvertently omitted in the ER analysis. The analysis presented in this SER corrects this omission.

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2.0 GEORGIA

CORRECTED LINE SEGMENT IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 5.0 Georgia (pp.77-97). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 5.0, Volume 6B of the Environmental Report. All changes from the tables in the ER are italicized in the corresponding tables in this SER.

This section discusses and analyzes one Corrected Line Segment in Georgia which continues to meet the STB's air threshold. A correction was made to the South Yard to Spring line segment for which six yard trains were mistakenly included in the ER data, causing a trigger of the STB noise threshold for environmental analysis. When the six miscounted trains are subtracted from the post trains per day, the South Yard to Spring segment no longer meets the noise threshold and can be combined with the South Yard to Scherer Coal segment. Thus, the segments were combined to form the Corrected Line Segment "Spring to Scherer Coal," which corresponds to the segment description in the Operating Plan (OP). The "South Yard to Spring" and "South Yard to McDonough" segments are therefore struck out in Table 2-1 and the relevant tables from the ER are revised in this section to show those deletions. A redefined line segment, "Spring to Scherer Coal", is added in Table 2-1 (shown in italics) and to the relevant tables in this section.

Further, one line segment in Georgia (East Point (aka Industry Yard) to Spring) corrected in the OP errata would no longer meet STB thresholds and therefore is struck out in Table 2-1 and the relevant tables from the ER revised in this section.

2.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 5.1, page 79)

In Georgia, one Corrected Line Segment that runs through six counties requires supplemental air quality analysis (Spring to Scherer Coal). Four of the counties are classified as nonattainment areas while the other two counties are classified as attainment areas. The Corrected Line Segment is listed below in Table 2-1 and is shown in revised Figure 2-10.2.

Table 2-1
(supersedes ER Vol. 6B, page 80, first table)
NS Line Segments in Georgia Requiring Air Impact Analysis
(with Corrected 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*~~
Spring, GA	*Scherer Coal, GA*	*Butts*	*A*	*27.2*	*32.9*	*11*
		Clayton	*N*			
		DeKalb	*N*			
		Fulton	*N*			
		Henry	*N*			
		Monroe	*A*			

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

The estimated increases in air emissions resulting from the increases in traffic or activity are included in the Impact Analysis by County section. Air emissions are estimated to be increased in the immediate vicinity of this rail line segment, while other rail facilities in Georgia (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.

2.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 5.1.1, page 81)

This section analyzes the estimated impacts to air quality in each county due to the traffic changes on the one Corrected Line Segment. 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 classified as nonattainment are discussed first, followed by counties that are classified as attainment areas.

2.1.1.1 Nonattainment Areas (amends ER Vol. 6B, Section 5.1.1.1, page 81)

The Corrected Line Segment that requires supplemental analysis runs through four counties classified as nonattainment areas.

2.1.1.1.1 *Clayton County, GA* (amends ER Vol. 6B, Section 5.1.1.1.1, page 81)

Clayton County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for this one segment and are presented below:

(supersedes ER Vol. 6B, page 82, first table)

NS Line Segments in Clayton County Requiring Air Impact Analysis
(with Corrected Line Segments)

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*~~	~~*5.7*~~	~~*26.7*~~	~~*32.1*~~	~~*5.4*~~	~~*15*~~
Spring, GA	*Scherer Coal, GA*	*65*	*18.5*	*27.2*	*32.9*	*5.7*	*11*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 82, second table)

Estimated Increases in Emissions for NS Line Segments in Clayton County Requiring Air Impact Analysis (*with Corrected Line Segments*)

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*~~
Spring, GA	*Scherer Coal, GA*	*15.93*	*1.77*	*0.59*	*1.03*	*0.41*	*0.000035*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

2.1.1.1.2 *DeKalb County, GA* (amends ER Vol. 6B, Section 5.1.1.1.2, page 82)

Clayton County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for this one segment and are presented below:

(supersedes ER Vol. 6B, page 83, first table)

NS Line Segments in DeKalb County Requiring Air Impact Analysis (*with Corrected 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	
~~*South Yard, GA*~~	~~*McDonough, GA*~~	~~*63.00*~~	~~*3.98*~~	~~*26.7*~~	~~*32.1*~~	~~*5.4*~~	~~*15*~~
Spring, GA	*Scherer Coal, GA*	*65*	*3.98*	*27.2*	*32.9*	*5.7*	*11*
• GTM = Gross Ton Miles							

supersedes ER Vol. 6B, page 83, second table)

Estimated Increases in Emissions for NS Line Segments in DeKalb County Requiring Air Impact Analysis
(with Corrected Line Segments)

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*~~
Spring, GA	*Scherer Coal, GA*	*11.06*	*1.23*	*0.41*	*0.72*	*0.28*	*0.000024*

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

2.1.1.1.3 *Fulton County, GA* (amends ER Vol. 6B, Section 5.1.1.1.3, page 84)

Fulton County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for this one segment and are presented below:

(supersedes ER Vol. 6B, page 84, second table)

NS Line Segments in Fulton County Requiring Air Impact Analysis
(with Corrected 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*~~
Spring, GA	*Scherer Coal, GA*	*65*	*4.53*	*27.2*	*32.9*	*5.7*	*11*
~~*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

(supersedes ER Vol. 6B, page 85, first table)

Estimated Increases in Emissions for NS Line Segments in Fulton County Requiring Air Impact Analysis (*with Corrected Line Segments*)

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*~~
Spring, GA	*Scherer Coal, GA*	*12.59*	*1.40*	*0.47*	*0.82*	*0.32*	*0.000028*
~~*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	*17.8*	*1.98*	*0.66*	*1.16*	*0.45*	*0.000039*

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

2.1.1.1.4 *Henry County, GA* (amends ER Vol. 6B, Section 5.1.1.1.4, page 86)

Henry County is classified as nonattainment (serious) for ozone. Increases in emissions have been estimated for this one segment and are presented below:

(supersedes ER Vol. 6B, page 86, first table)

NS Line Segments in Henry County Requiring Air Impact Analysis (*with Corrected 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	
Spring, GA	*Scherer Coal, GA*	*65*	*23.02*	*27.2*	*32.9*	*5.7*	*11*
~~*South Yard, GA*~~	~~*McDonough, GA*~~	~~*63.00*~~	~~*23.02*~~	~~*26.7*~~	~~*32.1*~~	~~*5.4*~~	~~*15*~~

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 86, second table)

Estimated Increases in Emissions for NS Line Segments in Henry County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Spring, GA	*Scherer Coal, GA*	*64.00*	*7.12*	*2.37*	*4.14*	*1.63*	*0.00014*
~~*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							

2.1.1.2 Attainment Areas (amends ER Vol. 6B, Section 5.1.1.2, page 87)

The one rail line segment that requires supplemental analysis in Georgia runs through two counties that are classified as attainment areas.

2.1.1.2.1 *Butts County, GA* (amends ER Vol. 6B, Section 5.1.1.2.1, page 87)

Butts County is classified as an attainment area. Increases in emissions have been estimated for the Corrected Line Segment in Butts County that requires analysis and are presented below:

(supersedes ER Vol. 6B, page 87, first table)

NS Line Segments in Butts County Requiring Air Impact Analysis
(with Corrected 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	
Spring, GA	*Scherer Coal, GA*	*65*	*18.47*	*27.2*	*32.9*	*5.7*	*11*
~~*South Yard, GA*~~	~~*McDonough, GA*~~	~~*63.00*~~	~~*18.47*~~	~~*26.7*~~	~~*32.1*~~	~~*5.4*~~	~~*15*~~
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 87, second table)

Estimated Increases in Emissions for NS Line Segments in Butts County Requiring Air Impact Analysis (*with Corrected Line Segments*)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Spring, GA	*Scherer Coal, GA*	*51.35*	*5.71*	*1.90*	*3.32*	*1.31*	*0.00011*
~~*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							

2.1.1.2.2 *Monroe County, GA* (amends ER Vol. 6B, Section 5.1.1.2.2, page 88)

Monroe County is classified as an attainment area. Increases in emissions have been estimated for the Corrected Line Segment in Monroe County that requires analysis and are presented below:

(supersedes ER Vol. 6B, page 88, first table)

NS Line Segments in Monroe County Requiring Air Impact Analysis (*with Corrected 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	
Spring, GA	*Scherer Coal, GA*	*65*	*9.27*	*27.2*	*32.9*	*5.7*	*1*
~~*South Yard*~~	~~*McDonough*~~	~~*63.00*~~	~~*9.27*~~	~~*26.7*~~	~~*32.1*~~	~~*5.4*~~	~~*15*~~
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 88, second table)

Estimated Increases in Emissions for NS Line Segments in Monroe County Requiring Air Impact Analysis

(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Spring, GA	*Scherer Coal, GA*	*25.77*	*2.87*	*0.96*	*1.67*	*0.66*	*0.000057*
~~*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							

2.2 NOISE IMPACTS (amends ER Vol. 6B, Section 5.2, page 89)

None of the Corrected Line Segments requiring supplemental analysis in Georgia would meet STB's threshold for noise analysis. The South Yard to Spring segment analyzed for noise impacts in the ER would no longer meet the STB threshold for noise analysis. Therefore, the text and Table 2-2 presented on page 90 of Volume 6B of the ER for this segment should be revised as shown below:

Table 2-2

(supersedes ER Vol. 6B, page 90)

NS Line Segments in Georgia Requiring Noise Impact Analysis

(with Corrected Line Segments)

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.~~

2.3 GRADE CROSSING SAFETY (amends ER Vol. 6B, Section 5.4.1, page 93)

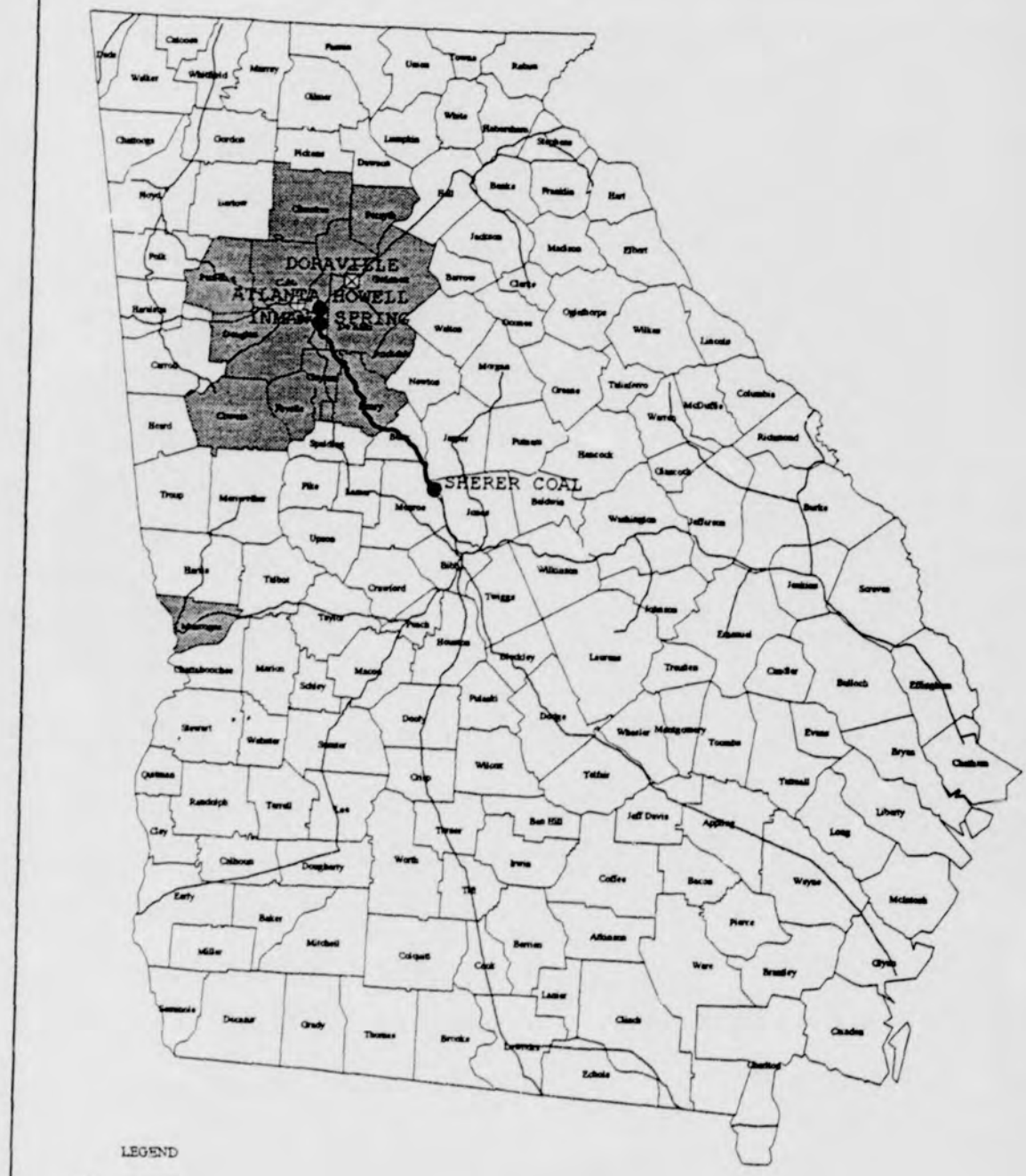
Grade crossings with an ADT of 5,000 or greater along Corrected Line Segments requiring supplemental analysis in Georgia are listed below (see Table 2-3). The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the Corrected Line Segment (Table 2-1 in this section), 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 in Part 2 of the ER.

Table 2-3
(supersedes ER Vol. 6B, page 94)
Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Georgia Requiring Grade Crossing Safety Analysis
(with Corrected Line Segments)

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

Although the potential for accidents at grade crossings is estimated to 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 due to truck-to-rail diversions. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on estimated vehicle delays is provided in Section 1.2.4.1.2 in Part 2 in the ER.



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

Revised: 13 August 1997

Burns & McDonnell

Figure 2-10.2

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

3.0 ILLINOIS

CORRECTED LINE SEGMENT IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 6.0 Illinois (pp. 98-132). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 6.0, Volume 6B of the Environmental Report. All changes from the tables in the ER are italicized in the corresponding tables in this SER.

This section discusses and provides analyses of Corrected Line Segments in Illinois which meet the STB's air and/or noise thresholds as a result of corrections made in the Operating Plan (OP) errata. These corrections were made for two reasons. First, trains to and from Calumet, Landers and Burnham Auto were incorrectly routed on a circular route through the Chicago terminal via a non-existent connection at Pullman Jct, as a result of impedance problems through Colehour Yard in the model. In the correction, trains are being rerouted directly from Calumet in Chicago south onto the NS line. Second, the OP density charts identified a 106-mile segment from Decatur, IL to Granite City, IL. This was corrected in this SER to divide the segment into two segments: one from Decatur to Taylorsville and one from Taylorsville to Granite City. One line segment, Forest Hill, IL to Landers, IL would no longer meet STB thresholds for analysis because it is a portion of the Calumet to Landers segment that was corrected in the OP errata. Therefore, the Forest Hill, IL to Landers, IL segment has been deleted (shown in strikeouts) in Table 3-1. Further, the CP501, IN to Colehour, IL segment has been divided into two segments, one of which is in Illinois: the Indiana Harbor to S. Chicago segment (which extends beyond the old Colehour endpoint). The CP501, IN to Colehour, IL segment is thus deleted (shown with strikeouts) in Table 3-1 and the Indiana Harbor to S. Chicago segment has been added (shown in italics) to Table 3-1.

The potential impacts on air quality, noise and grade crossing safety as a result of these corrections are discussed in this section. No other safety impacts or local or regional transportation system impacts beyond what was presented in the ER are expected from these

changes. Only the three Corrected Line Segments in Illinois are discussed in this SER. The SER should be used in conjunction with the ER to review the potential impacts for all rail line segments in Illinois.

3.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 6.1, page 100)

In Illinois, three Corrected Line Segments in five counties require supplemental air quality analysis. Two of the counties are classified as nonattainment areas while the other three counties are classified as attainment areas. The Corrected Line Segments are listed below in Table 3-1 (shown in italics) and are shown in revised Figure 2-11.2. Those Corrected Line Segments with Amtrak or commuter trains operations are in bold.

Table 3-1
(supersedes ER Vol. 6B, page 102, first table)
NS Line Segments in Illinois Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
~~*Forest Hill, IL*~~	~~*Landers, IL*~~	~~*Cook*~~	~~*N*~~	~~*26.6*~~	~~*11.9*~~	~~*-26.5*~~
IC 95 St Chicago, IL	Pullman Jct, IL	Cook	N	2.0	5.9	182
Indiana Harbor, IN	***S. Chicago, IL[1]***	***Cook***	***N***	***57.1***	***61.2***	***40***
Taylorsville, IL	~~*Mitchell, IL*~~ *Granite City, IL*	Christian Macoupin Madison Montgomery	A A N A	*10.0*	*15.0*	*14*
Tilton, IL	Decatur, IL	Champaign Macon Piatt Vermilion	A A A A	22.7	39.1	65
~~*Control Point 501, IN*~~	~~*Colehour, IL*~~	~~*Cook*~~	~~*N*~~	~~*57.1*~~	~~*67.6*~~	~~*32*~~
Calumet Park, IL	*Colehour, IL*	*Cook*	*N*	*1.1*	*2.5*	*125*
Lafayette, IN	Tilton, IL	Vermilion	A	23.6	41.0	81

- N = Nonattainment, A = Attainment, M = Maintenance
- GTM = Gross Ton Miles
- [1] This line segment includes CSX post-Acquisition trackage rights, which are not reflected in the OP.

The estimated increases in air emissions resulting from the increases in traffic or activity are included in the Impact Analysis by County section. Air emissions are estimated to be increased in the immediate vicinity of these rail line segments, while 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.

3.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 6.1.1, page 103)

This section analyzes the estimated impacts to air quality in each county due to the traffic changes on Corrected Line Segments. 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 classified as nonattainment are discussed first, followed by counties that are classified as attainment areas.

3.1.1.1 Nonattainment Areas (amends ER Vol. 6B, Section 6.1.1.1, page 104)

Two counties classified as nonattainment areas had Corrected Line Segments that require supplemental analysis.

3.1.1.1.1 *Cook County, IL* (amends ER Vol. 6B, Section 6.1.1.1.1, page 104)

Cook County is classified as nonattainment (severe) for ozone and partial nonattainment for PM-10. Neither Corrected Line Segment requiring supplemental analysis passes through the part of the county that is nonattainment for PM-10. Increases in emissions have been estimated for these two segments (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 105, third table)

NS Line Segments in Cook County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Increase in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
IC 95 St Chicago, Il	Pullman Jct, IL	0.9	0.9	2.0	5.9	3.9	182
Indiana Harbor, In	*S. Chicago, IL*	*8*	*2.1*	*57.1*	*61.2*	*4.1*	*40*
~~*Forest Hill, IL*~~	~~*Landers, IL*~~	~~*1*~~	~~*1*~~	~~*26.6*~~	~~*11.9*~~	~~*-14.7*~~	~~*-26.5*~~
~~*Control Pt 501, IN*~~	~~*Colehour, IL*~~	~~*7*~~	~~*0.07*~~	~~*57.1*~~	~~*67.6*~~	~~*10.5*~~	~~*32*~~
Calumet Park, IL	*Colehour, IL*	*5*	*5*	*1.1*	*2.5*	*1.4*	*125*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 106, first table)

Estimated Increases in Emissions for NS Line Segments in Cook County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
IC 95 St Chicago, Il	Pullman Jct, IL	3.47	0.39	0.13	0.23	0.09	0.0000074
Indiana Harbor, In	*S. Chicago, IL*	*7.16*	*0.80*	*0.27*	*0.46*	*0.19*	*0.00002*
~~*Forest Hill, IL*~~	~~*Landers, 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*~~
Calumet Park, IL	*Colehour, IL*	*9.05*	*1.00*	*0.35*	*0.60*	*0.30*	*0.000019*
	Total	19.68	2.19	0.75	1.29	0.58	0.000046

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

3.1.1.1.2 *Madison County, IL* (amends ER Vol. 6B, Section 6.1.1.1.2, page 107)

Madison County is classified as nonattainment (moderate) for ozone and partial nonattainment (moderate) for PM-10. The rail line segment requiring supplemental analysis passes through the part of the county that is nonattainment for PM-10. Increases in emissions have been estimated for that Corrected Line Segment (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 107)

NS Line Segments in Madison County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Taylorsville, IL	*Granite City, IL*	*77*	*33.6*	*10.0*	*15.0*	*5.0*	*14*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 108)

Estimated Increases in Emissions for NS Line Segments in Madison County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	*Granite City, IL*	*13.44*	*1.34*	*0.34*	*1.01*	*0.34*	*0.00003*

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

3.1.1.2 Attainment Areas (amends ER Vol. 6B, Section 6.1.1.2, page 108)

In Illinois, three counties classified as attainment areas have rail line segments that require supplemental analysis.

3.1.1.2.1 ***Christian County, IL*** (amends ER Vol. 6B, Section 6.1.1.2.2, page 109)

Christian County is classified as an attainment area. Increases in emissions have been estimated for the Corrected Line Segment in Christian County that requires analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 110, first table)

NS Line Segments in Christian County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Increase in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Taylorsville, IL	*Granite City, IL*	*77*	*17.4*	*10.0*	*15.0*	*5.0*	*14*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 110, second table)

Estimated Increases in Emissions for NS Line Segments in Christian County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	*Granite City, IL*	*3.65*	*0.35*	*0.17*	*0.17*	*0.17*	*0.000009*

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

3.1.1.2.2 ***Macoupin County, IL*** (amends ER Vol. 6B, Section 6.1.1.2.4, page 112)

Macoupin County is classified as an attainment area. Increases in emissions have been estimated for the Corrected Line Segment in Macoupin County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 112, first table)

NS Line Segments in Macoupin County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Increase in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Taylorsville, IL	*Granite City, IL*	*77*	*7.9*	*10.0*	*15.0*	*5.0*	*14*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 112, second table)

Estimated Increases in Emissions for NS Line Segments in Macoupin County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	*Granite City, IL*	*0.71*	*0.08*	*0.02*	*0.05*	*0.02*	*0.000002*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

3.1.1.2.3 ***Montgomery County, IL*** (amends ER Vol. 6B, Section 6.1.1.2.5, page 113)

Montgomery County is classified as an attainment area. Increases in emissions have been estimated for the Corrected Line Segment in Montgomery County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 113, first table)

NS Line Segments in Montgomery County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	Change	
Taylorsville, IL	*Granite City, IL*	*77*	*18.1*	*10.0*	*15.0*	*5.0*	*14*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 113, second table)

Estimated Increases in Emissions for NS Line Segments in Montgomery County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Taylorsville, IL	*Granite City, IL*	*3.98*	*0.36*	*0.18*	*0.18*	*0.18*	*0.000009*

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

3.2 NOISE IMPACTS (amends ER Vol. 6B, Section 6.2, page 116)

Traffic increases on one of the Corrected Line Segments requiring supplemental analysis in Illinois would meet STB's threshold for noise analysis (see italicized information in Table 3-2). 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 (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 Impacts section of that State.

(supersedes ER Vol. 6B, page 119, second table)

Table 3-2

NS Line Segment in Illinois Requiring Noise Impact Analysis

(with Corrected Line Segments)

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Colehour, IL	*Calumet Park, IL*	*1.1*	*2.5*	*1.4*	*3.5*	*50*	*150*
IC 95 St Chicago, IL	Pullman Jct, IL	2.0	5.9	3.9	4.3	100	250
Lafayette, 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

Colehour, IL to Calumet Park, IL (new section; reference ER Vol. 6B, page 119, before Control Point 501, IN to Colehour, IL)

This Corrected Line Segment currently has 1.1 trains per day. The segment would experience an increase of 1.4 trains per day and an increase of 125 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 3.5 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; approximately 12 grade crossings are on this segment. The current 65 dBA Ldn contour of 50 feet (100 feet at grade crossings) would extend to approximately 50 feet (150 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

East Chicago

The track trends north to south through the central part of the city. The area is mostly industrial.

North Hammond

The track trends north to south along the west side of the city. The track is east of two forest preserves and intersects WMW Powers Conservation Area. Residences, businesses, schools and churches are in the community.

Calumet City

The segment ends at the north part of the city. Residences, businesses, schools and churches are in the community.

(new table)

Number of Sensitive Receptors
NS Colehour, IL to Calumet Park, IL Line Segment

Pre-Acquisition				*Post-Acquisition*			
Residences	***Schools***	***Churches***	***Hospitals***	***Residences***	***Schools***	***Churches***	***Hospitals***
61	*0*	*0*	*0*	*101*	*0*	*0*	*0*

3.3 GRADE CROSSING SAFETY (amends ER Vol. 6B, Section 6.4.1, page 129)

Grade crossings with an ADT of 5,000 or greater along Corrected Line Segments requiring supplemental analysis in Illinois are shown in italics in Table 3-3. 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 Corrected Line Segment (Table 3-1 in this section), 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 in Part 2 of the ER.

(supersedes ER Vol. 6B, page 130)

Table 3-3
Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Illinois Requiring Grade Crossing Safety Analysis
(with Corrected Line Segments)

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
~~Montgomery~~	~~Litchfield~~	~~Al S Mitchell, IL~~	~~Taylorsville, IL~~	~~Union Street~~		~~X~~
Piatt	Bement	Decatur, IL	Tilton, IL	Macon Street	X	
Vermilion	Danville	Lafayette, IN	Tilton, IL	Voorhees Street		X
Vermilion	Danville	Lafayette, IN	Tilton, IL	Bowman Street	X	
Vermilion	Danville	Lafayette, IN	Tilton, IL	Main Street		X
Vermilion	Danville	Lafayette, IN	Tilton, IL	S. Street	X	
Vermilion	Tilton	Decatur, IL	Tilton, IL	State Street	X	
Cook	*Burnham*	*Colehour, IL*	*Calumet Park, IL*	*Brainard Avenue*	*X*	
Cook	*Chicago*	*Colehour, IL*	*Calumet Park, IL*	*100th Street*	*X*	
Cook	*Chicago*	*Colehour, IL*	*Calumet Park, IL*	*106th Street*	*X*	
Madison	*Granite City*	*Taylorsville, IL*	*Granite City, IL*	*Pontoon Road*	*X*	
Madison	*Granite City*	*Taylorsville, IL*	*Granite City, IL*	*20th Street*	*X*	

Although the potential for accidents at grade crossings is estimated to 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 due to truck-to-rail diversions. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on estimated vehicle delays is provided in Section 1.2.4.1.2 in Part 2 in the ER.

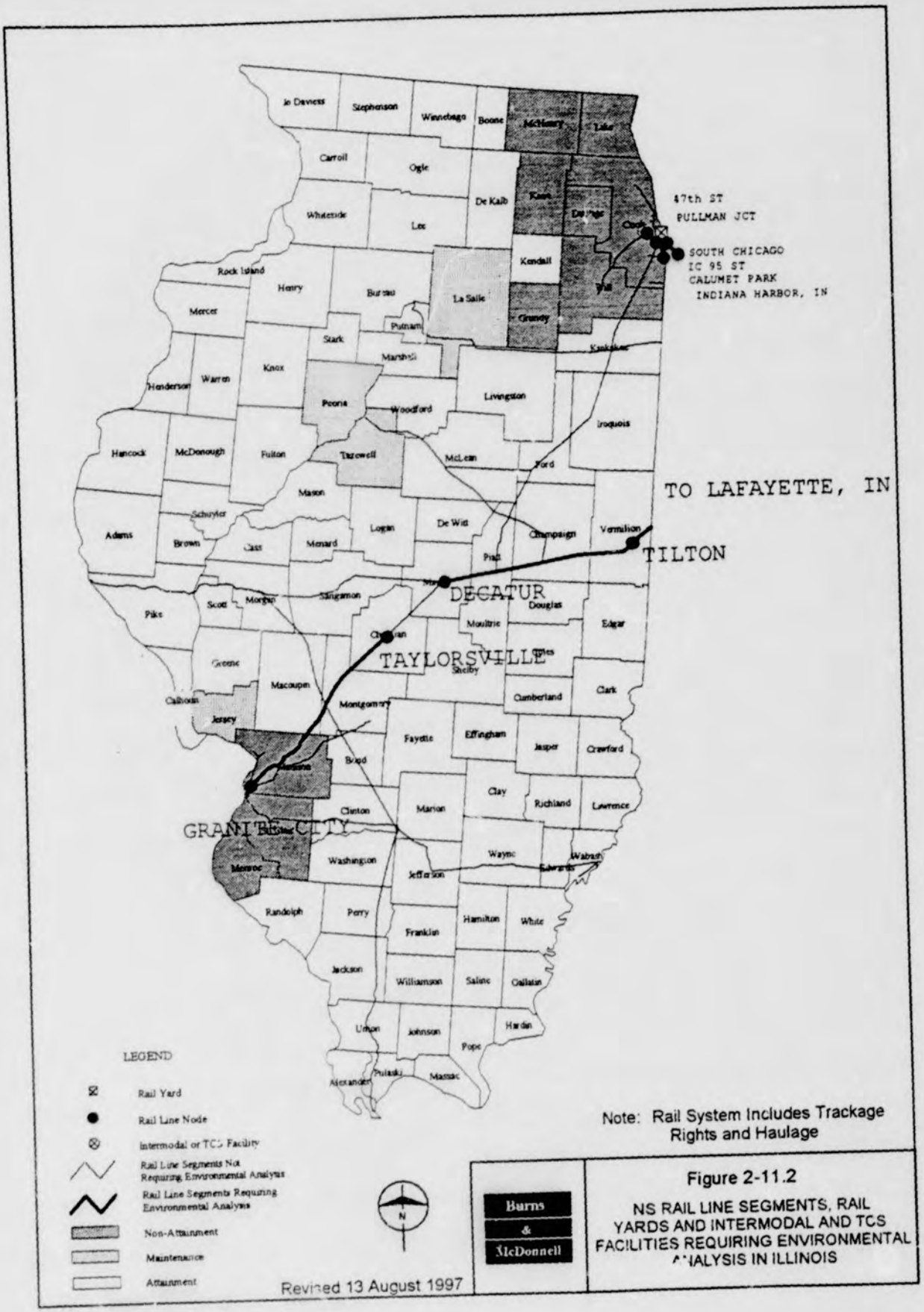


Figure 2-11.2

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

4.0 INDIANA

CORRECTED LINE SEGMENT IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 7.0 Indiana (pp. 133-200). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 7.0, Volume 6B of the Environmental Report. All changes from the tables in the ER are italicized in the corresponding tables in this SER.

This section discusses and provides analyses of corrected line segments in Indiana which meet the STB's air and/or noise thresholds as a result of corrections made in the Operating Plan (OP) errata. The OP corrections relate to misrouting by the model of traffic through the Chicago Terminal area.

In addition, NS no longer proposes to abandon the 21.5 mile branch line from Dillon Junction to Michigan City, IN but instead would sell this branch line for continued operation by another railroad. Customers on the Dillon Junction to Michigan City, IN rail line would continue to be served by rail.

The potential impacts on air quality, noise and grade crossing safety as a result of these corrections are discussed in this section. No other safety impacts or local or regional transportation system impacts beyond what was presented in the ER are expected from these changes. Only Corrected Line Segments in Indiana requiring supplemental analysis are discussed in this Supplemental Environmental Report (SER). The SER should be used in conjunction with the ER to review potential impacts of all line segments in Indiana.

4.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 7.1, page 135)

In Indiana, three Corrected Line Segments in three counties require supplemental air quality analysis. One of the counties is classified as a nonattainment area while the other two are classified as attainment areas. The Corrected Line Segments are listed below in Table 4-1

(shown in italics) and are shown in revised Figure 2-12.2. The Corrected Line Segments with Amtrak or commuter trains operating on them are in bold.

Table 4-1
(supersedes ER Vol. 6B, page 137, second table)
NS Rail Line Segments in Indiana Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Alexandria, IN	Muncie, IN	Madison Delaware	A A	2.6	11.8	376
Butler, IN	Ft. Wayne, IN	DeKalb Allen	A A	13.6	*27.3*	*99*
CP501, IN	***Indiana Harbor, IN[1]***	***Lake***	***N***	***57.4***	***74.3***	***39***
Ft. Wayne TC, IN	Ft. Wayne Yd, IN	Allen	A	6.6	9.6	136
Ft. Wayne , IN	Peru, IN	Allen Huntington Miami Wabash	A A A A	19	34.9	101
Indiana Harbor, IN	***S. Chicago, IL[1]***	***Lake***	***N***	***57.1***	***61.2***	***40***
Peru, IN	Lafayette, IN	Carroll Cass Miami Tippecanoe	A A A A	18.4	40.2	114
Lafayette, IN	Tilton, IL	Fountain Tippecanoe Warren	A A A	23.6	41	81

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

[1] This line segment includes CSX post-Acquisition trackage rights, which are not reflected in the OP.

The estimated increases in air emissions resulting from the increases in traffic or activity are included in the Impact Analysis by County section. Air emissions are estimated to be increased in the immediate vicinity of these rail line segments, while other rail facilities in Indiana (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.

4.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 7.1.1, page 138)

This section analyzes the estimated impacts to air quality in each county due to traffic changes on Corrected Line Segments. 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 classified as nonattainment are discussed first, followed by counties that are classified as attainment areas.

4.1.1.1 Nonattainment Areas (amends ER Vol. 6B, Section 7.1.1.1, page 139)

In Indiana, one county classified as a nonattainment area has two Corrected Line Segments that require supplemental analysis.

4.1.1.1.1 *Lake County, IN* (amends ER Vol. 6B, Section 7.1.1.1.1, page 139)

Lake County is classified as nonattainment (severe) for ozone, partial nonattainment for SO_2 and CO, and partial nonattainment (moderate) for PM-10. Increases in emissions have been estimated for each of the two Corrected Line Segments in Lake County that require supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 140, second table)

NS Line Segments in Lake County Requiring Air Impact Analysis
(with Corrected 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	
CP501, IN	*Indiana Harbor, IN*	*1*	*1*	*57.4*	*74.3*	*16.9*	*39*
Indiana Harbor, IN	*S. Chicago, IL*	*8.0*	*5.9*	*57.1*	*61.2*	*4.1*	*40*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 140, third table)

Estimated Increases in Emissions for NS Line Segments in Lake County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
CP501, IN	*Indiana Harbor, IN*	*17.32*	*1.92*	*0.64*	*1.12*	*0.44*	*0.000037*
Indiana Harbor, IN	*S. Chicago, IL*	*9.80*	*1.09*	*0.36*	*0.64*	*0.25*	*0.000021*
	Total	*75.14*	*8.35*	*2.76*	*4.9*	*1.92*	*0.00016*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

4.1.1.2 Attainment Areas (amends ER Vol. 6B, Section 7.1.1.3, page 144)

In Indiana, two counties classified as attainment areas have Corrected Line Segments that require supplemental analysis.

4.1.1.2.1 *Allen County, IN* (amends ER Vol. 6B, Section 7.1.1.3.1, page 145)

Allen County is classified as an attainment area. Increases in emissions have been estimated for the Corrected Line Segment in Allen County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 146, first table)

NS Line Segments in Allen County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Butler, IN	Ft. Wayne, IN	28.0	15.8	13.6	*27.3*	*13.7*	*99*
Ft. Wayne TC, IN	Ft. Wayne Yd., IN	2	2	6.6	9.6	3.0	136
Ft. Wayne, IN	Peru, IN	53	10.2	19.0	34.9	15.9	101

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 146, second table)

Estimated Increases in Emissions for NS Line Segments in Allen County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Butler, IN	Ft. Wayne, IN	*1459.92*	*162.11*	*54.19*	*94.80*	*36.81*	*0.0031*
Ft. Wayne TC, IN	Ft. Wayne Yd., IN	3.35	0.37	0.12	0.22	0.08	0.0000071
Ft. Wayne, IN	Peru, IN	96.18	10.68	3.57	6.23	2.43	0.000204
	Total	*1559.5*	*123.16*	*57.88*	*101.3*	*39.32*	*0.00331*

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

4.1.1.2.2 ***DeKalb County, IN*** (amends ER Vol. 6B, Section 7.1.1.3.4, page 149)

DeKalb County is classified as an attainment area. Increases in emissions have been estimated for the Corrected Line Segment in DeKalb County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 150, first table)

NS Line Segments in DeKalb County Requiring Air Impact Analysis
(with Corrected 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	
Butler, IN	Ft. Wayne, IN	28	12.2	13.6	*27.3*	*13.7*	*99*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 150, second table)

Estimated Increases in Emissions for NS Line Segments in DeKalb County Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Butler, IN	Ft. Wayne, IN	*869.25*	*96.50*	*32.21*	*56.36*	*21.96*	*0.0018*

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

4.2 NOISE IMPACTS (amends ER Vol. ge 168)

Traffic increases on two Corrected Line s r g supplemental analysis in Indiana would meet STB's thresholds for noise an e Table 4-2). Analyses were performed to identify where the noise level would increa dBA or greater and be above 65 dBA. In areas that would experience such an increase, noise-s itive receptors within the pre-Acquisition 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 Impacts section of that State.

Table 4-2
(supersedes ER Vol. 6B, page 184)
NS Rail Line Segments in Indiana Requiring Noise Impact Analysis
(with Corrected Line Segments)

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Alexandria, IN	Muncie, IN	2.6	11.8	9.2	6.3	100	350
Butler, IN	Ft. Wayne, IN	13.6	*27.3*	*13.7*	*3.0*	*200*	*550*
Ft. Wayne TC, IN	Ft. Wayne Yd., IN	6.6	9.6	3.0	< 2 dBA	100	300
Ft. Wayne, IN	Peru, IN	19.0	34.9	15.9	2.6	250	650
Peru, IN	Lafayette, IN	18.4	40.2	21.8	3.3	250	750
Lafayette, IN	Tilton, IL	23.6	41.0	17.4	2.3	250	750
CP501, IN	*Indiana Harbor, IN*	*57.1*	*61.2*	*4.1*	*1.1*	*400*	*1050*

Butler, IN to Ft. Wayne, IN (amends ER Vol 6B, page 185)

This Corrected Line Segment currently has 13.6 trains per day. This segment would experience an increase of 13.7 trains per day and an increase of 99 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 3.0 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 66 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (350 feet at grade crossings) would extend to approximately 150 feet (550 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Butler

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

Grabill

This is a small community with residences on both sides of the northeast to southwest-trending track. Churches are also located in the community.

Thurman

This is an extremely small community with only a few residences on both sides of the northeast to southwest-trending track.

New Haven

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

Ft. Wayne

This is a large city where the east to west-trending track is near the center of the city and surrounded by numerous residences, businesses and industries. Schools and churches are also located in the community.

Number of Sensitive Receptors
NS Butler, IN to Ft. Wayne, IN Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
295	0	0	0	481	0	2	0

CP501, IN to Indiana Harbor, IN (new section; reference ER Vol. 6B, page 186, before Section 7.4)

This Corrected Line Segment currently has 4.34 trains per day. The segment would experience an increase of 16.9 trains per day (a 39 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.

4.3 GRADE CROSSING SAFETY (amends ER Vol. 6B, Section 7.4.1, page 194)

The grade crossings in the State of Indiana with an ADT of 5,000 or greater along Corrected Line Segments are listed below (see Table 4-3). 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 Corrected Line Segment (Table 4-1 in this section), identifying theADT 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 of Part 2 of the ER.

Table 4-3
(supersedes ER Vol. 6B, page 196, second table)
Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Indiana Requiring Grade Crossing Safety Analysis
(with Corrected Line Segments)

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Allen	Ft. Wayne	Ft. Wayne, IN	Butler, IN	Anthony Boulevard		X
Allen	Ft. Wayne	Ft. Wayne, IN	Ft. Wayne TC, IN	Anthony Boulevard		X
Allen	Ft. Wayne	Peru, IN	Ft. Wayne, IN	Ardmore Avenue		X
Allen	Ft. Wayne	Peru, IN	Ft. Wayne, IN	Engle Road		X
Allen	Grabill	Ft. Wayne, IN	Butler, IN	Maysville Road	X	
Carroll	Delphi	Lafayette, IN	Peru, IN	Main Street	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Kilgore Street	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Whiteriver Boulevard	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Nickols Street	X	
Delaware	Muncie	Muncie, IN	Alexandria, IN	Tillotson Street		X

Table 4-3

(supersedes ER Vol. 6B, page 196, second table)

Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Indiana Requiring Grade Crossing Safety Analysis

(with Corrected Line Segments)

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Delaware	Muncie	Muncie, IN	Alexandria, IN	Jackson Street	X	
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Broadway Street		X
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Ft. Wayne	X	
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Jefferson Street		X
Huntington	Huntington	Peru, IN	Ft. Wayne, IN	Lafontain Street	X	
Madison	Alexandria	Muncie, IN	Alexandria, IN	SR 9		X
Madison	Alexandria	Muncie, IN	Alexandria, IN	Harrison Street	X	
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	Underwood Street	X	
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	18th Street	X	
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	17th & Salem Street	X	
Tippecanoe	Lafayette	Lafayette, IN	Peru, IN	Union Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	Ferry Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	Main Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	Columbia Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	South Street (SR 26)	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	9th Street	X	
Tippecanoe	Lafayette	Tilton, IL	Lafayette, IN	4th Street		X
Wabash	Lagro	Peru, IN	Ft. Wayne, IN	Davis Street	X	
Wabash	Wabash	Peru, IN	Ft. Wayne, IN	Wabash Street	X	
Lake	*Hammond*	*Indiana Harbor, IN*	*South Chicago, IL*	*Calumet Avenue*	*X*	

Although the potential for accidents at grade crossings is estimated to 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 due to truck-to-rail diversions. Systemwide, the Acquisition is expected to have a beneficial effect on safety.

Information on estimated vehicle delays is provided in Section 1.2.4.1.2 in Part 2 of the ER.


SOUTH CHICAGO, IL
INDIANA HARBOR
CONTROL PT 501
BUTLER
FT WAYNE
FT WAYNE YARD
PERU
LAFAYETTE
ALEXANDRIA
MUNCIE
TO TILTON, IL
LEGEND
Rail Yard
Rail Line Node
Intermodal or TCS Facility
Rail Segments Not Requiring Environmental Analysis
Rail Segments Requiring Environmental Analysis
Non-Attainment
Maintenance
Attainment
Note: Rail System Includes Trackage Rights and Haulage
Revised: 13 August 1997
Burns & McDonnell
Figure 2-12.2
NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL AND TCS FACILITIES REQUIRING ENVIRONMENTAL ANALYSIS IN INDIANA