5.0 MICHIGAN

ADDITIONAL LINE SEGMENT IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 12.0 Michigan (pp. 259-279). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 12.0, 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 Additional Line Segments in Michigan that meet the STB's air and/or noise thresholds. These line segments in Michigan were inadvertently omitted in the ER. The potential impacts on air quality, noise and corresponding grade crossing safety 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 Additional Line Segments in Michigan requiring analysis 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 Michigan.

5.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 12.1, page 261)

In Michigan, two Additional Line Segments in five counties require supplemental air quality analysis. Two of the counties are classified as nonattainment areas and three of the counties are classified as attainment areas. The Additional Line Segments are listed below in Table 5-1 (shown in italics) and are shown in revised Figure 2-16.2. Those Additional Line Segments with Amtrak or commuter trains operations are in bold.

Table 5-1

(new table; reference ER Vol. 6B, page 262, after first table)

NS Rail Line Segments in Michigan Requiring Air Impact Analysis

(with Corrected and Additional Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increases in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
W. Detroit, MI	*Jackson, MI*	*Jackson* *Wayne* *Washtenaw*	*A* *N* *N*	*10.9*	*20.1*	*315*
Jackson, MI	*Kalamazoo, MI*	*Calhoun* *Jackson* *Kalamazoo*	*A* *A* *A*	*13.4*	*20*	*163*

- 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 increase in the immediate vicinity of these rail line segments, while other rail facilities in Michigan (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.

5.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 5.1.1, page 263)

This section analyzes the estimated impacts to air quality in each county due to the traffic changes on Additional 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.

5.1.1.1 Nonattainment Areas (amends ER Vol. 6B, Section 5.1.1.1, page 263)

In Michigan, two counties classified as nonattainment areas have Additional Line Segments that require analysis.

5.1.1.1.1 *Wayne County, MI* (amends ER Vol. 6B, Section 5.1.1.1.1, page 263)

Wayne County is deemed nonattainment for carbon monoxide and is maintenance (moderate) for ozone. Wayne County is also partial maintenance for PM-10. Increases in emissions have been estimated for the one Additional Line Segment in Wayne County that requires analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 264)

NS Line Segments in Wayne County Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
W. Detroit, MI	*Jackson, MI*	*74*	*26.9*	*10.9*	*20.1*	*9.2*	*315*
• GTM = Gross Ton Miles							

(new table; reference ER Vol. 6B, page 264)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
W. Detroit, MI	*Jackson, MI*	*2.20*	*0.24*	*0.08*	*0.14*	*0.06*	*0.000005*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

5.1.1.1.2 ***Washtenaw County, MI*** (new section; reference ER Vol. 6B, page 265, before Section 12.1.1.2)

Washtenaw County is nonattainment (moderate) for ozone. Increases in emissions have been estimated for the one Additional Line Segment in Washtenaw County that requires analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 265)

NS Line Segments in Washtenaw County Requiring Air Impact Analysis
(with Additional 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	
W. Detroit, MI	*Jackson, MI*	*74*	*33.8*	*10.9*	*20.1*	*9.2*	*315*
• GTM = Gross Ton Miles							

(new table; reference ER Vol. 6B, page 265)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
W. Detroit, MI	*Jackson, MI*	*2.76*	*0.31*	*0.10*	*0.18*	*0.07*	*0.000006*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

5.1.1.2 **Attainment Areas** (new section; reference ER Vol. 6B, page 267, before Section 12.2)

In Michigan, three counties classified as attainment areas have Additional Line Segments that require analysis.

5.1.1.2.1 *Calhoun County, MI* (new section, reference ER Vol. 6B, page 267, before Section 12.2)
Calhoun County is classified as an attainment area. Increases in emissions have been estimated for the one Additional Line Segment in Calhoun County that requires analysis (shown in italics) and are presented below:

(new table, reference ER Vol. 6B, page 267)
NS Line Segments in Calhoun County Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Jackson, MI	*Kalamazoo, MI*	*67*	*33.5*	*13.4*	*20.0*	*6.7*	*163*
• GTM = Gross Ton Miles							

(new table; reference ER Vol. 6B, page 267)
Estimated Increases in Emissions for NS Line Segments in Calhoun County Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Jackson, MI	*Kalamazoo, MI*	*2.54*	*0.28*	*0.09*	*0.16*	*0.06*	*0.000006*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

5.1.1.2.2 *Jackson County, MI* (new section; reference ER Vol. 6B, page 267, before Section 12.2)
Jackson County is classified as an attainment area. Increases in emissions have been estimated for the two Additional Line Segments in Calhoun County that require analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 267)

NS Line Segments in Jackson County Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Jackson, MI	*Kalamazoo, MI*	*67*	*18.14*	*13.4*	*20*	*6.7*	*163*
W. Detroit, MI	*Jackson, MI*	*74*	*13.31*	*10.9*	*20.1*	*9.2*	*315*

• GTM = Gross Ton Miles

(new table; reference ER Vol. 6B, page 267)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Jackson, MI	*Kalamazoo, MI*	*1.37*	*0.15*	*0.05*	*0.09*	*0.03*	*0.000003*
W. Detroit, MI	*Jackson, MI*	*1.09*	*0.12*	*0.04*	*0.07*	*0.03*	*0.000002*
	Total	*39.3*	*4.32*	*1.44*	*2.56*	*0.94*	*0.00008*

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

5.1.1.2.3 *Kalamazoo County, MI* (new section; reference ER Vol. 6B, page 267, before Section 12.2)

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

(new table; reference ER Vol. 6B, page 267)

NS Line Segments in Kalamazoo County Requiring Air Impact Analysis
(with Additional 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	
Jackson, MI	*Kalamazoo, MI*	*67*	*15.4*	*13.4*	*20.0*	*6.7*	*163*

• GTM = Gross Ton Miles

(new table; reference ER Vol. 6B, page 267)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Jackson, MI	*Kalamazoo, MI*	*1.16*	*0.13*	*0.04*	*0.08*	*0.03*	*0.000003*

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

5.2 NOISE IMPACTS (amends ER Vol. 6B, Section 5.2, page 267)

Traffic increases on two of the Additional Line Segments requiring analysis in Michigan would meet STB's threshold for noise analysis (see Table 5-2). 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.

Table 5-2

(new table; reference ER Vol. 6B, page 268, after first table)

NS Rail Line Segments in Michigan Requiring Noise Impact Analysis

(with Additional line Segments)

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
W. Detroit, MI	*Jackson, MI*	*10.9*	*20.1*	*9.2*	*2.6*	*150*	*450*
Jackson, MI	*Kalamazoo, MI*	*13.4*	*20*	*6.7*	*1.7*	*150*	*450*

W. Detroit, MI to Jackson, MI (new section; reference ER Vol. 6B, page 268)

This Additional Line Segment currently has 10.9 trains per day. The segment would experience an increase of 9.2 trains per day and an increase of 315 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 2.6 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; 69 grade crossings are on this segment. The current 65 dBA Ldn contour of 100 feet (300 feet at grade crossings) would extend to approximately 150 feet (450 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

West Detroit Greater Metropolitan Area

Numerous residences, businesses and industries are on both sides of the east-trending track. Schools and churches are also in the community.

Denton

This small town contains residences, churches, schools and businesses. The west to east-trending track passes to the south of town.

Ypsilanti

The track trends north to south until it reaches the south edge of town where the direction heads back west to east. Numerous residences, businesses and industries are on both sides of the track. Schools and churches are also in the community.

Superior

This is an extremely small town where the track passes south of the community. There are residences to the south of the east-trending track.

Ann Arbor

This is a large city with the track beginning in a north to south direction through the center of the community and then trending west to east as it reaches the southern edge of town. Numerous residences, businesses and industries are on both sides of the track. Schools and churches are also in the community.

Foster

The track trends west to east south of this extremely small community. Residences are found north of the track.

Delhi Mills

The track trends west to east through the center of this extremely small residential town.

Scio

The track trends west to east through the center of this extremely small residential town.

Dexter

The track trends west to east along the northern edge of this mid-size city. Numerous residences and businesses are on the south side of the track. Schools and churches are also in the community.

Chelsea

The track trends west to east along the north edge of this mid-size city. Numerous residences and businesses are on the south side of the track. Schools and churches are also in the community.

Guthrie

The track trends west to east through the center of this extremely small residential town.

Notten

The track trends west to east through the center of this extremely small residential town.

Francisco

The track trends west to east through the center of this extremely small residential town.

Grass Lake

The track trends west to east through the center of this extremely small residential town.

Leoni

The track trends west to east through the center of this small residential town.

Michigan Center

The track trends west to east through the center of this mid-size city. Residences, businesses, schools and churches are located in the community.

Jackson

The track trends west to east through the center of this mid-size city. Residences, businesses, schools and churches are located in the community.

(new table; reference ER Vol. 6B, page 268)

Number of Sensitive Receptors
NS West Detroit, MI to Jackson, MI Line Segment

*Pre-Acquisition**				*Post-Acquisition**			
Residences	***Schools***	***Churches***	***Hospitals***	***Residences***	***Schools***	***Churches***	***Hospitals***
402	*0*	*6*	*0*	*736*	*0*	*8*	*0*
** = A retirement community also is within the pre and post-Acquisition contours.*							

Jackson, MI to Kalamazoo, MI (new section; reference ER Vol. 6B, page 268)

This Additional Line Segment currently has 13.4 trains per day. The segment would experience an increase of 6.7 trains per day (a 163 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.

5.3 GRADE CROSSING SAFETY (amends ER Vol. 6B, Section 5.4.1, page 274)

The grade crossings in the State of Michigan with an ADT of 5,000 or greater along Additional Line Segments are listed below in Table 5-3. 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 Additional Line Segment (Table 5-1 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 of Part 2 of the ER.

Table 5-3

(new table; reference ER Vol. 6B, page 274, after first table)

Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Michigan Requiring Grade Crossing Safety Analysis

(with Additional Line Segments)

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Calhoun	Battle Creek	Kalamazoo, MI	Jackson, MI	Michigan Avenue		X
Calhoun	Battle Creek	Kalamazoo, MI	Jackson, MI	Helmer Road		X
Calhoun	Springfield	Kalamazoo, MI	Jackson, MI	20th Street	X	
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	Milwaukee Street		X
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	Michigan Avenue		X
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	Cooper Street	X	
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	Blackstone Street	X	
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	Steward Avenue	X	
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	North Wisner Street		X
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	Wildwood Street	X	
Jackson	Jackson	Kalamazoo, MI	Jackson, MI	Robinson Road		X
Jackson	Jackson	Jackson, MI	W. Detroit, MI	South Elm Avenue	X	
Jackson	Michigan	Jackson, MI	W. Detroit, MI	Fifth Street	X	
Kalamazoo	Augusta	Kalamazoo, MI	Jackson, MI	Dickman Road	X	
Kalamazoo	Comstock	Kalamazoo, MI	Jackson, MI	Michigan Avenue	X	
Kalamazoo	Kalamazoo	Kalamazoo, MI	Jackson, MI	Harrison Street	X	
Washtenaw	Ann Arbor	Jackson, MI	W. Detroit, MI	Dixboro Road	X	
Washtenaw	Ann Arbor	Jackson, MI	W. Detroit, MI	Geddes Road	X	
Washtenaw	Chelsea	Jackson, MI	W. Detroit, MI	M-52		X
Washtenaw	Ypsilanti	Jackson, MI	W. Detroit, MI	Leforge Street		X
Washtenaw	Ypsilanti	Jackson, MI	W. Detroit, MI	Forrest Street	X	
Washtenaw	Ypsilanti	Jackson, MI	W. Detroit, MI	Cross Street	X	
Wayne	Dearborn	Jackson, MI	W. Detroit, MI	Gulley Road	X	

Table 5-3

(new table; reference ER Vol. 6B, page 274, after first table)

Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Michigan Requiring Grade Crossing Safety Analysis

(with Additional Line Segments)

County	City	Rail Line Segment		Road Crossed	ADT	
		To	From		5,000 - 10,000	> 10,000
Wayne	*Dearborn*	*Jackson, MI*	*W. Detroit, MI*	*Monroe Street*	*X*	
Wayne	*Detroit*	*Jackson, MI*	*W. Detroit, MI*	*Central Street*		*X*
Wayne	*Detroit*	*Jackson, MI*	*W. Detroit, MI*	*Lonyo Street*		*X*
Wayne	*Inkster*	*Jackson, MI*	*W. Detroit, MI*	*John Daly Road*		*X*
Wayne	*Inkster*	*Jackson, MI*	*W. Detroit, MI*	*Henry Ruff Road*		*X*
Wayne	*Wayne*	*Jackson, MI*	*W. Detroit, MI*	*Merriman Road*		*X*
Wayne	*Wayne*	*Jackson, MI*	*W. Detroit, MI*	*Venoy Avenue*	*X*	
Wayne	*Wayne*	*Jackson, MI*	*W. Detroit, MI*	*Howe Avenue*	*X*	
Wayne	*Wayne*	*Jackson, MI*	*W. Detroit, MI*	*Haggerty Road*	*X*	
Wayne	*Wayne*	*Jackson, MI*	*W. Detroit, MI*	*Hannan Road*	*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 of Part 2 in the ER.

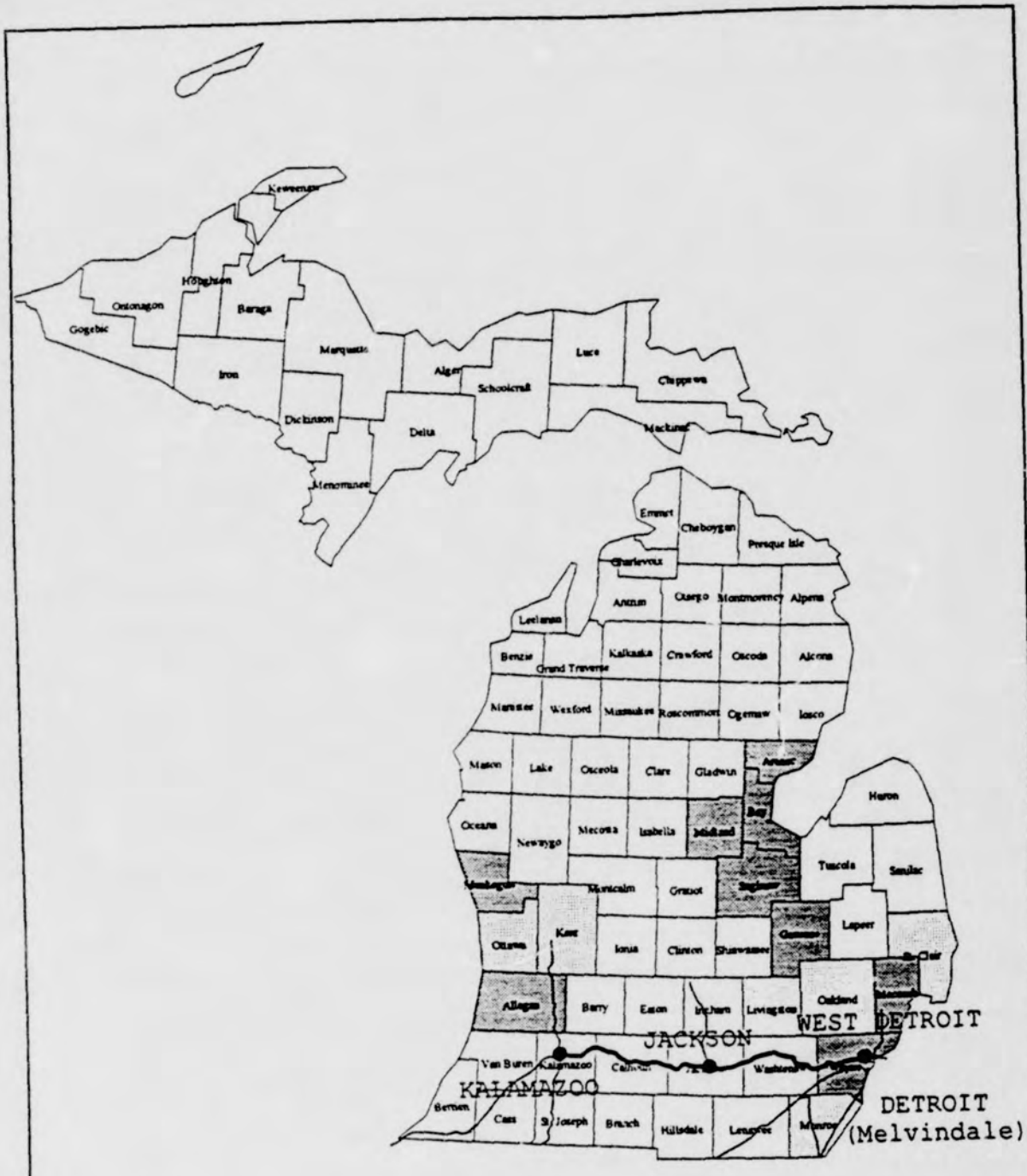


Figure 2-16.2

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

6.0 NEW JERSEY

ADDITIONAL LINE SEGMENT IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 15.0 New Jersey (pp. 296-318). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 15.0, Volume 6B of the Environmental Report. All changes from the tables in the ER are italicized in the corresponding tables in this SER.

Analysis of one Additional Line Segment in New Jersey is discussed in this section. This line segment meets the STB threshold for air quality analysis but was inadvertently omitted in the ER. The potential impacts on air quality, noise and grade crossing safety are discussed. No other safety impacts or local or regional transportation system impacts beyond what was presented in the ER are expected from the supplemental analysis. Only the Additional Line Segment in New Jersey requiring analysis is 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 New Jersey.

6.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 15.1, page 298)

In New Jersey, one Additional Line Segment in Bergen County requires air quality analysis. The Additional Line Segment is listed below in Table 6-1 (shown in italics) and is shown in revised Figure 2-18.2. This Additional Line Segment is in bold to indicate Amtrak and/or commuter trains operations.

Table 6-1
(supersedes ER Vol. 6B, page 298, table 2)
NS Rail Line Segments in New Jersey Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-	
Ridgewood Jct, NJ	Croxton, NJ	Bergen Hudson	N N	53.7	56.9	50
Suffern, NY	*Ridgewood Jct, NJ*	*Bergen*	*N*	*81.9*	*84.9*	*32*

- N = Nonattainment.
- 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 lines and facilities in New Jersey (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 as well as projected rail-to-rail diversions from other railroads.

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

6.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 15.1.1, page 300)

This section analyzes the impacts to air quality in Bergen County due to an Additional Line Segment that meets the STB threshold for air emissions.

6.1.1.1 <u>Nonattainment Areas</u> (amends ER Vol. 6B, Section 15.1.1.1, page 300)

In New Jersey, one county classified as a nonattainment area (Bergen County) has an Additional Line Segment that requires analysis.

6.1.1.1.1 *Bergen County, NJ* (amends ER Vol. 6B, Section 15.1.1.1.1, page 300)

Bergen County is classified as nonattainment (moderate) for CO and nonattainment (severe) for ozone. Increases in emissions have been estimated for the Additional Line Segment in Bergen County that requires analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 301, first table)

NS Line Segments in Bergen County Requiring Air Impact Analysis
(with Additional 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	
Ridgewood Jct, NJ,	Croxton, NJ	17	*14.4*	53.7	56.9	3.2	50
Suffern, NY	*Ridgewood Jct, NJ*	*11*	*9 9*	*81.9*	*84.9*	*3.0*	*32*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 301, second table)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Ridgewood Jct, NJ	Croxton, NJ	43.30	4.81	1.61	2.81	1.09	0.000092
Suffern, NY	*Ridgewood Jct, NJ*	*25.56*	*3.28*	*1.10*	*1.92*	*0.75*	*0.000063*
	Total	*68.86*	*8.09*	*2.71*	*4.73*	*1.84*	*0.000155*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

6.2 NOISE IMPACTS

Traffic changes on this Additional Line Segment do not meet the STB threshold for noise analysis.

6.3 GRADE CROSSING SAFETY

Grade crossings along this Additional Line Segment do not have an ADT of 5,000 or greater.

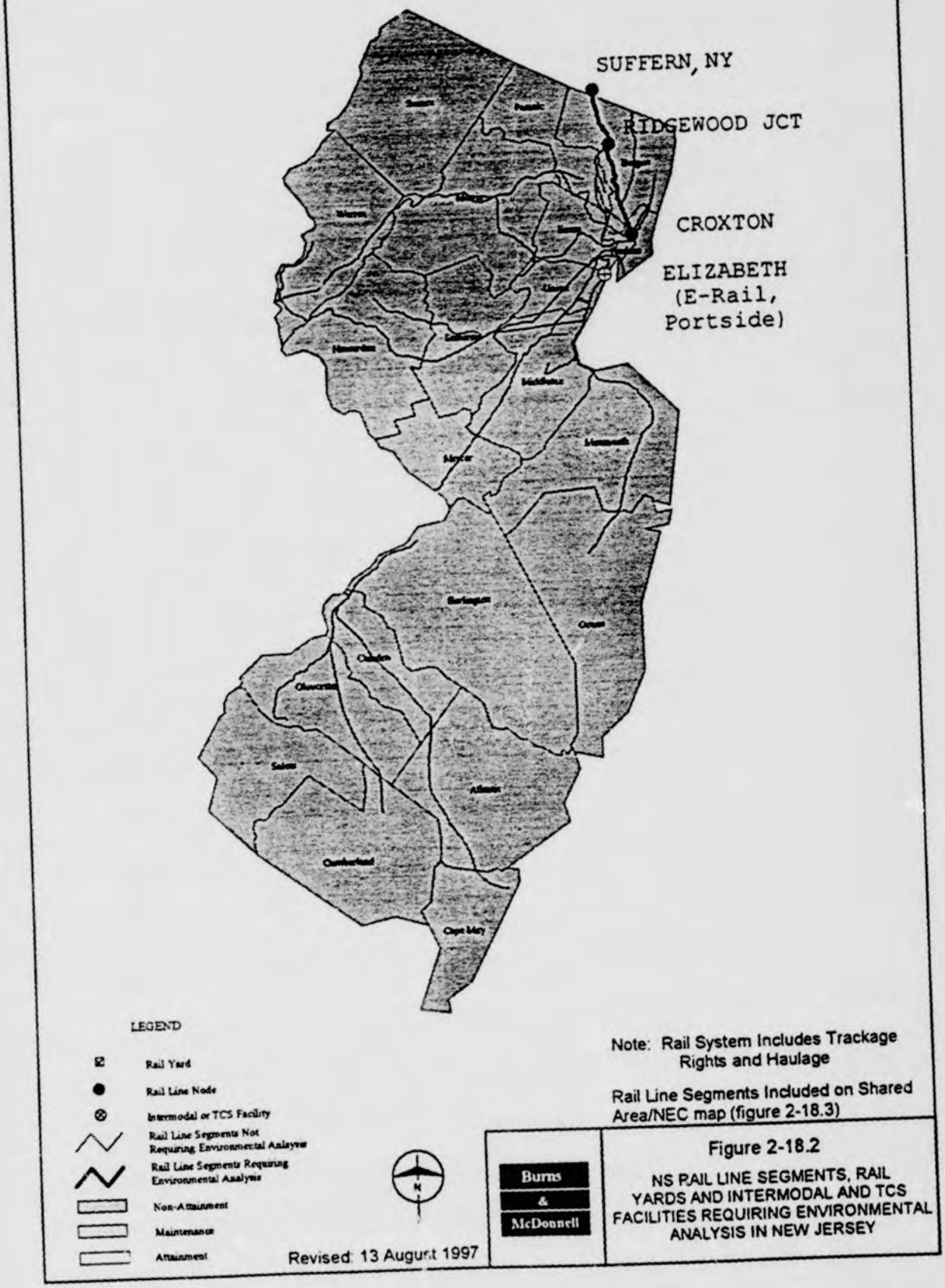


Figure 2-18.2

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

7.0 NEW YORK

CORRECTED AND ADDITIONAL LINE SEGMENT IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 16.0 New York (pp. 319-350). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 16.0, Volume 6B of the Environmental Report. All changes from the tables in the ER are italicized in the corresponding tables in this SER.

Analyses of Corrected and Additional Line Segments in New York are discussed in this section. These changes are a result of corrections made to the Operating Plan (OP) and the ER, and due to the inadvertent omission of one segment (Suffern to Ridgewood Jct.) in the ER analysis.

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 in the OP errata by routing through trains around CP Draw and NS's Buffalo Jct Yard, utilizing the new connections and the Ebenezer Secondary route for traffic connecting from NS's Cleveland to Buffalo line to the Southern Tier route. The corrected 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). Traffic on the Ebenezer Secondary resulting from the reroute increases from the original 3.6 post-Acquisition freight trains per day to an OP errata-corrected 11.4 post-Acquisition freight trains per day.

In addition, in the ER, the line segment from Suffern to Port Jervis was presented as one segment, with train traffic and tonnage reflecting NS trains and four foreign railroad trains. However, the four foreign trains operate on only a portion of this segment, from Campbell Hall to Port Jervis. To correct this error, the four foreign trains and their tonnage were subtracted

from the Suffern to Campbell Hall segment. The corrected Suffern to Port Jervis segment has been divided into two Corrected Line Segments: "Suffern to Campbell Hall" and "Campbell Hall to Port Jervis".

The potential impacts on air quality, noise and grade crossing safety for the Corrected Line Segment and for the Additional Line Segment in New York 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 Corrected Line Segments and the Additional Line Segment requiring analysis 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 New York.

7.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 16.1, page 321)

In New York, three Corrected Line Segments and one Additional Line Segment in two counties require air quality analysis. The Corrected and Additional Line Segments are listed below in Table 7-1 (shown in italics) and are shown in revised Figure 2-19.2. Those Corrected or Additional Line Segments with Amtrak or commuter operations are in bold.

Table 7-1
(supersedes ER Vol. 6B, page 322, first table)
NS Line Segments in New York Requiring Air Impact Analysis
(with Corrected and Additional Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Campbell Hall, NY	***Port Jervis, NY***	***Orange***	***N***	***21.3***	***25.4***	***56***
Corning, NY	Geneva, NY	Chemung Schuyler Seneca Steuben Yates	A A A A A	0.2	1.6	775
Ebenezer Jct, NY	*Buffalo, NY*	Erie	N	0.0	*11.4*	> 1000*
~~*Suffern, NY*~~	~~*Port Jervis, NY*~~	~~*Orange*~~ ~~*Rockland*~~	~~*N*~~ ~~*N*~~	~~*21.7*~~	~~*25.8*~~	~~*58*~~
Suffern, NY	***Campbell Hall, NY***	***Orange*** ***Rockland***	***N*** ***N***	***18.1***	***21.1***	***96***
Suffern, NY	***Ridgewood Jct, NJ***	***Rockland***	***N***	***81.9***	***84.9***	***32***
Ashtabula, OH	Buffalo, NY	Chautauqua Erie	A N	13.0	25.2	121

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

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 New York (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.

7.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 16.1.1, page 323)

This section analyzes the estimated impacts to air quality in each county where a Corrected Line Segment or an Additional Line Segment requires analysis. If a rail line segment crosses a county boundary, only the emissions from that portion of the segment within the county are estimated. Both counties are classified as nonattainment areas.

7.1.1.1 Nonattainment Area (amends ER Vol. 6B, Section 16.1.1.1, page 323)

In New York, three counties classified as nonattainment areas have Corrected or Additional Line Segments that require analysis.

7.1.1.1.1 *Erie County, NY* (amends ER Vol. 6B, Section 16.1.1.1.2, page 324)

Erie County is classified as nonattainment (marginal) for ozone. Increases in emissions have been estimated for a Corrected Line Segment in Erie County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 325, third table)

NS Line Segments in Erie 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	
Ashtabula, OH	Buffalo, NY	127	*27.6*	13.0	25.2	12.2	121
Ebenezer Jct, NY	*Buffalo, NY*	6	6	0.0	*11.4*	*11.4*	< 1000*

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

(supersedes ER Vol. 6B, page 326, first table)

Estimated Increases in Emissions for NS Line Segments in Erie 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
Ashtabula, OH	Buffalo, NY	234.84	26.08	8.71	15.22	5.93	0.00050
Ebenezer Jct, NY	*Buffalo, NY*	*45.18*	*5.04*	*1.68*	*2.94*	*1.14*	*0.000096*
	Total	*280.02*	*31.12*	*10.39*	*18.16*	*7.07*	*0.001*

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

7.1.1.1.2 ***Rockland County, NY*** (amends ER Vol. 6B, Section 16.1.1.1.6, page 330)

Rockland County is classified as nonattainment (severe) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment and the one Additional Line Segment in Rockland County that requires analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 330, first table)

NS Line Segments in Rockland County Requiring Air Impact Analysis
(with Additional and 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	
~~*Suffern, NY*~~	~~*Port Jervis, NY*~~	~~*65*~~	~~*6.3*~~	~~*21.7*~~	~~*25.8*~~	~~*4.1*~~	~~*58*~~
Suffern, NY	*Campbell Hall, NY*	*35*	*6.27*	*18.1*	*21.1*	*3.0*	*13.4*
Suffern, NY	*Ridgewood Jct, NJ*	*11*	*1.1*	*81.9*	*84.9*	*3.0*	*32*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 330, second table)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
~~*Suffern, NY*~~	~~*Port Jervis, NY*~~	~~*18.97*~~	~~*2.11*~~	~~*0.70*~~	~~*1.23*~~	~~*0.48*~~	~~*0.000042*~~
Suffern, NY	*Campbell Hall, NY*	*19.96*	*2.22*	*0.73*	*1.29*	*0.50*	*0.000054*
Suffern, NY	*Ridgewood Jct, NJ*	*3.33*	*0.37*	*0.12*	*0.22*	*0.08*	*0.0000071*
	Total	*23.29*	*2.59*	*0.85*	*1.51*	*0.58*	*0.000061*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

7.1.1.1.3 *Orange County, NY* (amends ER Vol. 6B, Section 16.1.1.1.4, page 328)

Orange County is classified as nonattainment (severe) for ozone and part is classified nonattainment (moderate) for ozone. Increases in emissions have been estimated for two Corrected Line Segments in Orange County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 328, first table)

NS Line Segments in Orange 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	
~~*Suffern, NY*~~	~~*Port Jervis, NY*~~	~~*65.0*~~	~~*58.7*~~	~~*21.7*~~	~~*25.8*~~	~~*4.1*~~	~~*58*~~
Suffern, NY	*Campbell Hall, NY*	*35*	*28.7*	*18.1*	*21.1*	*3.0*	*96*
Campbell Hall, NY	*Port Jervis, NY*	*30*	*30*	*21.3*	*25.4*	*4.1*	*56*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 328, second table)

Estimated Increases in Emissions NS Line Segments in Orange 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
~~*Suffern, NY*~~	~~*Port Jervis, NY*~~	~~*177.73*~~	~~*19.74*~~	~~*6.59*~~	~~*11.52*~~	~~*4.49*~~	~~*0.00038*~~
Suffern, NY	*Campbell Hall, NY*	*91.44*	*10.18*	*3.37*	*5.91*	*2.30*	*0.00025*
Campbell Hall, NY	*Port Jervis, NY*	*96.70*	*10.70*	*3.60*	*6.30*	*2.40*	*0.0002*
	Total	*188.14*	*20.88*	*6.97*	*12.21*	*4.7*	*0.00045*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

7.2 NOISE IMPACTS (amends ER Vol. 6B, Section 16.2, page 338)

Traffic increases on one Corrected Line Segment requiring supplemental analysis in New York would meet STB's threshold for noise analysis (see Table 7-2). 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.

(supersedes ER Vol. 6B, page 339, first table)

Table 7-2

NS Line Segments in New York 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
Ashtabula, OH	Buffalo, NY	13.0	25.2	12.2	2.8	200	550
Corning, NY	Geneva, NY	0.2	1.6	1.4	5.9-8.0	50	100
Ebenezer Jct, NY	*Buffalo, NY*	*0*	*11.4*	*11.4*	*16.2-23.3*	*100*	*n/a*
~~*Suffern, NY*~~	~~*Port Jervis, NY*~~	~~*21.7*~~	~~*25.8*~~	~~*4.1*~~	~~*< 2.0*~~	~~*200*~~	~~*550*~~

Ebenezer Junction, NY to Buffalo, NY (amends ER Vol. 6B, Section 16.2, page 345)

This Corrected Line Segment currently has zero trains per day. The segment would experience an increase of 11.4 trains per day and an increase of greater than 1,000 percent in gross ton-miles per year as a result of the proposed Acquisition. Since there is no pre-Acquisition traffic, the percent increase in GTM is not meaningful. The change in train volume would result in an Ldn increase of 16.2-23.3 dBA, exceeding the impact criterion. This segment does not have any grade crossings; therefore, the train horns would not have to be sounded and noise levels would result only from train movement. Currently, there is no 65 dBA Ldn contour because there is no existing traffic on this segment. The post acquisition 65 dBA Ldn contour would extend to approximately 100 feet perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Greater Buffalo Metropolitan Area (amends ER Vol. 6B, Section 16.2, page 345)

This is a large metropolitan area. However, the southeast to northwest-trending track passes through an undeveloped area with scattered residences, businesses, industries, schools and churches.

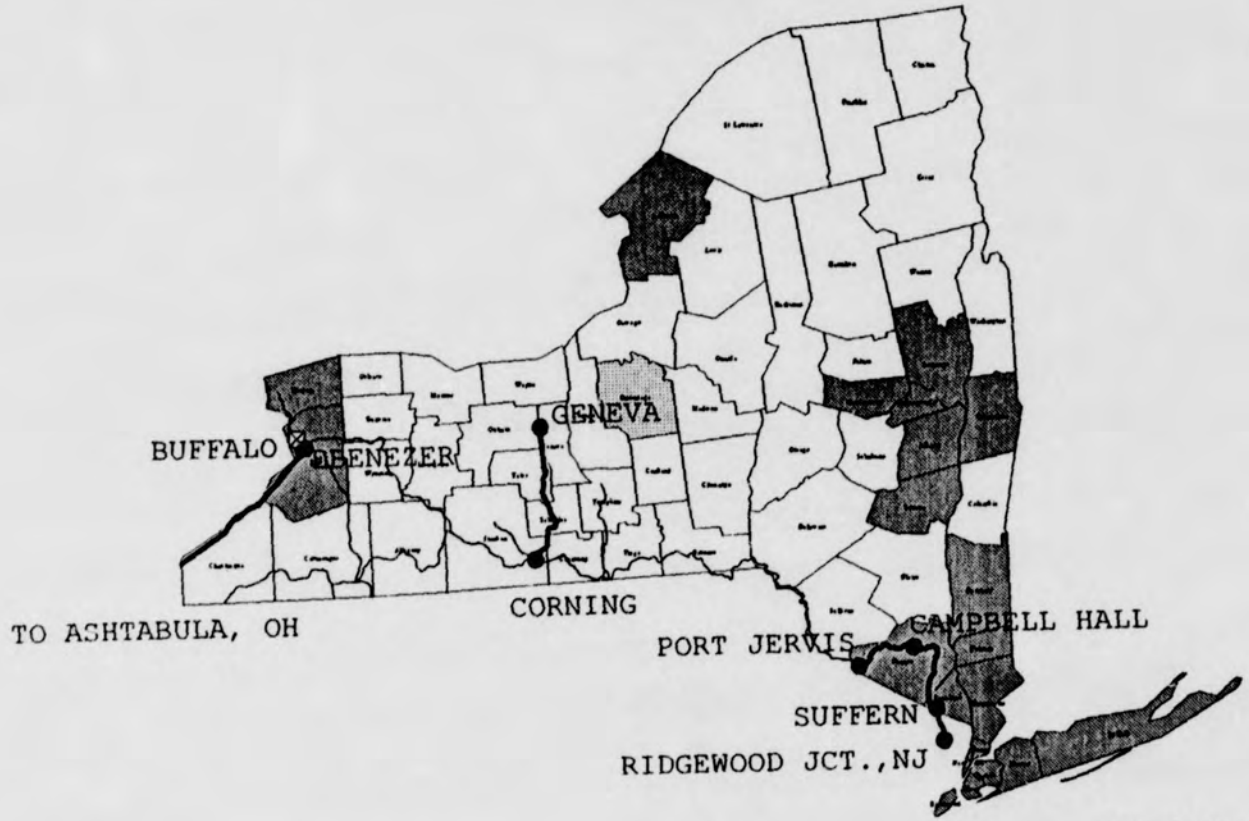
(supersedes ER Vol. 6B, page 345, second table)

Number of Sensitive Receptors
NS Ebenezer Junction, NY to Buffalo, NY Line Segment

Pre-Acquisition				*Post-Acquisition*			
Residences	*Schools*	*Churches*	*Hospitals*	*Residences*	*Schools*	*Churches*	*Hospitals*
0	*0*	*0*	*0*	*4*	*0*	*0*	*0*

7.3 GRADE CROSSING SAFETY (amends ER Vol. 6B, Section 16.4.1, page 346)

Grade crossings along the Corrected and Additional Line Segments in New York do not have an ADT of 5,000 or greater.



Note: Rail System Includes Trackage Rights and Haulage

LEGEND

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

N

Revised: 13 August 1997

Burns & McDonnell

Figure 2-19.2

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

8.0 OHIO

CORRECTED LINE SEGMENTS IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 18.0 Ohio (pp. 353-448). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 18.0, 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 Ohio which meet the STB's air and/or noise thresholds as a result of corrections in the Operating Plan (OP) errata.

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

(a) Some doublestack and high-speed through-trains moving between Chicago and Buffalo were incorrectly 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's 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 incorrectly routed via Ashtabula, clogging the NS's 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's line north to Bellevue. (2) TCS and automotive trains are being rerouted from Bellevue to Sandusky and then over Conrail's high capacity line from Sandusky to Pittsburgh.

The Operating Plan density charts identified a 109-mile segment from Alton, OH to Ivorydale, OH. This was corrected in the OP errata by dividing this segment into two segments: "Alton, OH to Dayton, OH" and "Dayton, OH to Ivorydale, OH".

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 Ohio requiring supplemental analysis 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 Ohio.

8.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 18.1, page 355)

In Ohio, eleven Corrected Line Segments in eighteen counties require supplemental air quality analysis. Seven of the counties are classified as nonattainment areas; seven are classified as maintenance areas, and four of the counties are classified as attainment areas. The Corrected Line Segments are listed below in Table 8-1 (shown in italics) and are shown in Figure 2-20.2. Those Corrected Line Segments with Amtrak or commuter operations are in bold.

Table 8-1

(supersedes ER Vol. 6B, page 357, third table)

NS Rail Line Segments in Ohio Requiring Air Impact Analysis

(with Corrected Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increases in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Alliance, OH	***White, OH***	***Cuyahoga*** ***Portage*** ***Stark*** ***Summit***	***N*** ***M*** ***M*** ***M***	***28.4***	***32.1***	***5***
Ashtabula, OH	Buffalo, NY	Ashtabula	M	13.0	25.2	121
Bellevue, OH	Bucyrus, OH	Huron Sandusky Seneca Crawford	A A A A	26.0	34.6	40
Bellevue, OH	*Sandusky Dock, OH*	*Erie* *Huron*	*A* *A*	*1.4*	*11.7*	*139*
Bellevue, OH	Vermilion, OH	Erie Huron	A A	*15.6*	*27.0*	*64*
Bucyrus, OH	Fairgrounds Col, OH	Crawford Delaware Franklin Marion	A M M A	26.0	34.3	41
Cleveland, OH	Ashtabula, OH	Ashtabula Cuyahoga Lake	M N D-N	13.0	36.6	213
Cleveland, OH	Shortline Jct, OH	Cuyahoga	N	2.0	4.2	>1,000*
Dayton, OH	~~Mill, OH~~ *Ivorydale, OH*	Butler Hamilton Montgomery Warren	N N A N	*6.9*	*14.9*	*76*
Ivorydale, OH	Cincinnati RH, OH	Hamilton	N	33.9	38.6	30
Miami, OH	***Airline, OH***	***Lucas***	***D-N***	***59.4***	***68.0***	***10***
~~***Martin, OH***~~ ***Oak Harbor, OH***	**Miami, OH**	**Lucas** ***Ottawa*** **Wood**	**D-N** ***A*** **M**	***52.0***	***65.5***	***21***
Oak Harbor, OH	Bellevue, OH	Huron Ottawa Sandusky	A A A	7.7	27.2	179
Rochester, PA	*Youngstown, OH*	*Mahoning*	*M*	*12.6*	*17.7*	*18*

Table 8-1
(supersedes ER Vol. 6B, page 357, third table)
NS Rail Line Segments in Ohio Requiring Air Impact Analysis
(with Corrected Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increases in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Vermilion, OH	Cleveland, OH	Cuyahoga Erie Lorain	N A D-N	13.5	*34.1*	*81*
White, OH	**Cleveland, OH**	**Cuyahoga**	**N**	***14.5***	***31.7***	***131***
Youngstown, OH	Ashtabula, OH[1]	Ashtabula Mahoning Trumbull	M M M	11.7	30.8	74

- N = Nonattainment, M = Maintenance, A = Attainment, D-N= Deemed Nonattainment.
- GTM = Gross Ton Miles

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

* Since there is little pre-Acquisition traffic the percent change is not meaningful.

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 Ohio (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.

8.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 18.1.1, page 360)

This section analyzes the estimated impacts to air quality in each county due to the traffic

changes on Corrected Line Segments which require supplemental analysis. 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 only partially nonattainment were evaluated to determine if any CSX, NS or Conrail rail facilities are in the nonattainment portion of the county. If any CSX, NS or Conrail rail facilities are in the nonattainment portion, the county was deemed nonattainment. If no CSX, NS or Conrail facilities are in the nonattainment portion, the county was deemed attainment. Counties that are classified as nonattainment or were deemed nonattainment are discussed first, followed by counties that are classified as maintenance or were deemed maintenance areas, and finally counties that are classified as attainment.

8.1.1.1 Nonattainment Areas (amends ER Vol. 6B, Section 18.1.1.1, page 360)

In Ohio, seven counties classified as nonattainment areas or deemed nonattainment have Corrected Line Segments that require analysis.

8.1.1.1.1 *Butler County, OH* (amends ER Vol. 6B, Section 18.1.1.1.1, page 360)

Butler County is classified as nonattainment (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Butler County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 361, third table)

NS Line Segments in Butler 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	
Dayton, OH	*Ivorydale, OH*	*48*	*19.44*	*6.9*	*14.9*	*8*	*76*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 361, fourth table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Dayton, OH	*Ivorydale, OH*	*33.17*	*3.69*	*1.16*	*2.13*	*0.78*	*0.000078*

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

8.1.1.1.2 ***Cuyahoga County, OH*** (amends ER Vol. 6B, Section 18.1.1.1.2, page 362)

Cuyahoga County is classified as nonattainment (moderate) for PM-10, maintenance (moderate) for ozone and maintenance for CO. Part of Cuyahoga County is also nonattainment for SO_2. Some of the Corrected Line Segments associated with the proposed Acquisition pass through the part of the county that is nonattainment for SO_2. Increases in emissions have been estimated for the five Corrected Line Segments in Cuyahoga County that require supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 364, first table)

NS Line Segments in Cuyahoga 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	
Alliance, OH	*White, OH*	*46*	*9.5*	*28.4*	*32.1*	*3.7*	*5*
Cleveland, OH	Ashtabula, OH	57	14.8	13.0	*36.7*	*23.7*	*229*
Cleveland, OH	Shortline Jct, OH	7	7	2.0	*4.2*	*2.2*	>1,000
Vermilion, OH	Cleveland, OH	37	13.4	13.5	34.1	20.6	81
White, OH	Cleveland, OH	11	11	14.5	*31.7*	*17.2*	*131*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 364, second table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Alliance, OH	*White, OH*	*2.19*	*0.29*	*0.10*	*0.19*	*0.10*	*0.0000048*
Cleveland, OH	Ashtabula, OH	*262.04*	*29.11*	*9.71*	*16.98*	*6.62*	*0.00052*
Cleveland, OH	Shortline Jct, OH	*30.45*	*3.36*	*1.12*	*1.96*	*0.84*	*0.000063*
Vermilion, OH	Cleveland, OH	*39.66*	*4.42*	*1.47*	*2.55*	*0.94*	*0.00008*
White, OH	Cleveland, OH	*150.7*	*16.72*	*5.61*	*9.79*	*3.85*	*0.00032*
	Total	*485.04*	*53.9*	*18.01*	*31.47*	*12.35*	*0.001*

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

8.1.1.1.3 *Hamilton County, OH* (amends ER Vol. 6B, Section 18.1.1.1.3, page 365)

Hamilton County is classified as nonattainment (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Hamilton County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 366, first table)

NS Line Segments in Hamilton 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	
Ivorydale, OH	Cincinnati RH, OH	6	6.0	33.9	38.6	4.7	30
Dayton, OH	*Ivorydale, OH*	*48*	*9.5*	*6.9*	*14.9*	*8*	*76*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 366, second table)

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

(with Corrected Line Segments)

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Ivorydale, OH	Cincinnati RH, OH	35.70	3.96	1.32	2.31	0.90	0.00005
Dayton, OH	*Ivorydale, OH*	*0.84*	*0.09*	*0.03*	*0.05*	*0.02*	*0.000002*
	Total	*36.54*	*4.05*	*1.35*	*2.36*	*0.92*	*0.000052*

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

8.1.1.1.4 ***Lake County, OH*** (amends ER Vol. 6B, Section 18.1.1.1.4, page 367)

Lake County is deemed nonattainment for SO_2. Lake County is also classified as maintenance (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Lake County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 367, third 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-	Change	
Cleveland, OH	Ashtabula, OH	57	*29.6*	*13.0*	*36.7*	*23.7*	*229*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 368, first table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Cleveland, OH	Ashtabula, OH	*510.17*	*56.67*	*18.91*	*33.06*	*12.89*	*0.001*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

8.1.1.1.5 *Lorain County, OH* (amends ER Vol. 6B, Section 18.1.1.1.5, page 368)

Lorain County is deemed nonattainment for SO_2. Lorain County is also classified as maintenance (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Lorain County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 369, second table)

Corrected NS Line Segments in Lorain 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	
Vermilion, OH	Cleveland, OH	37	*21.2*	13.5	*34.1*	*20.6*	*81*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 369, third table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Vermilion, OH	Cleveland, OH	*101.34*	*11.24*	*3.82*	*6.57*	*2.54*	*0.00021*

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

8.1.1.1.6 ***Lucas County, OH*** (amends ER Vol. 6B, Section 18.1.1.1.6, page 370)

Lucas County is deemed nonattainment for SO_2. Lucas County is also classified as maintenance (moderate) for ozone. Increases in emissions have been estimated for the two Corrected Line Segments in Lucas County that require supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 371, third table)

NS Line Segments in Lucas 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	
Miami, OH	*Airline, OH*	*2*	*2*	*59.4*	*68.0*	*8.6*	*10*
Oak Harbor, OH	Miami, OH	*22*	*6.5*	*52.0*	*65.5*	*13.5*	*21*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 371, fourth table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Miami, OH	*Airline, OH*	*8.2*	*0.92*	*0.3*	*0.54*	*0.20*	*0.000018*
Oak Harbor, OH	Miami, OH	*14.24*	*1.56*	*0.52*	*0.91*	*0.39*	*0.000026*
	Total	*22.44*	*2.48*	*0.82*	*1.45*	*0.59*	*0.000044*

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

8.1.1.1.7 *Warren County, OH* (amends ER Vol. 6B, Section 18.1.1.1.7, page 373)

Warren County is classified as nonattainment (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Warren County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 373, first table)

NS Line Segments in Warren 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	
Dayton, OH	*Ivorydale, OH*	*48*	*3.7*	*6.9*	*14.9*	*8*	*76*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 373, second table)

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

(with Corrected Line Segments)

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Dayton, OH	*Ivorydale, OH*	*1.18*	*0.15*	*0.04*	*0.07*	*0.04*	*0.0000026*

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

8.1.1.2 Maintenance Areas (amends ER Vol. 6B, Section 18.1.1.2, page 374)

In Ohio, eight counties classified as maintenance areas have Corrected Line Segments that require supplemental analysis.

8.1.1.2.1 *Ashtabula County, OH* (amends ER Vol. 6B, Section 18.1.1.2.1, page 374)

Ashtabula County is classified as maintenance (moderate) for ozone. Increases in emissions have been estimated for the two Corrected Line Segments in Ashtabula County that require supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 374, first table)

NS Line Segments in Ashtabula 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	
Cleveland, OH	Ashtabula, OH	57	12.6	13.0	*36.7*	*23.7*	*229*
Ashtabula, OH	Buffalo, OH	127	15.0	13.0	25.2	12.2	121
Youngstown, OH	Ashtabula, OH	59	*29.4*	11.7	*30.8*	*19.1*	*74*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 374, second table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Cleveland, OH	Ashtabula, OH	*221.36*	*24.59*	*8.20*	*14.34*	*5.59*	*0.00044*
Ashtabula, OH	Buffalo, OH	128.00	14.22	4.75	8.29	3.23	0.00027
Youngstown, OH	Ashtabula, OH	*136.54*	*15.24*	*4.98*	*8.79*	*3.52*	*0.00029*
	Total	*485.9*	*54.05*	*17.93*	*31.42*	*12.34*	*0.001*

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

8.1.1.2.2 *Mahoning County, OH* (amends ER Vol. 6B, Section 18.1.1.2.4, page 379)

Mahoning County is classified as maintenance (marginal) for ozone. Increases in emissions have been estimated for the two Corrected Line Segments in Mahoning County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 379, first table)

NS Line Segments in Mahoning 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	
Rochester, PA	*Youngstown, OH*	*39*	*7.1*	*12.6*	*17.7*	*5.1*	*18*
Youngstown, OH	Ashtabula, OH	*59*	*3.4*	11.7	*30.8*	*19.1*	*74*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 379, second table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Rochester, PA	*Youngstown, OH*	*2.7*	*0.28*	*0.07*	*0.14*	*0.07*	*0.0000057*
Youngstown, OH	Ashtabula, OH	*1.84*	*0.20*	*0.07*	*0.10*	*0.03*	*0.0000041*
	Total	*4.54*	*0.48*	*0.14*	*0.24*	*0.01*	*0.0000098*

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

8.1.1.2.3 *Montgomery County, OH* (amends ER Vol. 6B, Section 18.1.1.2.5, page 380)

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

(supersedes ER Vol. 6B, page 380, 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			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Dayton, OH	*Ivorydale, OH*	*48*	*15.5*	*6.9*	*14.9*	*8.0*	*76*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 380, 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 Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Dayton, OH	*Ivorydale, OH*	*21.24*	*2.33*	*0.78*	*1.40*	*0.47*	*0.000047*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide PM = particulate matter, Pb = lead							

8.1.1.2.4 ***Portage County, OH*** (new section; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

Portage County is classified as maintenance (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Portage County that requires supplemental analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

NS Line Segments in Portage 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	
Alliance, OH	*White, OH*	*46*	*20.6*	*28.4*	*32.1*	*3.7*	*5*
• GTM = Gross Ton Miles							

(new table; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Alliance, OH	*White, OH*	*10.51*	*1.24*	*0.41*	*0.62*	*0.21*	*0.000025*

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

8.1.1.2.5 ***Stark County, OH*** (new section; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

Stark County is classified as maintenance (marginal) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Stark County that requires supplemental analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

NS Line Segments in Stark 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	
Alliance, OH	*White, OH*	*46*	*4.5*	*28.4*	*32.1*	*3.7*	*5*

• GTM = Gross Ton Miles

(new table; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Alliance, OH	*White, OH*	*0.50*	*0.05*	*0.02*	*0.05*	*0.009*	*0.0000009*

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

8.1.1.2.6 ***Summit County, OH*** (new section; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

Summit County is classified as maintenance (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Summit County that requires supplemental analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

Corrected NS Line Segments in Summit 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	
Alliance, OH	*White, OH*	*46*	*11.3*	*28.4*	*32.1*	*3.7*	*5*

• GTM = Gross Ton Miles

(new table; reference ER Vol. 6B, page 381, before Section 18.1.1.2.6)

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

(with Corrected Line Segments)

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Alliance, OH	*White, OH*	*3.16*	*0.34*	*0.11*	*0.23*	*0.11*	*0.0000068*

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

8.1.1.2.7 *Trumbull County, OH* (amends ER Vol. 6B. Section 18.1.1.2.6, page 381)

Trumbull County is classified as maintenance (marginal) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Trumbull County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 381, first table)

NS Line Segments in Trumbull 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	
Youngstown, OH	*Ashtabula, OH*	59	*26.3*	*11.7*	*30.8*	*19.1*	*74*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 381, second table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Youngstown, OH	*Ashtabula, OH*	*110.46*	*12.10*	*3.95*	*7.10*	*2.89*	*0.00023*

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

8.1.1.2.8 *Wood County, OH* (amends ER Vol. 6B, Section 18.1.1.2.7, page 382)

Wood County is classified as maintenance (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Wood County that requires supplemental analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 383, second table)

NS Line Segments in Wood 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	
Oak Harbor, OH	Miami, OH	*22*	*5.5*	*52.0*	*65.5*	*13.5*	*21*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 383, third table)

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

(with Corrected Line Segments)

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Oak Harbor, OH	Miami, OH	*10.34*	*1.16*	*0.39*	*0.66*	*0.28*	*0.000022*

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

8.1.1.3 Attainment Areas (amends ER Vol. 6B, Section 18.1.1.3, page 384)

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

8.1.1.3.1 *Erie County, OH* (amends ER Vol. 6B, Section 18.1.1.3.4, page 388)

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

(supersedes ER Vol. 6B, page 388, first table)

NS Line Segments in Erie 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	
Bellevue, OH	*Sandusky Dock, OH*	*15*	*13.8*	*1.4*	*11.7*	*10.3*	*139*
Bellevue, OH	Vermillion, OH	26	*24.3*	*15.6*	*27.0*	*11.4*	*64*
Vermilion, OH	Cleveland, OH	*37*	*2.5*	*13.5*	*34.1*	*20.6*	*81*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 389, first table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Bellevue, OH	*Sandusky Dock, OH*	*41.95*	*4.69*	*1.52*	*2.76*	*1.10*	*0.000088*
Vermilion, OH	Cleveland, OH	*1.40*	*0.15*	*0.05*	*0.10*	*0.03*	*0.000003*
Bellevue, OH	Vermilion, OH	*178.61*	*19.93*	*6.56*	*11.66*	*4.62*	*0.00039*
	Total	*221.96*	*24.77*	*8.13*	*14.7*	*5.75*	*0.0005*

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

8.1.1.3.2 *Huron County, OH* (amends ER Vol. 6B, Section 18.1.1.3.8, page 392)

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

(supersedes ER Vol. 6B, page 394, first table)

NS Line Segments in Huron 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	
Bellevue, OH	*Sandusky Dock, OH*	*15*	*1.2*	*1.4*	*11.7*	*10.3*	*139*
Bellevue, OH	Bucyrus, OH	34.0	0.59	26.0	34.6	8.6	40
Oak Harbor, OH	Bellevue, OH	27	0.10	7.7	27.2	19.5	179
Bellevue, OH	*Vermilion, OH*	*26*	*1.7*	*15.6*	*27.0*	*11.4*	*64*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 394, second table)

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

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Bellevue OH	*Sandusky Dock, OH*	*0.31*	*0.04*	*0.01*	*0.02*	*0.01*	*0.0000007*
Bellevue, OH	Bucyrus, OH	5.04	0.56	0.19	0.33	0.13	0.00001
Bellevue, OH	Vermilion, OH	*0.87*	*0.10*	*0.03*	*0.05*	*0.02*	*0.000002*
Oak Harbor, OH	Bellevue, OH	1.11	0.12	0.04	0.07	0.03	0.0000024
	Total	*7.33*	*0.82*	*0.27*	*0.47*	*0.19*	*0.000015*

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

8.1.1.3.3 ***Ottawa County, OH*** (amends ER Vol. 6B, Section 18.1.1.3.10, page 396)

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

(supersedes ER Vol. 6B, page 396, second table)

NS Line Segments in Ottawa 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	
Oak Harbor, OH	*Miami, OH*	*22*	*10.0*	*52.0*	*65.5*	*13.5*	*21*
Oak Harbor, OH	Bellevue, OH	12	4.3	7.7	27.2	19.5	179

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 397, first table)

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

(with Corrected Line Segments)

Rail Line Segment		Estimated Increases in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Oak Harbor, OH	*Miami, OH*	*33.9*	*3.8*	*1.3*	*2.2*	*0.90*	*0.00007*
Oak Harbor, OH	Bellevue, OH	49.42	5.49	1.83	3.20	1.25	0.00011
	Total	83.32	9.29	3.13	5.4	2.15	0.00018

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

8.2 NOISE IMPACTS (amends ER Vol. 6B, Section 18.2, page 403)

Traffic increases on ten Corrected Line Segments requiring supplemental analysis in Ohio would meet STB's thresholds for noise analysis (see Table 8-2). 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 Impact Section of that State.

Table 8-2

(supersedes ER Vol. 6B, page 424)

NS Line Segments in Ohio 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
Ashtabula, OH	Buffalo, NY	13.0	25.2	12.2	2.8	200	550
Bellevue, OH	Vermilion, OH	15.6	27.0	11.4	2.3	200	*550*

Table 8-2
(supersedes ER Vol. 6B, page 424)
NS Line Segments in Ohio 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
Bellevue, OH	Bucyrus, OH	26.0	34.6	8.6	< 2 dBA	250	650
Bellevue, OH	*Sandusky Dock, OH*	*1.4*	*11.7*	*10.3*	*9.1*	*100*	*350*
Bucyrus, OH	Fairgrounds, OH	26.0	*34.3*	*8.3*	*< 2 dBA*	250	*650*
Cleveland, OH	Ashtabula, OH	13.0	*36.7*	*23.7*	*4.5*	250	*700*
Cleveland, OH	Shortline Jct., OH	2.0	*4.2*	*2.2*	*3.1*	50	*200*
Dayton, OH	*Ivorydale, OH*	*6.9*	*14.9*	*8*	*3.3*	*150*	*400*
Mic hi, OH	*Airline, OH*	*59.4*	*68.0*	*8.6*	*0.58*	*350*	*1000*
Oak Harbor, OH	Bellevue, OH	7.7	27.2	19.5	5.4	200	550
Oak Harbor, OH	*Miami, OH*	*52.0*	*65.5*	*13.5*	*1.0*	*350*	*1000*
Vermilion, OH	Cleveland, OH	13.5	*34.1*	*20.6*	*4.0*	250	650
White, OH	Cleveland, OH	14.5	*31.7*	*17.2*	*3.8*	200	600
Youngstown, OH	Ashtabula, OH	11.7	*30.8*	*19.1*	*4.2*	*200*	*600*

Bellevue, OH to Sandusky Dock, OH (new section; reference ER Vol. 6B, page 426, after table 18-2)
This Corrected Line Segment begins in Bellevue at the intersection of the east/west trending NS line. The current train volume on this line segment is an average of 1.4 trains per day. The line is projected to experience an increase of 10.3 trains per day as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 9.1 dBA. The majority of impacts would occur near grade crossings where the horn would be sounded as a warning; 17 grade crossings are on this segment. The Ldn 65 contour would increase from 50 feet to 100 feet along track segments away from grade crossings and would increase from 100 feet to 350 feet near grade crossings.

Bellevue

The Corrected Line Segment begins in southeast Bellevue and runs through the east side of town, tracking northeast. The line passes near several residences and commercial buildings. There is one grade crossing in Bellevue.

Parkertown

This is a small community with only a few residences on either side of the northeast trending track.

Sandusky

This is a medium-sized city located on the south edge of Lake Erie. The line passes through the west side of Sandusky where it ends at Lake Erie, where cargo is loaded onto barges. The area around Sandusky is primarily commercial with some residences.

(new table; reference ER Vol. 6B, page 426)

Number of Sensitive Receptors
NS Bellevue, OH to Sandusky Dock, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
3	*0*	*0*	*0*	*47*	*0*	*0*	*0*

Bellevue, OH to Vermilion, OH (amends ER Vol. 6B, page 426)

This Corrected Line Segment currently has 15.6 trains per day, would experience an increase of 11.4 trains per day and an increase of 64 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 2.3 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 47 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (400 feet at grade crossings) would extend to approximately 200 feet (550 feet at grade crossings) perpendicular to the tracks.

(supersedes ER Vol. 6B, page 427)

Number of Sensitive Receptors

NS Bellevue, OH to Vermilion, OH Line Segment

Pre-Acquisition				*Post-Acquisition*			
Residences	***Schools***	***Churches***	***Hospitals***	***Residences***	***Schools***	***Churches***	***Hospitals***
59	*0*	*1*	*0*	*74*	*0*	*1*	*0*

Cleveland, OH to Ashtabula, OH (amends ER Vol. 6B, page 427)

This Corrected Line Segment currently has 13.0 trains per day, would experience an increase of 23.6 trains per day and an increase of 213 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 4.5 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 69 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (350 feet at grade crossings) would extend to approximately 250 feet (700 feet at grade crossings) perpendicular to the tracks.

(supersedes ER Vol. 6B, page 428)

Number of Sensitive Receptors

NS Cleveland, OH to Ashtabula, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	**Schools**	**Churches**	**Hospitals**	**Residences**	**Schools**	**Churches**	**Hospitals**
620	*1*	*0*	*0*	*2,120*	*8*	*6*	*0*

Cleveland, OH to Shortline Junction, OH (amends ER Vol. 6B, page 428)

This Corrected Line Segment currently has 2.0 trains per day, would experience an increase of 2.2 trains per day and an increase of greater than 1,000 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 3.1 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 69 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 (200 feet at grade crossings) perpendicular to the tracks.

(supersedes ER Vol. 6B, page 429)

Number of Sensitive Receptors

NS Cleveland, OH to Shortline Junction, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
0	*0*	*0*	*0*	*21*	*0*	*0*	*0*

Dayton, OH to Ivorydale, OH (amends Mill, OH to Dayton, OH, ER Vol. 6B, page 429)

This Corrected Line Segment currently has 6.9 trains per day. The segment would experience an increase of 8 trains per day and an increase of 76 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 3.3 dBA, exceeding the threshold for noise analysis. The majority of impacts would occur at or near grade crossings where train horns would be sounded as a warning; 64 grade crossings are on this segment. The current 65 dBA Ldn contour of 100 feet (250 feet at grade crossings) would extend to approximately 150 feet (400 feet at grade crossings) perpendicular to the tracks.

(supersedes ER Vol. 6B, page 431)

Number of Sensitive Receptors

NS Dayton, OH to Ivorydale, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
851	*2*	*3*	*0*	*1,234*	*3*	*5*	*0*

Miami, OH to Airline, OH (new section; reference ER Vol. 6B, page 429)

This Corrected Line Segment currently has 59.4 trains per day. The segment would experience an increase of 8.6 trains per day (a 10 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.

Oak Harbor, OH to Miami, OH (new section; reference ER Vol. 6B, page 431)

This Corrected Line Segment currently has 52 trains per day. The segment would experience an increase of 13.52 trains per day (a 21 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.

Vermilion, OH to Cleveland, OH (supersedes ER Vol. 6B, page 432)

This Corrected Line Segment currently has 13.5 trains per day, would experience an increase of 20.6 trains per day and an increase of 81 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 4.0 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 69 grade crossings are on this segment. The current 65 dBA Ldn contour of 150 feet (350 feet at grade crossings) would extend to approximately 250 feet (650 feet at grade crossings) perpendicular to the tracks.

(supersedes ER Vol. 6B, page 434)

Number of Sensitive Receptors

NS Vermilion, OH to Cleveland, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	**Schools**	**Churches**	**Hospitals**	**Residences**	**Schools**	**Churches**	**Hospitals**
1,387	*0*	*1*	*0*	*2,276*	*0*	*1*	*0*

White, OH to Cleveland, OH (amends ER Vol. 6B, Section 18.1, page 434)

This Corrected Line Segment currently has 14.5 trains per day, would experience an increase of 17.2 trains per day and an increase of 131 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 3.8 dBA, exceeding the impact criterion. Most impacts would occur at or near the single grade crossing on this segment where train horns would be sounded as a warning. The current 65 dBA Ldn contour of 150 feet (400 feet at grade crossings) would extend to approximately 200 feet (600 feet at grade crossings) perpendicular to the tracks.

(supersedes ER Vol. 6B, page 435)

Number of Sensitive Receptors
NS White, OH to Cleveland, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
28	*1*	*1*	*0*	*59*	*1*	*1*	*0*

Youngstown, OH to Ashtabula, OH (amends ER Vol. 6B, page 435)

This Corrected Line Segment currently has 11.7 trains per day, would experience an increase of 19.1 trains per day and an increase of 74 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 4.2 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 41 grade crossings are on this segment.

(supersedes ER Vol. 6B, page 436)

Number of Sensitive Receptors
NS Youngstown, OH to Ashtabula, OH Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
128	*0*	*1*	*0*	*211*	*1*	*1*	*0*

8.3 GRADE CROSSING SAFETY (amends ER Vol. 6B, Section 18.4.1, page 443)

The grade crossings in the State of Ohio with an ADT of 5,000 or greater along Corrected Line Segments are listed below (see Table 8-3). 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 8-1 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 8-3

(supersedes ER Vol. 6B, page 443)

Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Ohio Requiring Grade Crossing Safety Analysis

(with Corrected Line Segments)

County	City	Rail Line Segment		Road Crossed	ADT	
		From	To		5,000 - 10,000	> 10,000
Erie	*Sandusky*	*Bellevue, OH*	*Sandusky, OH*	*Tiffin Avenue*	*X*	
Hamilton	*Elmwood*	Dayton, OH	*Ivorydale, OH*	*Township Avenue*	*X*	
Hamilton	*Lockland*	Dayton, OH	*Ivorydale, OH*	*Wyoming Street*	*X*	
Hamilton	*St. Bernard*	Dayton, OH	*Ivorydale, OH*	*Murray Street*	*X*	
Stark	*Alliance*	*Alliance, OH*	*White, OH*	*Patterson Street*	*X*	
Summit	*Hudson*	*Alliance, OH*	*White, OH*	*Stow Road*	*X*	
Ashtabula	Ashtabula	Cleveland, OH	Ashtabula, OH	West Avenue	X	
Ashtabula	Ashtabula	Ashtabula, OH	Buffalo, NY	Main Avenue	X	
Ashtabula	Geneva	Cleveland, OH	Ashtabula, OH	Broadway Avenue	X	
Ashtabula	Kingsville	Ashtabula, OH	Buffalo, NY	Lake Street	X	
Bu	Maud	Dayton, OH	*Ivorydale, OH*	Tylersville Road		X
	Middletown	Dayton, OH	*Ivorydale, OH*	Central Street	X	
	Middletown	Dayton, OH	*Ivorydale, OH*	First Street	X	
	Bucyrus	Bucyrus, OH	Fairgrounds, OH	Hopley Avenue	X	
Cuyahoga	Bay Village	Vermilion, OH	Cleveland, OH	Columbia Road		X
Cuyahoga	Bay Village	Vermilion, OH	Cleveland, OH	Dover Center Road	X	
Cuyahoga	Bay Village	Vermilion, OH	Cleveland, OH	Bradley Road	X	
Cuyahoga	Cleveland	Cleveland, OH	Ashtabula, OH	London Road	X	
Cuyahoga	Cleveland	Vermilion, OH	Cleveland, OH	West 110th Street	X	
Cuyahoga	Cleveland	Vermilion, OH	Cleveland, OH	West 117th Street		X

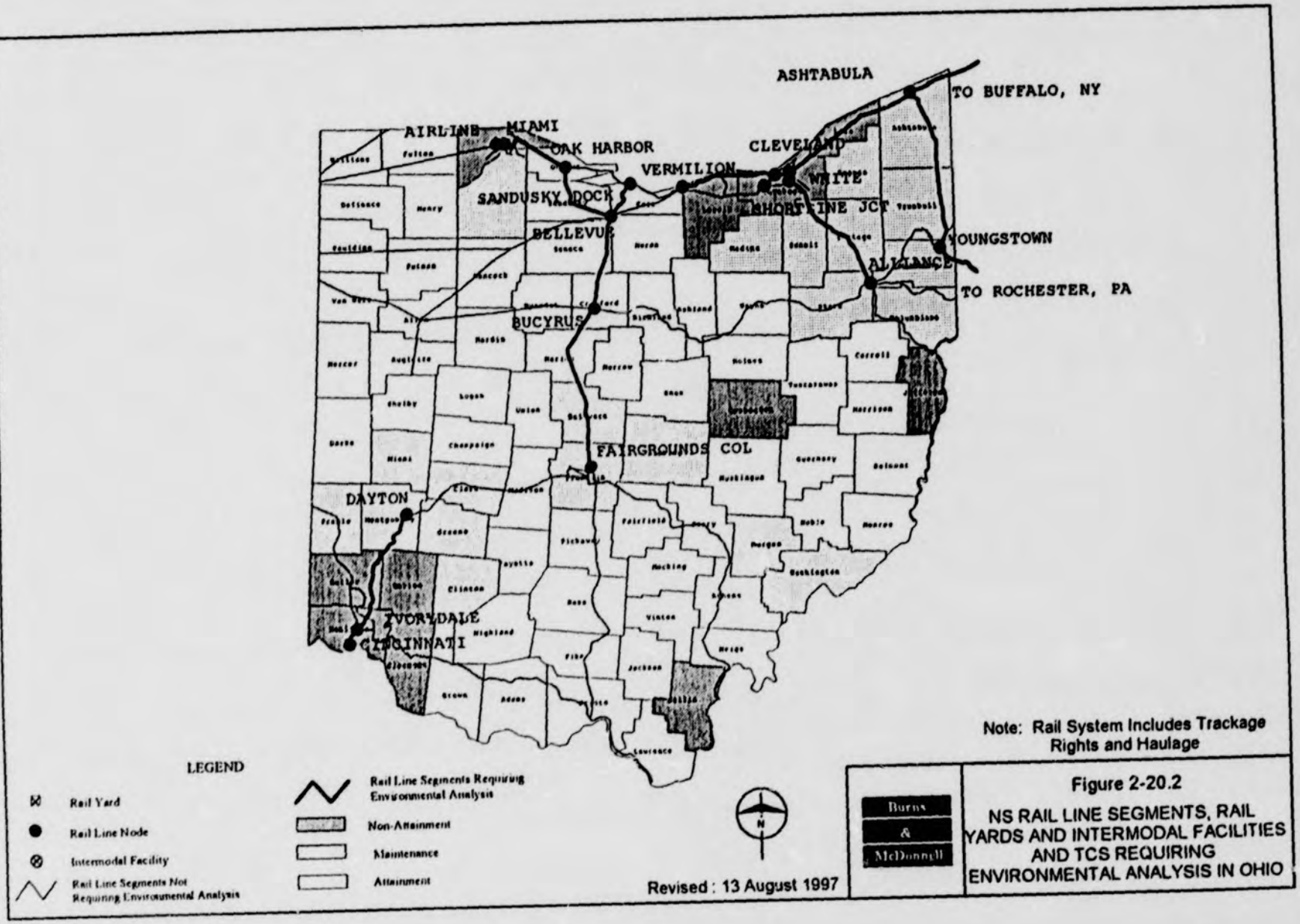
County	City	Rail Line Segment		Road Crossed	ADT	
		From	To		5,000 - 10,000	> 10,000
Cuyahoga	Euclid	Cleveland, OH	Ashtabula, OH	Dille Road		X
Cuyahoga	Lakewood	Vermilion, OH	Cleveland, OH	Bunts Road	X	
Erie	Vermillion	Bellevue, OH	Vermilion, OH	Water Street	X	
Erie	Vermillion	Bellevue, OH	Vermilion, OH	State Street	X	
Franklin	Columbus	Bucyrus, OH	Fairgrounds, OH	Lincoln Avenue	X	
Franklin	Columbus	Bucyrus, OH	Fairgrounds, OH	Weber Road	X	
Hamilton	Lockland	Dayton, OH	Ivorydale, OH	Smalley Road	X	
Hamilton	St. Bernard	Ivorydale, OH	Cincinnati RH, OH	Vine Street	X	
Hamilton	St. Bernard	Ivorydale, OH	Cincinnati RH, OH	Beech Street		X
Hamilton	Sharonville	Dayton, OH	*Ivorydale, OH*	Hauck Road	X	
Hamilton	Sharonville	Dayton, OH	*Ivorydale, OH*	Kemper Road	X	
Hamilton	Sharonville	Dayton, OH	*Ivorydale, OH*	Reading Road		X
Lake	Madison	Cleveland, OH	Ashtabula, OH	Lake Street	X	
Lake	Mentor	Cleveland, OH	Ashtabula, OH	Heisley Road	X	
Lake	Mentor	Cleveland, OH	Ashtabula, OH	Hopkins Road	X	
Lake	Painesville	Cleveland, OH	Ashtabula, OH	Liberty Street	X	
Lake	Painesville	Cleveland, OH	Ashtabula, OH	Chestnut Street	X	
Lake	Painesville	Cleveland, OH	Ashtabula, OH	Mentor Avenue		X
Lake	Painesville	Cleveland, OH	Ashtabula, OH	Jackson Street	X	
Lake	Wickliffe	Cleveland, OH	Ashtabula, OH	Lloyd Road	X	
Lake	Willoughby	Cleveland, OH	Ashtabula, OH	Erie Street	X	
Lake	Willowick	Cleveland, OH	Ashtabula, OH	E. 305 / Rush Rd.	X	
Lorain	Avon	Vermilion, OH	Cleveland, OH	Avon Center Road	X	
Lorain	Avon	Vermilion, OH	Cleveland, OH	Miller Road	X	

County	City	Rail Line Segment		Road Crossed	ADT	
		From	To		5,000 - 10,000	> 10,000
Lorain	Lorain	Vermilion, OH	Cleveland, OH	Colorado Avenue	X	
Lorain	Lorain	Vermilion, OH	Cleveland, OH	Oberlin Avenue		X
Lorain	Lorain	Vermilion, OH	Cleveland, OH	Leavitt Road	X	
Lucas	Toledo	*Oak Harbor, OH*	Miami, OH	Oakdale Avenue	X	
Mahoning	Youngstown	Youngstown, OH	Ashtabula, OH	Hubbard Road	X	
Marion	Marion	Bucyrus, OH	Fairgrounds, OH	Silver Street	X	
Marion	Marion	Bucyrus, OH	Fairgrounds, OH	N. Main (SR 4)	X	
Marion	Marion	Bucyrus, OH	Fairgrounds, OH	Barks Street	X	
Marion	Marion	Bucyrus, OH	Fairgrounds, OH	Prospect Street	X	
Marion	Marion	Bucyrus, OH	Fairgrounds, OH	Bellfountaine St.		X
Marion	Marion	Bucyrus, OH	Fairgrounds, OH	Center St. (SR 309)	X	
Montgomery	Dayton	Dayton, OH	*Ivorydale, OH*	Washington St.	X	
Montgomery	Dayton	Dayton, OH	*Ivorydale, OH*	W. Steward Ave.	X	
Montgomery	Moraine	Dayton, OH	*Ivorydale, OH*	Sellars Street		X
Montgomery	West Carrollton	Dayton, OH	*Ivorydale, OH*	Alex Bell Road		X
Montgomery	West Carrollton	Dayton, OH	*Ivorydale, OH*	Alex Road		X
Montgomery	West Carrollton	Dayton, OH	*Ivorydale, OH*	Elm Street	X	
Montgomery	Miamisburg	Dayton, OH	*Ivorydale, OH*	Central Street		X
Montgomery	Miamisburg	Dayton, OH	*Ivorydale, OH*	Linden Avenue	X	
Ottawa	Oak Harbor	Oak Harbor, OH	Bellevue, OH	Water Street	X	
Sandusky	Bellevue	Oak Harbor, OH	Bellevue, OH	Kilbourne Street	X	

County	City	Rail Line Segment		Road Crossed	ADT	
		From	To		5,000 - 10,000	> 10,000
Sandusky	Clyde	Oak Harbor, OH	Bellevue, OH	Main Street	X	
Sandusky	Fremont	Oak Harbor, OH	Bellevue, OH	State Street		X
Warren	Carlisle	Dayton, OH	*Ivorydale, OH*	Carlisle Street	X	
Wood	Vickers	*Oak Harbor, OH*	Miami, OH	Drouillard 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. Overall, 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 of Part 2 in the ER.


ASHTABULA
TO BUFFALO, NY
AIRLINE
MIAMI
OAK HARBOR
CLEVELAND
VERMILION
WHITE
SANDUSKY DOCK
SHORTLINE JCT
BELLEVUE
YOUNGSTOWN
ALLIANCE
TO ROCHESTER, PA
BUCYRUS
FAIRGROUNDS
COL
DAYTON
IVORYDALE
CINCINNATI
LEGEND
Rail Yard
Rail Line Node
Intermodal Facility
Rail Line Segments Not Requiring Environmental Analysis
Rail Line Segments Requiring Environmental Analysis
Non-Attainment
Maintenance
Attainment
N
Revised : 13 August 1997
Note: Rail System Includes Trackage Rights and Haulage
Burns & McDonnell
Figure 2-20.2
NS RAIL LINE SEGMENTS, RAIL YARDS AND INTERMODAL FACILITIES AND TCS REQUIRING ENVIRONMENTAL ANALYSIS IN OHIO

9.0 PENNSYLVANIA

CORRECTED AND ADDITIONAL LINE SEGMENT IMPACTS

This section of the SER provides analyses to supplement and amend the June 1997 Environmental Report, Volume 6B, Section 19.0 Pennsylvania (pp. 449-509). For the sections and tables below, parenthetical references are provided to the corresponding sections and tables in Section 19.0, 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 two Corrected Line Segments and three Additional Line Segments in Pennsylvania which meet the STB's air and/or noise thresholds. These changes are a result of corrections made to the Operating Plan (OP) and the ER, and inadvertent omissions from the ER analysis of the Additional Line Segments. The potential impacts on air quality, noise and grade crossing safety from the Corrected and Additional Line Segments 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 Corrected Line Segments and the Additional Line Segments previously omitted in the ER in Pennsylvania requiring analysis 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 Pennsylvania.

9.1 AIR QUALITY IMPACTS (amends ER Vol. 6B, Section 19.1, page 452)

In Pennsylvania, two Corrected Line Segments and three Additional Line Segments in seven counties require air quality analysis. All of the counties are classified as nonattainment areas. The Additional Line Segments and Corrected Line Segments are listed below in Table 9-1 (shown in italics) and shown in revised Figure 2-21.2. Those line segments with Amtrak or commuter trains operations are in bold.

Table 9-1
(supersedes ER Vol. 6B, page 454, first table)
NS Line Segments in Pennsylvania Requiring Air Impact Analysis
(with Corrected and Additional Line Segments)

Rail Line Segment		County	Air Quality Status	Trains per Day		Increase in GTM (%)
From	To			Pre-Acquisition	Post-Acquisition	
Ashtabula, OH	Buffalo, NY	Erie	N	13.0	25.2	121
Harrisburg, PA	Rutherford, PA	Dauphin	N	44.3	57.9	*4*
Harrisburg, PA[1]	***Marysville, PA***	***Cumberland***	***N***	***42.4***	***49.1***	***18***
		Dauphin	**N**			
Harrisburg, PA	Riverton Jct., VA	Cumberland	N	11.1	19.6	82
		Dauphin	N			
		Franklin	N			
		York	N			
~~*Steelton, PA*~~ *Harrisburg, PA*	Shocks, PA[1]	Dauphin	N	*2.2*	*6.0*	*148*
		Lancaster	N			
Rochester, PA	*Youngstown, OH[2]*	*Beaver*	*N*	*12.6*	*17.7*	*18*
		Lawrence	*N*			
WM Jct, PA	*Rutherford, PA[1]*	*Berks*	*N*	*42.4*	*49.7*	*5*
		Dauphin	*N*			
		Lebanon	*N*			

• N = Nonattainment, A = Attainment, GTM = Gross Ton Miles
[1] Additional Line Segment
[2] Corrected Line Segment

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 would be increased in the immediate vicinity of these rail line segments, while other rail facilities in Pennsylvania (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 poilutants per

unit of freight moved than trucks, the diversion of freight from trucks to rail would also result in reduced air emissions systemwide.

9.1.1 Impact Analysis by County (amends ER Vol. 6B, Section 19.1.1, page 456)

This section analyzes the impacts to air quality in each county due to the traffic changes on the two Corrected Line Segments and the three Additional Line Segments which require analysis. If a rail line segment crosses the county boundary, only the emissions from that portion of the segment within the county are estimated.

9.1.1.1 Nonattainment Areas (amends ER Vol. 6B, Section 19.1.1.1, page 456)

In Pennsylvania, seven counties classified as nonattainment areas have rail line segments that require analysis.

9.1.1.1.1 *Beaver County, PA* (amends ER Vol. 6B, Section 19.1.1.1.2, page 458)

Beaver County is classified as nonattainment (moderate) for ozone. Increases in emissions have been estimated for the one Corrected Line Segment in Beaver County that requires supplemental analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 459, before "Discussion of Impacts in Beaver County")

NS Line Segments in Beaver 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	
Rochester, PA	*Youngstown, OH*	*39*	*13.6*	*12.6*	*17.7*	*5.1*	*18*

• GTM = Gross Ton Miles

(new table; reference ER Vol. 6B, page 459, before "Discussion of Impacts in Beaver County")

Estimated Increases in Emissions for NS Line Segments in Beaver 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
Rochester, PA	*Youngstown, OH*	*9.93*	*1.09*	*0.41*	*0.68*	*0.27*	*0.000020*

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

9.1.1.1.2 ***Berks County, PA*** (new section; reference ER Vol. 6B, page 459, before Section 19.1.1.1.3)

Berks County is classified as nonattainment (moderate) for ozone. Increases in emissions have been estimated for the Additional Line Segment in Berks County that requires analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 459)

NS Line Segments in Berks County Requiring Air Impact Analysis (*with Additional Line Segments*)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
WM Jct, PA	*Rutherford, PA*	*45*	*12.2*	*42.4*	*49.7*	*7.3*	*5*

• GTM = Gross Ton Miles

(new table; reference ER Vol. 6B, page 459)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
WM Jct, PA	*Rutherford, PA*	*5.61*	*0.61*	*0.24*	*0.37*	*0.12*	*0.000012*

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

9.1.1.1.3 *Cumberland County, PA* (amends ER Vol. 6B, Section 19.1.1.1.5, page 462)

Cumberland County is classified as nonattainment (marginal) for ozone. Increases in emissions have been estimated for the Additional Line Segment in Cumberland County that requires analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 462, first table)

NS Line Segments in Cumberland County Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Harrisburg, PA	Riverton Jct., VA	133	38.2	11.1	19.6	8.5	82
Harrisburg, PA	*Marysville, PA*	[illegible]	*0.6*	*46.4*	*53.1*	*6.7*	*18*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 462, second table)

Estimated Increases in Emissions NS Line Segments in Cumberland County Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Harrisburg, PA	Riverton Jct., VA	234.14	26.00	8.68	15.17	5.91	0.00050
Harrisburg, PA	*Marysville, PA*	*0.25*	*0.03*	*0.01*	*0.02*	*0.006*	*0.00000054*
	Total	*234.4*	*26.03*	*8.69*	*15.19*	*5.916*	*0.000501*

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

9.1.1.1.4 *Dauphin County, PA* (amends ER Vol. 6B, Section 19.1.1.1.6, page 463)

Dauphin County is classified as nonattainment (marginal) for ozone. Increases in emissions have been estimated for three Additional Line Segments in Dauphin County that require analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 463)

NS Line Segments in Dauphin County Requiring Air Impact Analysis
(with Additional 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	
Harrisburg, PA	Rutherford, PA	6	6	44.3	57.9	13.6	19
Harrisburg, PA	*Marysville, PA*	*9*	*8.4*	*46.4*	*53.1*	*6.7*	*18*
Harrisburg, PA	Riverton Jct., VA	133	2.3	11.0	19.6	8.6	82
Harrisburg, PA	Shocks, PA	*22*	*13.6*	*2.2*	*6.0*	3.8	*148*
WM Jct, PA	*Rutherford, PA*	*45*	*9.8*	*42.4*	*49.7*	7.3	*5*

• GTM = Gross Ton Miles

(supersedes ER Vol. 6B, page 464)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Harrisburg, PA	Rutherford, PA	37.51	4.17	1.39	2.43	0.95	0.000079
Harrisburg, PA	*Marysville, PA*	*48.64*	*5.46*	*1.76*	*3.19*	*1.26*	*0.0001*
Harrisburg, PA	Riverton Jct., VA	13.96	1.55	0.52	0.90	0.35	0.000030
Harrisburg, PA	Shocks, PA	*13.6*	*1.50*	*0.54*	*0.82*	*0.41*	*0.000027*
WM Jct, PA	*Rutherford, PA*	*3.63*	*0.39*	*0.10*	*0.20*	*0.10*	*0.0000078*
	Total	*117.34*	*13.07*	*4.31*	*7.54*	*3.07*	*0.0002*

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

9.1.1.1.5 ***Lancaster County, PA*** (amends ER Vol. 6B, Section 19.1.1.1.11, page 470)

Lancaster County is classified as nonattainment (marginal) for ozone. Increases in emissions have been estimated for the Additional Line Segment in Lancaster County that requires analysis (shown in italics) and are presented below:

(supersedes ER Vol. 6B, page 471, first table)

NS Line Segments in Lancaster County Requiring Air Impact Analysis
(with Additional Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
Harrisburg, PA	Shocks, PA	*22*	*8.4*	*2.2*	*6.0*	*3.8*	*148*
• GTM = Gross Ton Miles							

(supersedes ER Vol. 6B, page 471, second table)

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

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
Harrisburg, PA	Shocks, PA	*5.12*	*0.59*	*0.17*	*0.34*	*0.17*	*0.000011*
• NOx = nitrogen oxides, CO = carbon monoxide, VOC = volatile organic compounds, SO_2 = sulfur dioxide, PM = particulate matter, Pb = lead							

9.1.1.1.6 ***Lawrence County, PA*** (amends ER Vol. 6B, Section 19.1.1.1.12, page 471)

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

(new table; reference ER Vol. 6B, page 472, before "Discussion of Impacts in Lawrence County")

NS Line Segments in Lawrence 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	
Rochester, PA	*Youngstown, OH*	*39*	*18.3*	*12.6*	*17.7*	*5.1*	*18*
• GTM = Gross Ton Miles							

(new table; reference ER Vol. 6B, page 472, before "Discussion of Impacts in Lawrence County")

Estimated Increases in Emissions for NS Line Segments in Lawrence 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
Rochester, PA	*Youngstown, OH*	*17.93*	*2.20*	*0.73*	*1.10*	*0.37*	*0.000038*

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

9.1.1.1.7 *Lebanon County, PA* (new section ER Vol. 6B, page 472)

Lebanon County is classified as nonattainment (marginal) for ozone. Increases in emissions have been estimated for the Additional Line Segment in Lebanon County that requires analysis (shown in italics) and are presented below:

(new table; reference ER Vol. 6B, page 472)

NS Line Segments in Lebanon County Requiring Air Impact Analysis

(with Additional Line Segments)

Rail Line Segment		Total Length (miles)	Length within County (miles)	Trains per Day			Change in GTM (%)
From	To			Pre-Acquisition	Post-	Change	
WM Jct, PA	*Rutherford, PA*	*45*	*23.0*	*42.4*	*49.7*	*7.3*	*5*

• GTM = Gross Ton Miles

(new table; reference ER Vol. 6B, page 472)

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

(with Additional Line Segments)

Rail Line Segment		Estimated Increase in Emissions (tons per year)					
From	To	NOx	CO	VOC	SO_2	PM	Pb
WM Jct, PA	*Rutherford, PA*	*19.78*	*2.3*	*0.69*	*1.38*	*0.46*	*0.000041*

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

9.2 NOISE IMPACTS (amends ER Vol. 6B, Section 19.2, page 481)

Traffic increases on one Additional Line Segment requiring analysis in Pennsylvania would meet STB's thresholds for noise analysis (see Table 9-2). 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 section of that State.

Table 9-2
(supersedes ER Vol. 6B, page 485)
NS Line Segments in Pennsylvania Requiring Noise Impact Analysis
(with Additional Line Segments)

Segment		Trains Per Day			Change in dBA	Distance to Ldn Contour	
From	To	Pre-Acquisition	Post-Acquisition	Difference		Line Segment	Grade Crossing
Ashtabula, OH	Buffalo, NY	13.0	25.2	12.2	2.8	200	550
Harrisburg, PA	Rutherford, PA	44.3	57.9	13.6	< 2 dBA	250	750
Harrisburg, PA	*Marysville, PA*	*42.4*	*49.1*	*6.7*	*< 2 dBA*	*250*	*750*
Harrisburg, PA	Riverton Jct., VA	11.1	19.6	8.6	2.4	150	450
Harrisburg, PA	Shocks, PA	*2.2*	*6.0*	*3.8*	*4.3*	*100*	*200*

Harrisburg, PA to Shocks, PA (supersedes ER Vol. 6B, page 493, "Steelton, PA to Shocks, PA")

This Additional Line Segment currently has 2.2 trains per day, and would experience an increase of 3.8 trains per day and an increase of 148 percent in gross ton-miles per year as a result of the proposed Acquisition. The change in train volume would result in an Ldn increase of 4.3 dBA, exceeding the impact criterion. Most impacts would occur at or near grade crossings where train horns would be sounded as a warning; 20 grade crossings are on this segment. The current 65 dBA Ldn contour of 50 feet (120 feet at grade crossings) would extend to approximately 100

feet (200 feet at grade crossings) perpendicular to the tracks. Noise impacts for sensitive receptors along this segment are described below:

Greater Harrisburg Metropolitan Area

This is a large metropolitan area where the south to southeast-trending track is on the city's southwest side and surrounded by numerous residences and businesses.

(supersedes ER Vol. 6B, page 493, first table)

Number of Sensitive Receptors
NS Harrisburg, PA to Shocks, PA Line Segment

Pre-Acquisition				Post-Acquisition			
Residences	Schools	Churches	Hospitals	Residences	Schools	Churches	Hospitals
2	0	0	0	84	0	2	0

9.3 GRADE CROSSING SAFETY (amends ER Vol. 6B, Section 19.4.1, page 503)

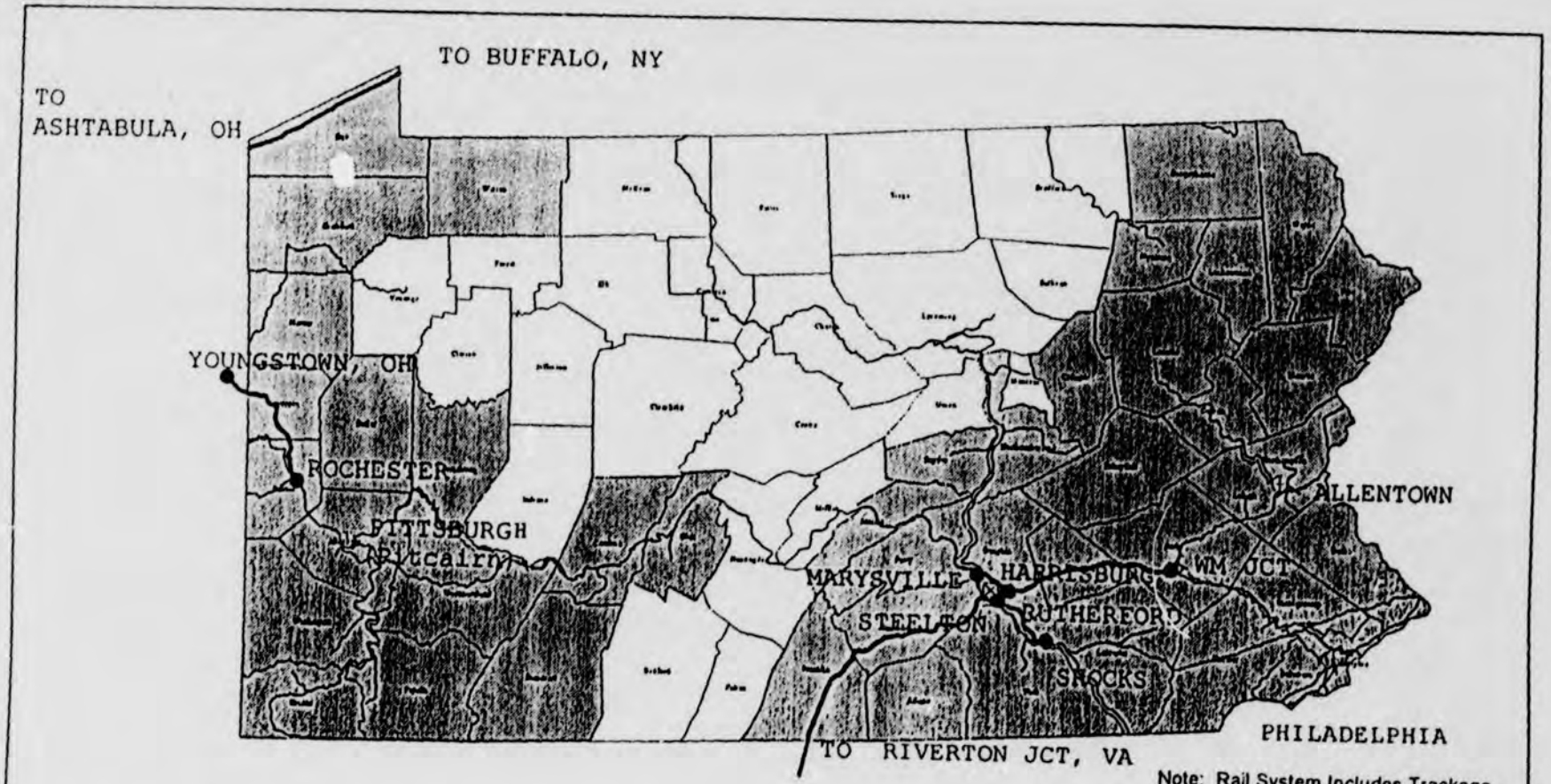
The grade crossings in the State of Pennsylvania with an ADT of 5,000 or greater along Additional Line Segments and the Corrected Line Segment are listed below (see Table 9-3). The estimated change in frequency of accidents for a specific crossing can be determined by identifying the number of trains per day pre- and post-Acquisition on the specified Corrected or Additional Line Segment (Table 9-1 of 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 9-3
(supersedes ER Vol. 6B, page 505, second table)
Grade Crossings with an ADT of 5,000 or Greater along NS Line Segments in Pennsylvania Requiring Grade Crossing Safety Analysis
(with Corrected and Additional Line Segments)

County	City	Rail Line Segment		Road Crossed	ADT	
		From	To		5,000 - 10,000	> 10,000
Berks	*Sinking Spring*	*WM Jct, PA*	*Rutherford, PA*	*Columbia Avenue*	*X*	
Cumberland	Camp Hill	Harrisburg, PA	Riverton Jct., VA	Slate Hill Street	X	
Cumberland	Lemoyne	Harrisburg, PA	Riverton Jct., VA	10th Street	X	
Dauphin	*Hershey*	*WM Jct, PA*	*Rutherford, PA*	*Derry Road*	*X*	
Erie	Erie	Ashtabula, OH	Buffalo, NY	Ash Street	X	
Erie	Erie	Ashtabula, OH	Buffalo, NY	Parade Street		X
Erie	Erie	Ashtabula, OH	Buffalo, NY	Peach Street		X
Erie	Erie	Ashtabula, OH	Buffalo, NY	Sassafras Street		X
Erie	Erie	Ashtabula, OH	Buffalo, NY	Cherry Street	X	
Erie	Erie	Ashtabula, OH	Buffalo, NY	Liberty Street		X
Erie	Erie	Ashtabula, OH	Buffalo, NY	Raspberry Street	X	
Erie	Erie	Ashtabula, OH	Buffalo, NY	Green Garden Road	X	
Erie	Erie	Ashtabula, OH	Buffalo, NY	Pittsburgh Road	X	
Lawrence	*New Castle*	*Rochester, PA*	*Youngstown, OH*	*Montgomery Street*	*X*	
Lebanon	*Lebanon*	*WM Jct, PA*	*Rutherford, PA*	*Front Street-Lincoln*	*X*	
Lebanon	*Lebanon*	*WM Jct, PA*	*Rutherford, PA*	*Seventh Street*	*X*	
Lebanon	*Palmyra*	*WM Jct, PA*	*Rutherford, PA*	*Railroad Street*	*X*	
Mahoning	*Struthers*	*Rochester, PA*	*Youngstown, OH*	*Bridge 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 of the ER.



Note: Rail System Includes Trackage Rights and Haulage

Rail Line Segments Included on Shared Area/NEC map (figure 2-21.3)

Revised: 13 August 1997

Burns & McDonnell

Figure 2-21.2

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

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CERTIFICATE OF SERVICE

I, Mary Gabrielle Sprague, certify that on August 28, 1997, I have caused to be served a true and correct copy of the foregoing CSX/NS "Errata and Supplemental Environmental Report to Volume 6 (Environmentai Report) of the Primary Application," on all parties that have appeared in Finance Docket No. 33388, as listed on the Service list, and on the additional persons whom SEA has identified and requested that Applicants serve, by first-class mail, postage prepaid, or by more expeditious means.

Mary Gabrielle Sprague

Mary Gabrielle Sprague

181025

ARNOLD & PORTER
555 TWELFTH STREET, N.W.
WASHINGTON, D.C. 20004-1202
(202) 942-5000
FACSIMILE: (202) 942-5999

NEW YORK
DENVER
LOS ANGELES
LONDON

DENNIS G. LYONS
(202) 942-5858

August 6, 1997

BY HAND DELIVERY

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

Re: 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:

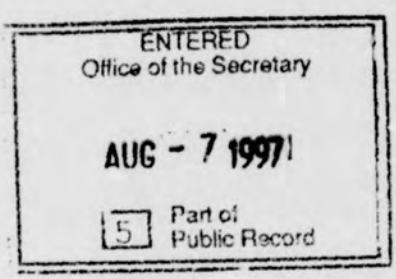
Enclosed please find CSX/NS-35 (Errata To Primary Application) to be filed in the above referenced docket.

Accompanying this letter are twenty-five copies of CSX/NS-35, as well as a formatted WordPerfect diskette.

Thank you for your assistance in this matter. Please contact me (202-942-5858) or Susan B. Cassidy (202-942-5966) if you have any questions.

Kindly date stamp the enclosed additional copies of this letter at the time of filing and return them to our messenger.

Respectfully yours,



ARNOLD & PORTER

By: _____
Dennis G. Lyons
Counsel for CSX Corporation and CSX Transportation, Inc.

Enclosures

cc: Service List

181025

CSX/NS-35

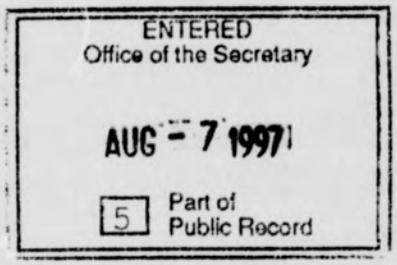
BEFORE THE
SURFACE TRANSPORTATION BOARD

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 TO 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 to the Primary Application, with the exception of the errata to Volume 6 (Environmental Report), which will be filed separately.



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

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

JOINT ERRATA

Page	Line	Change
VOLUME 1 (CSX/NS-18)		
Supporting Information: Lists of States (§1180.6(a)(5))		
27	List	In NS List, add "Missouri"
Discussion of Requested Relief		
96	9	Replace "49 U.S.C. § 11323(a)(2)" with "49 U.S.C. § 11323(a)(6)"
	16	Replace "abandonment" with "discontinuance"
98	2	Change "49 U.S.C. § 11323(a)(2) and 11324" to "49 U.S.C. §§ 11323(a)(2), 11323(a)(6) and 11324 "

CSX ERRATA

Page	Line	Change
VOLUME 2A (CSX/NS-19)		
Verified Statement of Howard Rosen		
176	Table	Change entry for "Providence and Worcester" from "$-1,700" to "$-135"
177	Figure	Replace figure with corrected Figure 9 attached hereto
182	Figure	Replace figure with corrected Figure 10 attached hereto

VOLUME 3A (CSX/NS-20)

CSX Operating Plan

343	Figure	Replace figure with Figure 13.4-19 attached hereto (changes NJT lines to dashed green; changes location of Bayonne Yard; corrects spelling of "Manville")
504	7-11	Delete lines 7-11

VOLUME 5 (CSX/NS-22)

Petition for Exemption: Finance Docket No. 33388 (Sub-No. 2)

106	1	Replace "248.8" with "246.8"
112	Map	Replace "CR MP 248.8" with "CR MP 246.8"

Notice of Exemption: Finance Docket No. 33388 (Sub-No. 32)

420	2	Replace "9.8" with "10.8"
	Last line	Replace "9.8" with "10.8"
425	7th line of text under heading	Replace "9.8" with "10.8"

VOLUME 6 (CSX/NS-23)

Environmental Report

Errata to the Environmental Report are not included in this filing. Such errata will be included in a separately filed Errata to the Environmental Report.

NS ERRATA

Page	Line	Change

VOLUME 1 (CSX/NS-18)

Appendices B, G, H, I and J

Explanation of changes: As detailed below, these NS Appendices to the Application (consisting of the Summary of Benefits and Pro Forma financial exhibits) are being replaced by corrected versions. The most significant correction revises the NS projected operating revenue gains for Year 1 downward by approximately $46 million. The other corrections, which are of relatively minor magnitude, mostly reflect changes to labor impacts and capital expenditures that were not adequately reflected in the Summary of Benefits and financial exhibits filed with the Application.

Appendix B--NS Summary of Benefits Exhibit

125-27	Exhibit	Replace with corrected NS Summary of Benefits exhibit attached hereto.

Appendix G--NS/Conrail Pro Forma Balance Sheets

165-176	Exhibit	Replace with corrected NS/Conrail Pro Forma Balance Sheets attached hereto.

Appendix H--NS/Conrail Pro Forma Income Statements

177-188	Exhibit	Replace with corrected NS/Conrail Pro Forma Income Statements attached hereto.

Appendix I--NS/Conrail Pro Forma Sources and Application of Funds Statements

189-200	Exhibit	Replace with corrected NS/Conrail Pro Forma Sources and Application of Funds Statements attached hereto.

Appendix J--NS/Conrail Pro Forma Financial Ratios

201-03	Exhibit	Replace with corrected NS/Conrail Pro Forma Financial Ratios attached hereto.

Verified Statement of William E. Ingram

589	14	Change "$82 million" to "$80 million"
591	5	Change "$424.1 million" to "$422.6 million"
	11	Change "253.6 million" to "$252.1 million;" change "$424.1 million" to "$422.6 million"
	16	Change "$317 million" to "$320 million"
592	9	Change "$473 million" to "$472 million"
593	2	Change "$253.6 million" to "$252.1 million"

VOLUME 2B (CSX/NS-19)

Verified Statement of Barry C. Harris

36	16	Change "SPLC 1986" to "SPLC 2086"

VOLUME 3B (CSX/NS-20)

Verified Statement of D. Michael Mohan

17	13	Change "Albany, NY," to "the Albany, NY area,"
21	Figure	Replace figure with Figure MM-9 attached hereto (changes NJT lines to dashed green; changes location of Bayonne Yard; corrects spelling of "Manville")
29	1	Change "Albany, NY," to "the Albany, NY area,"
51	15	Change "$200 million" to "$180 million"

NS Operating Plan

124	Figure	Replace figure with Figure 13.3-8 attached hereto (in Legend, adjusts width of line representing Expanded CSX to match map)
145	Figure	Replace figure with Figure 13.3-15 attached hereto (adds Petersburg, VA and Commerce, GA as automotive unloading ramps)
149	Table	Insert new row at beginning of table, as follows: Origin is "Fola Mine, WV;" Destination is "Scherer Coal, GA;" Train ID is "CLFOSC;" Average Transit Time is "54'53";" Purpose is "Conrail sourcing for Georgia Power."
161	Figure	Replace figure with Figure 13.3-22 attached hereto (includes Lehigh Line as part of the New Intermodal Service Network)
171	Figure	Replace figure with Figure 13.3-28 attached hereto (in Heading and Legend, changes "New Manifest Blocks" to "New Manifest and Automotive Blocks")
185	Figure	Replace figure with Figure 13.4-1 attached hereto (changes NJT lines to dashed green; changes location of Bayonne Yard; corrects spelling of "Manville")
187	4	Change "Northern Branch" to "Bergen County Line"
201	8	Change "CPRS" to "CP"
233	2	Change "Niagara and Frontier areas" to "Niagara Frontier area"
233	6	Change "Niagara and Frontier areas" to "Niagara Frontier area"
234	7	Change "interchange of traffic from the South Buffalo Railway Company will" to "shift of interchange traffic from the South Buffalo Railway Company to Seneca Yard will"
245	15	Change "the drawbridge" to "Conrail's drawbridge"

246	8	Change "delayed moving the route" to "delayed moving via the CSX trackage west of Homestead to Walbridge Yard"
247	Figure	Replace figure with Figure 13.4-10 attached hereto (changes location of Tower K; adds labels for Alexis, Hallett and Ottawa Yards)
249	Figure	Replace figure with Figure 13.4-11 attached hereto (adds NS lead from Triple Crown Terminal connecting to main)
254	Figure	Replace figure with Figure 13.4-12 attached hereto (adds dashed green line for trackage rights between 55th Street Yard and 81st Street)
271	3-4	After first sentence, add: "Additionally, the projects will include removing the pole lines between Reading and Philadelphia and between Reading and Allentown." Change "Estimated cost of installation is $17.0 million." to "Estimated cost of these projects is $31.5 million."
279	Table	Change Estimated Construction Cost for Northeast Terminals from "$105 million" to "$95 million" and for Midwest Terminals from "$70 million" to "$60 million." Change Total Conventional Intermodal Facilities estimated construction cost from "$200 million" to "$180 million"
280	Table	Replace table at top of page with the following table:

Triple Crown (RoadRailer®) Terminals

Location	Improvement
Atlanta, GA	Parking and Track Expansion.
Baltimore, MD	Build new terminal.
Buffalo, NY	Relocate to Buffalo area from Rochester.
Charlotte, NC	Build new terminal.
Bellevue, OH	Relocate to Bellevue area from Crestline.
Philadelphia, PA	Build new terminal.
St. Louis, MO	Relocate existing terminal.
Portside - Newark, NJ	Parking expansion.
Ft. Wayne, IN	Parking expansion.

291	8	Change "state line is" to "state line and Boston is"
339	18	Change "$12.5 million" to "$13.5 million"
453-82	Tables	Change Volume and Density Tables as described below:

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 the following changes to the train density and volume charts:

461	Table	**Ebenezer Jct NY to Buffalo NY:** Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains) from 3.6, 3.6, 3.6 to 11.4, 11.4, 11.4
473	Table	**Ebenezer Jct NY to Buffalo NY:** Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT) from 7.8, n/a to 18.7, n/a

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 Vermillion 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 the following changes to the train density and volume charts:

461 Table **Rochester PA to Ashtabula OH:** Replace this segment with the following two segments (to reflect distinct traffic patterns) and insert entries for all eight columns (Miles; Base Case Psgr Trains/Day; Base Case Frt Trains/Day; Base Case Total Trains/Day; Post Acquisition Case Psgr Trains/Day; Post Acquisition Case Frt Trains/Day; Post Acquisition Case Total Trains/Day; Change in Trains) as follows:

Rochester PA to Youngstown OH

39	0.0	12.6	12.6	0.0	17.7	17.7	5.1

Youngstown OH to Ashtabula OH
59 0.0 11.7 11.7 0.0 23.8 23.8 12.1

462 Table **Alliance OH to Crestline OH:** Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 6.6, 6.6, -12.6 to 4.1, 4.1, -15.0

Alliance OH to White OH: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 27.8, 29.8, 1.5 to 30.1, 32.1, 3.7

White OH to Cleveland OH: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 26.8, 28.8, 14.3 to 29.7, 31.7, 17.2

Cleveland OH to Shortline Jct OH: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 2.0, 2.0, 0.0 to 4.2, 4.2, 2.2

Cleveland OH to Vermillion OH: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 24.4, 28.4, -24.0 to 32.9, 36.9, -15.5

Vermillion OH to Oak Harbor OH: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 36.2, 40.2, -12.2 to 41.4, 45.4, -6.9

Oak Harbor OH to Airline OH: Replace this segment with the following two segments (to reflect distinct traffic patterns) and insert entries for all eight columns (Miles; Base Case Psgr Trains/Day; Base Case Frt Trains/Day; Base Case Total Trains/Day; Post Acquisition Case Psgr Trains/Day; Post Acquisition Case Frt Trains/Day; Post Acquisition Case Total Trains/Day; Change in Trains) as follows:

Oak Harbor OH to Miami OH:
22 4.0 48.0 52.0 4.0 61.5 65.5 13.5

Miami OH to Airline OH:
2 4.0 55.4 59.4 4.0 64.0 68.0 8.6

Airline OH to Butler IN: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 43.8, 47.8, -6.6 to 48.2, 52.2, -2.2

468 Table **Bellevue OH to Sandusky Dock OH:** Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 5.9, 5.9, 4.5 to 11.7, 11.7, 10.3

469 Table **Ashtabula OH to Cleveland OH:** Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 35.2, 35.2, 22.2 to 36.6, 36.6, 23.6

Cleveland OH to Vermillion OH: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 37.8, 37.8, 24.3 to 34.1, 34.1, 20.6

Vermillion OH to Bellevue OH: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 31.8, 31.8, 16.2 to 27.0, 27.0, 11.4

Butler IN to Fort Wayne IN: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 22.4, 22.4, 8.8 to 27.3, 27.3, 13.7

473 Table **Rochester PA to Ashtabula OH:** Replace this segment with the following two segments and insert entries for all four columns (Miles; Base Case Total MGT; Post Acquisition Total MGT; % Change MGT) as follows:

Rochester PA to Youngstown OH:
39 29.7 34.9 17.5%

Youngstown OH to Ashtabula OH:
59 29.2 33.4 14.4%

474 Table **Rochester PA to Alliance OH:** Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 57.2, -30% to 58.5, -29%

Alliance OH to Crestline OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 15.9, -56% to 8.5, -76%

Alliance OH to White OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 51.7, -10% to 60.3, 5%

White OH to Cleveland OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 49.9, 93% to 59.9, 131%

Cleveland OH to Shortline Jct OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 8.4, 1100% to 11.5, 1500%

Cleveland OH to Vermillion OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 43.5, -57% to 69.5, -31%

Vermillion OH to Oak Harbor OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 72.2, -28% to 82.3, -18%

Oak Harbor OH to Airline OH: Replace this segment with the following two segments and insert entries for all four columns (Miles; Base Case Total MGT; Post Acquisition Total MGT; % Change MGT) as follows:

Oak Harbor OH to Miami OH:
22 89.8 108.3 20.6%

Miami OH to Airline OH:
2 101.1 110.8 9.6%

Airline OH to Butler IN: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 81.8, -24% to 92.0, -15%

480 Table **Bellevue OH to Sandusky Dock OH:** Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 10.4, 76% to 14.1, 139%

481 Table **Ashtabula OH to Cleveland OH:** Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 69.7, 251% to 62.4, 213%

Cleveland OH to Vermillion OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 61.8, 143% to 46.2, 81%

Vermillion OH to Bellevue OH: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 54.7, 79% to 50.1, 64%

Butler IN to Fort Wayne IN: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 25.0, 49% to 33.4, 99%

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 the following changes to the train density and volume charts:

462 Table **Butler IN to Elkhart IN:** Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 40.0, 44.0, -11.2 to 39.3, 43.3, -11.8

463 Table **Porter IN to Control Pt 501 IN:** Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 68.7, 82.7, -0.7 to 62.5, 76.5, -6.9

Control Pt 501 IN to Indiana Hbr IN: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 56.5, 70.5, 13.1 to 50.3, 64.3, 6.9

Indiana Hbr IN to South Chgo IL: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 49.0, 65.0, 7.9 to 35.2, 51.2, -5.9

Colehour IL to Calumet Park IL: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 2.4, 2.4, 1.3 to 2.5, 2.5, 1.4

469 Table **Ft Wayne IN to Hammond IN:** Replace this segment with the following two segments (to reflect distinct traffic patterns) and insert entries for all eight columns (Miles; Base Case Psgr Trains/Day; Base Case Frt Trains/Day; Base Case Total Trains/Day; Post Acquisition Case Psgr Trains/Day; Post Acquisition Case Frt Trains/Day; Post

Acquisition Case Total Trains/Day; Change in Trains) as follows:

Ft Wayne IN to Hobart IN:
120 0.0 11.7 11.7 0.0 11.1 11.1 -0.6

Hobart IN to Hammond IN:
17 0.0 26.3 26.3 0.0 11.2 11.2 -15.1

Hammond IN to Calumet IL: Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 12.8, 12.8, -13.7 to 13.2, 13.2, -13.3

475 Table **Butler IN to Elkhart IN:** Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 83.8, -25% to 85.3, -23%

Elkhart IN to Porter IN: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 102.9, -6% to 101.2, -7%

Porter IN to Control Pt 501 IN: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 139.1, 8% to 131.6, 2%

Control Pt 501 IN to Indiana Hbr IN: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 121.8, 42% to 114.3, 33%

Indiana Hbr IN to South Chgo IL: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 105.6, 30% to 99.5, 22%

Colehour IL to Calumet Park IL: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 5.9, 64% to 8.1, 125%

481 Table **Ft Wayne IN to Hammond IN:** Replace this segment with the following two segments and insert entries for all four columns (Miles; Base Case Total MGT; Post Acquisition Total MGT; % Change MGT) as follows:

Ft Wayne IN to Hobart IN:
120 22.0 14.4 -34.5%

Hobart IN to Hammond IN:
17 39.1 13.4 -65.5%

Hammond IN to Calumet IL: Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 14.2, -65% to 13.5, -67%

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 the following changes to the train density and volume charts:

470 Table

Granite City IL to TRRA Madison IL: Change "TRRA Madison IL" to "E St Louis IL." Change entry for Miles from "6" to "1." Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 23.9, 23.9, 5.0 to 18.8, 18.8, -0.1

TRRA Madison IL to Luther MO: Change "TRRA Madison IL" to "E St Louis IL." Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains)
from 21.6, 21.6, 0.8 to 22.0, 22.0, 1.2

482 Table

Granite City IL to TRRA Madison IL: Change "TRRA Madison IL" to "E St Louis IL." Change entry for Miles from "6" to "1." Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 31.8, 71% to 14.8, -20%

TRRA Madison IL to Luther MO: Change "TRRA Madison IL" to "E St Louis IL." Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT)
from 25.1, 25% to 24.2, 20%

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 the following changes to the train density and volume charts:

465	Table	**Spring GA to East Point GA:** Change entries for the last three columns (Post Acquisition Case: Frt Trains/Day; Total Trains/Day; Change in Trains) from 11.1, 11.1, 4.2 to 6.2, 6.2, -0.6
477	Table	**Spring GA to East Point GA:** Change entries for the last two columns (Post Acquisition Total MGT; % Change MGT) from 13.2, 86% to 3.6, -49%

Explanation of Argos, IN to Dillon, IN Routing Correction

A coal train was misrouted on this segment, the proposed abandonment 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. Corrections are reflected in the following changes to the density and volume charts:

469	Table	**Argos IN to Dillon IN:** Change Base Case Frt Trains/Day from 0.9 to 2.3. Change Base Case Total Trains/Day from 0.9 to 2.3. Change Post Acquisition Frt Trains/Day from 1.7 to 1.4. Change Post Acquisition Total Trains/Day from 1.7 to 1.4. Change Post Acquisition Change in Trains from 0.8 to -0.9.
481	Table	**Argos IN to Dillon IN:** Change Base Case Total MGT from 0.6 to 2.3. Change Post Acquisition Total MGT from 1.1 to 0.01. Change % Change MGT from 77% to -99.6%.

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. Corrections are reflected in the following changes to the train density and volume charts:

469 Table **Calumet IL to Landers IL:** Change Base Case Frt Trains/Day from 9.5 to 23.2. Change Base Case Total Trains/Day from 9.5 to 23.2. Change Post Acquisition Frt Trains/Day from 18.2 to 18.0. Change Post Acquisition Total Trains/Day from 18.2 to 18.0. Change Post Acquisition Change in Trains from 8.7 to -5.2.

481 Table **Calumet IL to Landers IL:** Change Base Case Total MGT from 12.2 to 23.3. Change Post Acquisition Total MGT from 36.2 to 32.7. Change % Change MGT from 197% to 40.3%.

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. Corrections are reflected in the following changes to the train density and volume charts:

468 Table **Pontiki KY to Pevler KY:** Change Post-Acquisition Frt Trains/Day and Total Trains/Day from 0.6 to 0.3. Change Change in Trains to from 0.3 to 0.0.

480 Table **Pontiki KY to Pevler KY:** Change Base Case Total MGT from 0.3 to 0.6. Change % Change MGT from 100% to 0%.

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 the following changes to the train density and volume charts:

470 Table **Decatur IL to Granite City IL:** Replace this segment with the following two segments and insert entries for all eight columns (Miles; Base Case Psgr Trains/Day; Base Case Frt Trains/Day; Base Case Total Trains/Day; Post Acquisition Case Psgr Trains/Day; Post Acquisition Case Frt Trains/Day; Post Acquisition Case Total Trains/Day; Change in Trains) as follows:

Decatur IL to Taylorsville IL:
30 0.0 9.7 9.7 0.0 16.7 16.7 7.0

Taylorsville IL to Granite City IL:
77 0.0 10.0 10.0 0.0 15.0 15.0 5.0

482 Table **Decatur IL to Granite City IL:** Replace this segment with the following two segments and insert entries for all four columns (Miles; Base Case Total MGT; Post Acquisition Total MGT; % Change MGT) as follows:

Decatur IL to Taylorsville IL:
30 16.0 19.9 24.4%

Taylorsville IL to Granite City IL:
77 17.1 19.4 13.5%

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 the following changes to the train density and volume charts:

462 Table **Alton OH to Ivorydale OH:** Replace this segment with the following two segments and insert entries for all eight columns (Miles;

Base Case Psgr Trains/Day; Base Case Frt Trains/Day; Base Case Total Trains/Day; Post Acquisition Case Psgr Trains/Day; Post Acquisition Case Frt Trains/Day; Post Acquisition Case Total Trains/Day; Change in Trains) as follows:

Alton OH to Dayton OH:
61 0.0 6.9 6.9 0.0 14.0 14.0 7.1

Dayton OH to Ivorydale OH:
48 0.0 6.9 6.9 0.0 14.9 14.9 8.0

474 Table **Alton OH to Ivorydale OH:** Replace this segment with the following two segments and insert entries for all four columns (Miles; Base Case Total MGT; Post Acquisition Total MGT; % Change MGT) as follows:

Alton OH to Dayton OH:
61 18.0 25.7 42.8%

Dayton OH to Ivorydale OH:
48 13.8 24.3 76.1%

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 the following changes to the train density and volume charts:

464 Table **Wauhatchie TN to Norris Yard AL:** Replace this segment with the following two segments and insert entries for all eight columns (Miles; Base Case Psgr Trains/Day; Base Case Frt Trains/Day; Base Case Total Trains/Day; Post Acquisition Case Psgr Trains/Day; Post Acquisition Case Frt Trains/Day; Post Acquisition Case Total Trains/Day; Change in Trains) as follows:

Wauhatchie TN to Attalla AL:
82 0.0 6.5 6.5 0.0 11.9 11.9 5.4

Attalla AL to Norris Yard AL:
48 0.0 7.4 7.4 0.0 12.5 12.5 5.1

476 Table **Wauhatchie TN to Norris Yard AL:** Replace this segment with the following two segments and insert entries for all four columns (Miles; Base Case Total MGT; Post Acquisition Total MGT; % Change MGT) as follows:

Wauhatchie TN to Attalla AL:
82 20.1 23.4 16.4%

Attalla AL to Norris Yard AL:
48 21.9 25.2 15.1%

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.

470 Table **IC 95th St Chicago IL to Gibson City IL:** Delete segment.

482 Table **IC 95th St Chicago IL to Gibson City IL:** Delete segment.

VOLUME 5 (CSX/NS-22)

Petition for Exemption: F.D. No. 33388 (Sub-No. 24)

446 12-13 Change "Milepost 319.2 at Tolleston (Gary), IN and Milepost 441.8 at Fort Wayne, IN" to "Milepost 441.8 at Tolleston (Gary) IN and Milepost 319.2 at Fort Wayne, IN"

449 14-15 Change "Milepost 319.2 at Tolleston (Gary), IN and Milepost 441.8 at Fort Wayne, IN" to "Milepost 441.8 at Tolleston (Gary) IN and Milepost 319.2 at Fort Wayne, IN"

VOLUME 6 (CSX/NS-23)

Environmental Report

Errata to the Environmental Report are not included in this filing. Such errata will be included in a separately filed Errata and Supplement to the Environmental Report, which will also include additional environmental analysis required as a result of the routing corrections and other corrections to the density and volume charts detailed above with respect to Volume 3B.

Respectfully submitted,

James C. Bishop, Jr.
William C. Wooldridge
J. Gary Lane
James L. Howe III
Robert J. Cooney
George A. Aspatore
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510-9241
(757) 629-2838

Richard A. Allen
Andrew R. Plump
Zuckert, Scoutt & Rasenberger, LLP
888 Seventeenth Street, N.W.
Suite 600
Washington, D.C. 20006-3939
(202) 298-8660

John M. Nannes
Scot B. Hutchins
Skadden, Arps, Slate, Meagher
& Flom LLP
1440 New York Ave., N.W.
Washington, D.C. 20005-2111
(202) 371-7400

Counsel for Norfolk Southern Corporation and Norfolk Southern Railway Company

Mark G. Aron
Peter J. Shudtz
CSX Corporation
One James Center
902 East Cary Street
Richmond, VA 23129
(804) 782-1400

P. Michael Giftos
Paul R. Hitchcock
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-3100

Dennis G. Lyons
Susan B. Cassidy
Arnold & Porter
555 12th Street, N.W.
Washington, D.C. 20004
(202) 942-5000

Samuel M. Sipe, Jr.
Carolyn D. Clayton
Steptoe & Johnson LLP
1330 Connecticut Avenue
Washington, D.C. 20036
(202) 429-3000

Counsel for CSX Corporation and CSX Transportation, Inc.

Dated: August 6, 1997

REPLACEMENT FIGURES FOR

CSX ERRATA

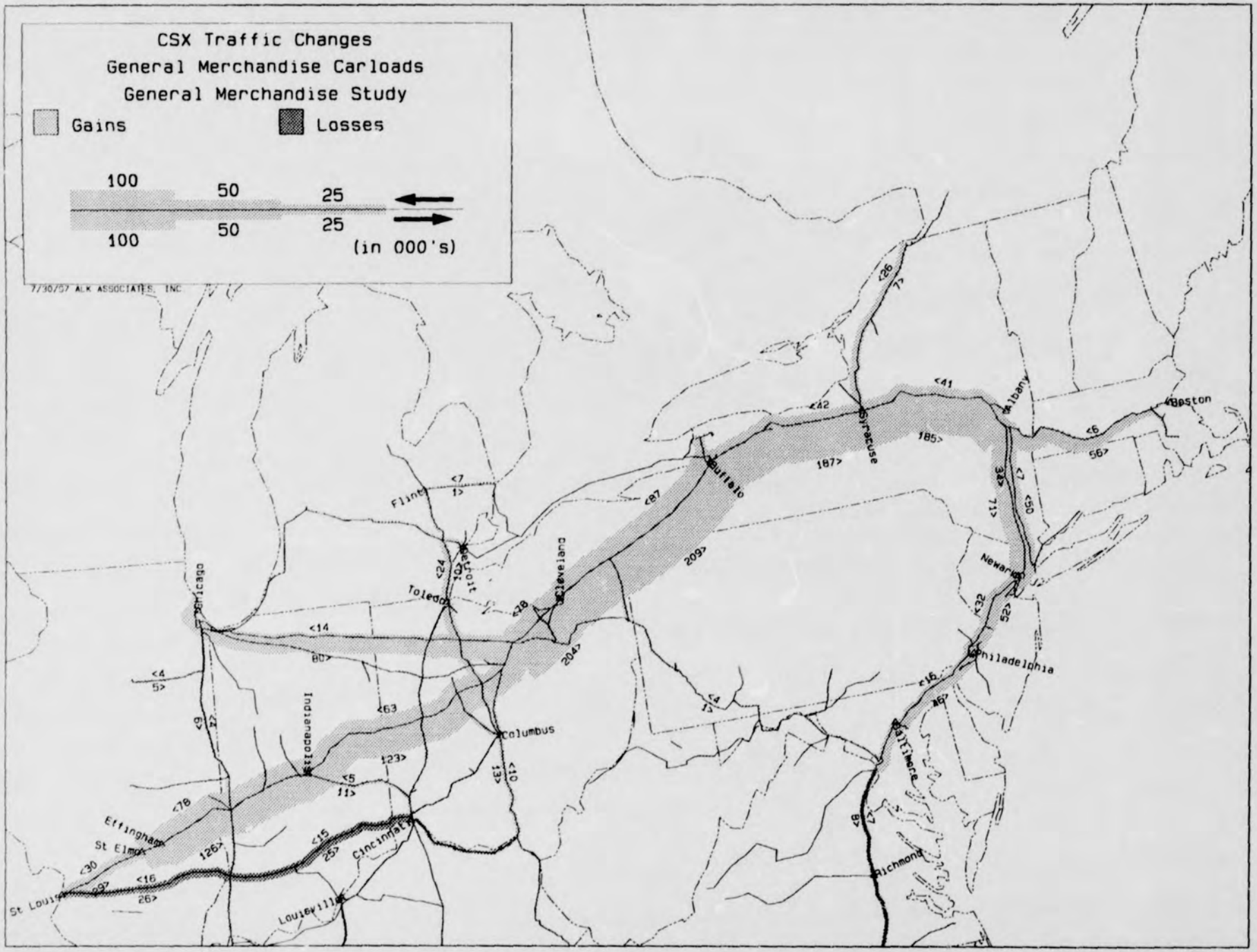


Figure 9 (revised)

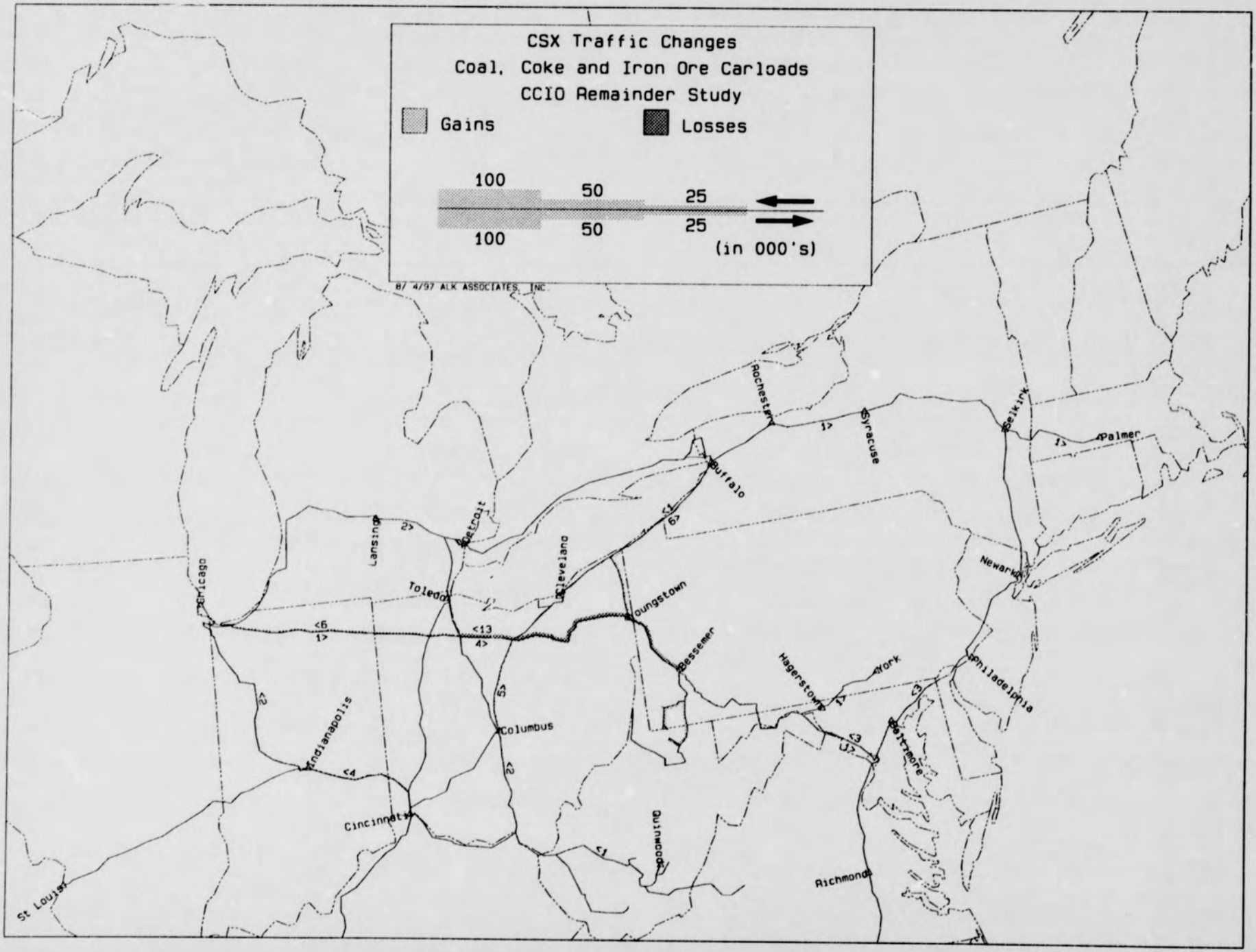


Figure 10 (revised)

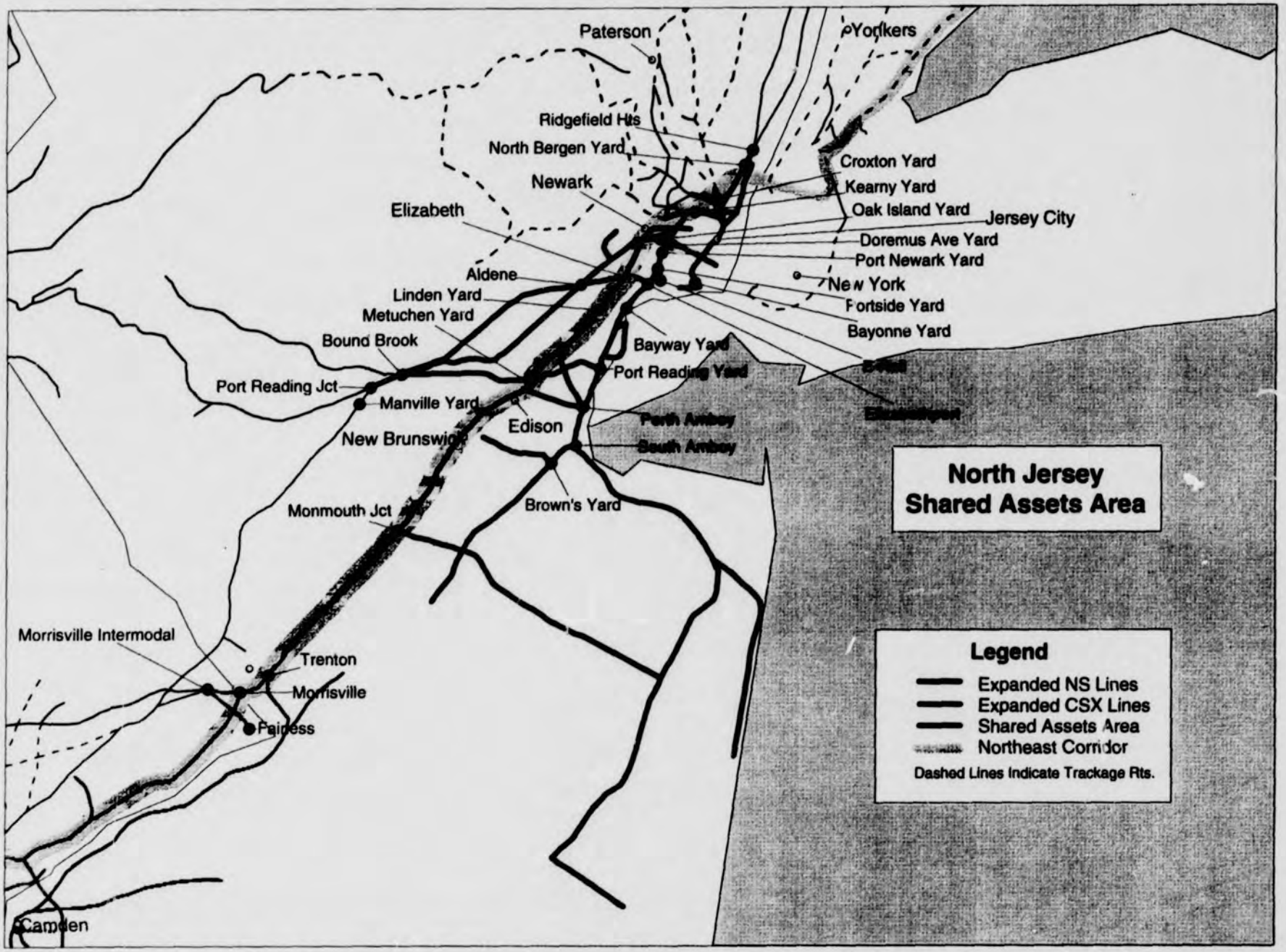


Figure 13.4 - 19

REPLACEMENT FIGURES FOR

NS ERRATA

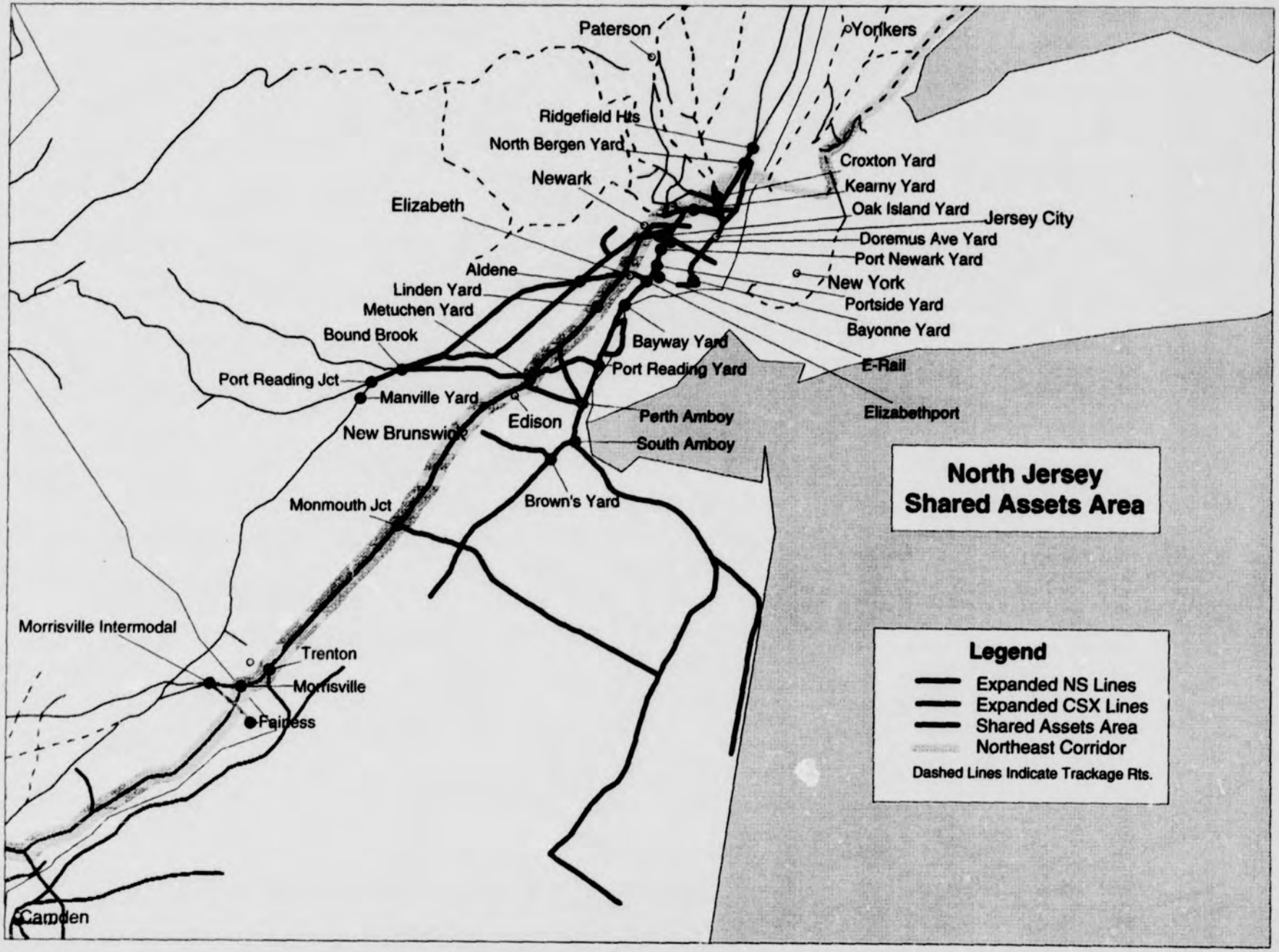

Paterson
Yonkers
Ridgefield Hts
North Bergen Yard
Newark
Elizabeth
Croxton Yard
Kearny Yard
Oak Island Yard
Jersey City
Doremus Ave Yard
Port Newark Yard
New York
Portside Yard
Bayonne Yard
Aldene
Linden Yard
Metuchen Yard
Bound Brook
Bayway Yard
Port Reading Yard
E-Rail
Port Reading Jct
Manville Yard
Edison
Perth Amboy
Elizabethport
New Brunswick
South Amboy
Monmouth Jct
Brown's Yard
North Jersey
Shared Assets Area
Morrisville Intermodal
Trenton
Morrisville
Fairless
Legend
Expanded NS Lines
Expanded CSX Lines
Shared Assets Area
Northeast Corridor
Dashed Lines Indicate Trackage Rts.
Camden

Figure MM-9

Legend
Two-to-One Point
NS Lines
Conrail Lines to be Operated by NS
Current CSX Lines
Conrail Lines to be Operated by CSX
Dashed Lines Indicate Trackage Rts.
Two-to-One Points
Detroit
Chicago
Toledo
Sandusky
Avon Lake
Cleveland
Fairlane
Pittsburgh
Normal
Columbus
Indianapolis
Cincinnati
St. Louis
Louisville

Figure 13.3-8

Figure 13.3-15

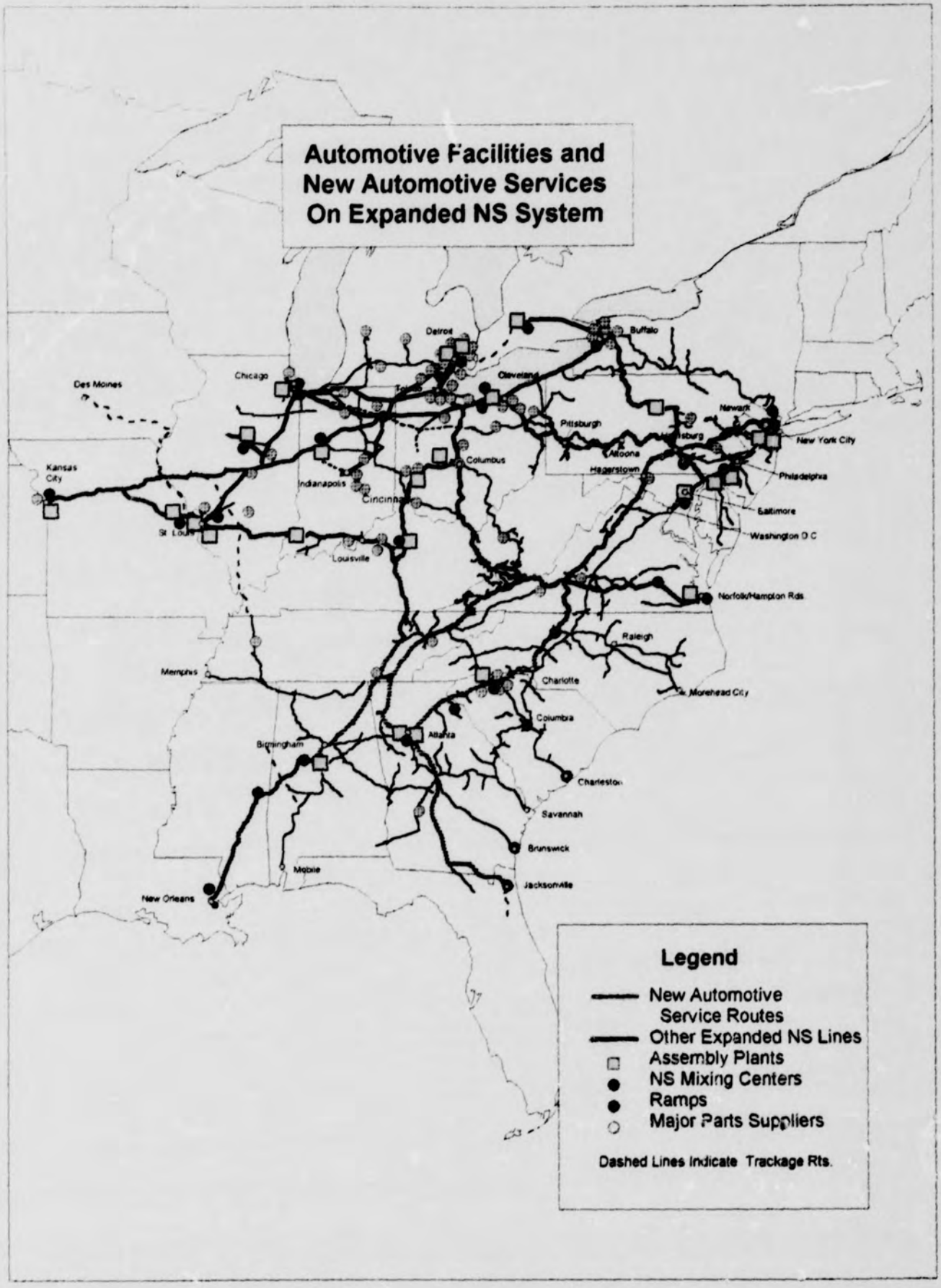


Figure 13.3-22

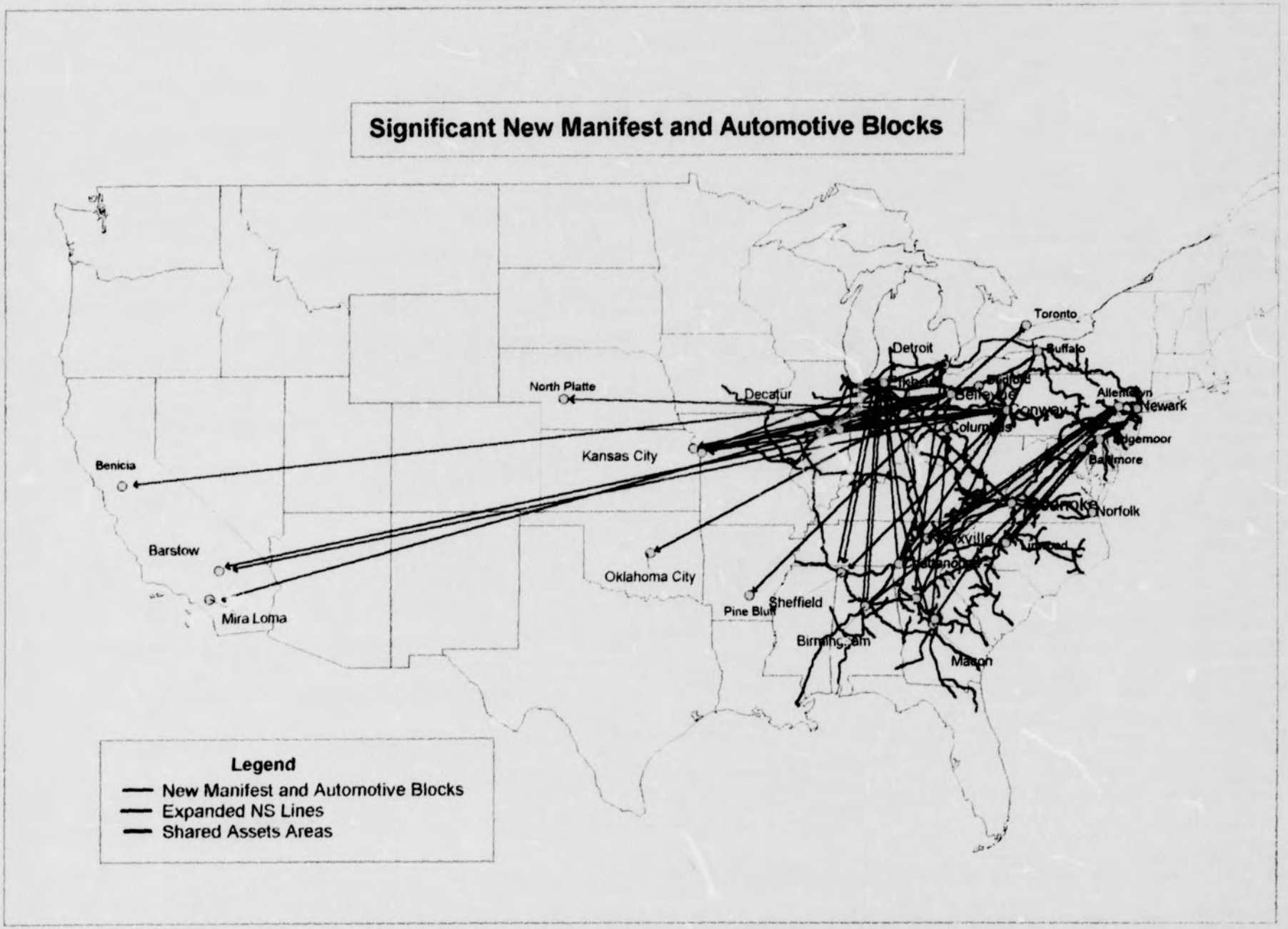


Figure 13.3-28

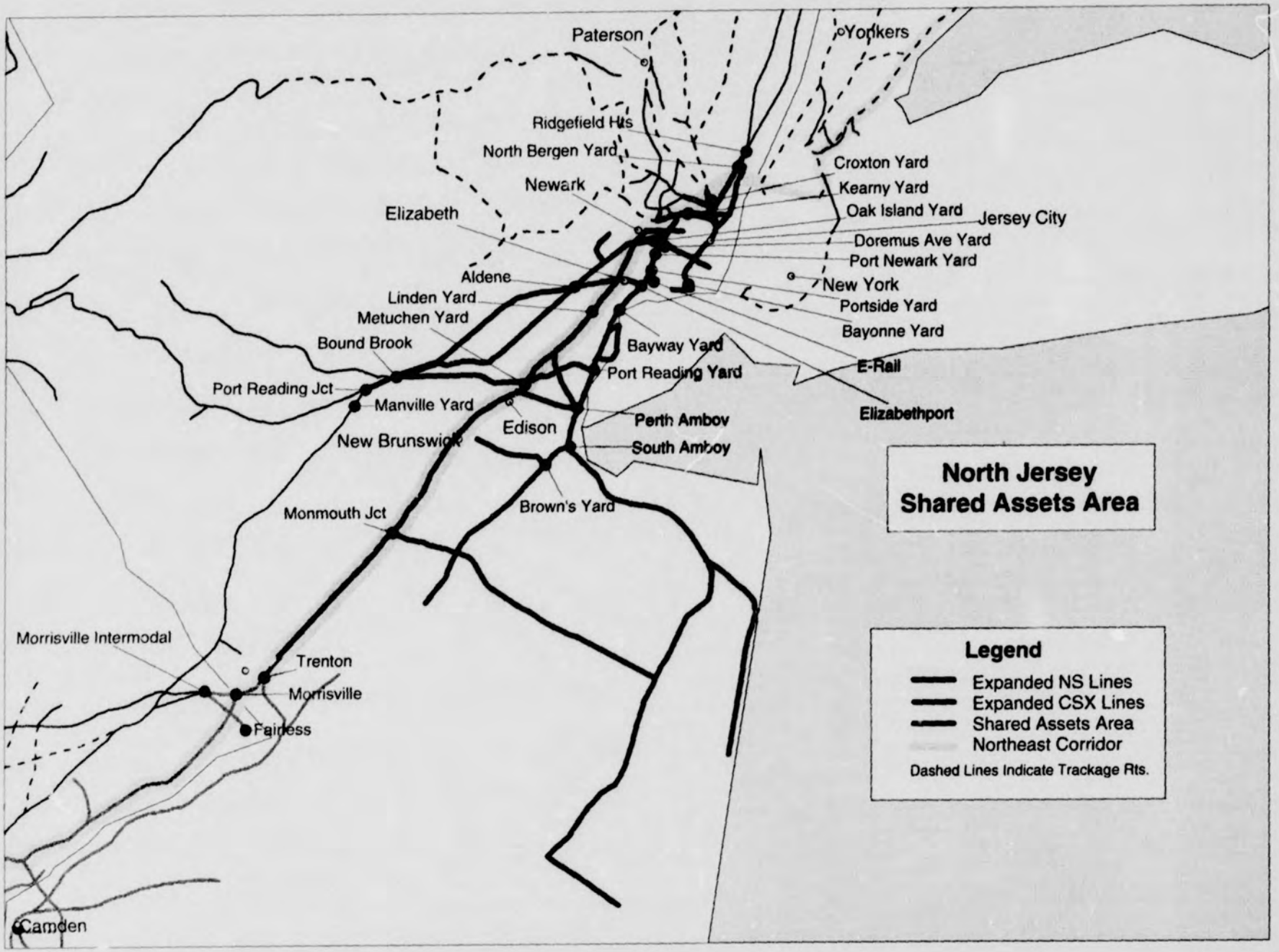
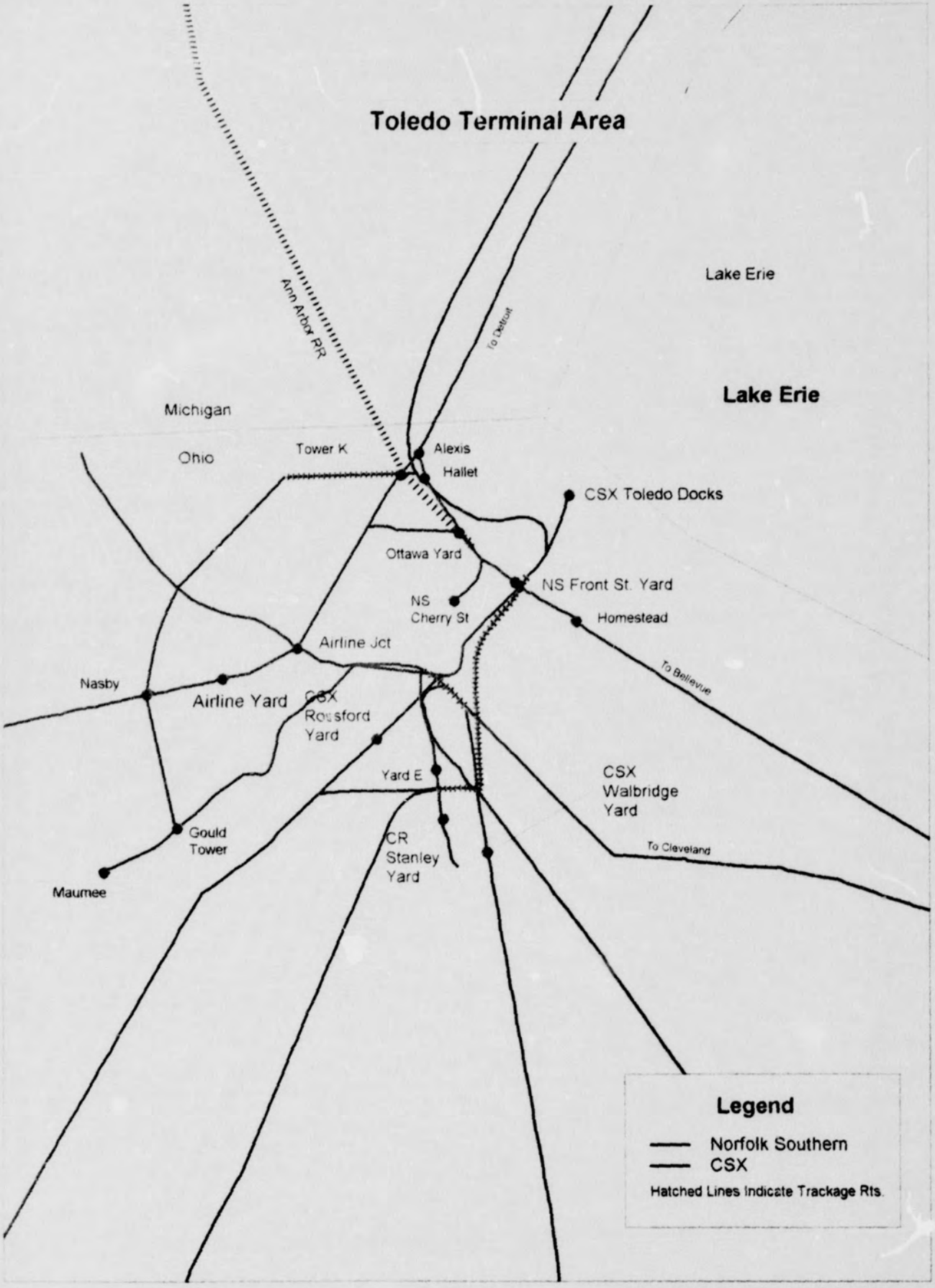

Paterson
Yonkers
Ridgefield Hts
North Bergen Yard
Newark
Elizabeth
Croxton Yard
Kearny Yard
Oak Island Yard
Jersey City
Doremus Ave Yard
Port Newark Yard
New York
Portside Yard
Bayonne Yard
Aldene
Linden Yard
Metuchen Yard
Bound Brook
Bayway Yard
Port Reading Yard
E-Rail
Elizabethport
Port Reading Jct
Manville Yard
Edison
Perth Ambov
South Amboy
New Brunswick
Monmouth Jct
Brown's Yard
Morrisville Intermodal
Trenton
Morrisville
Fairless
Camden
North Jersey
Shared Assets Area
Legend
Expanded NS Lines
Expanded CSX Lines
Shared Assets Area
Northeast Corridor
Dashed Lines Indicate Trackage Rts.

Figure 13.4-1

Figure 13.4-10



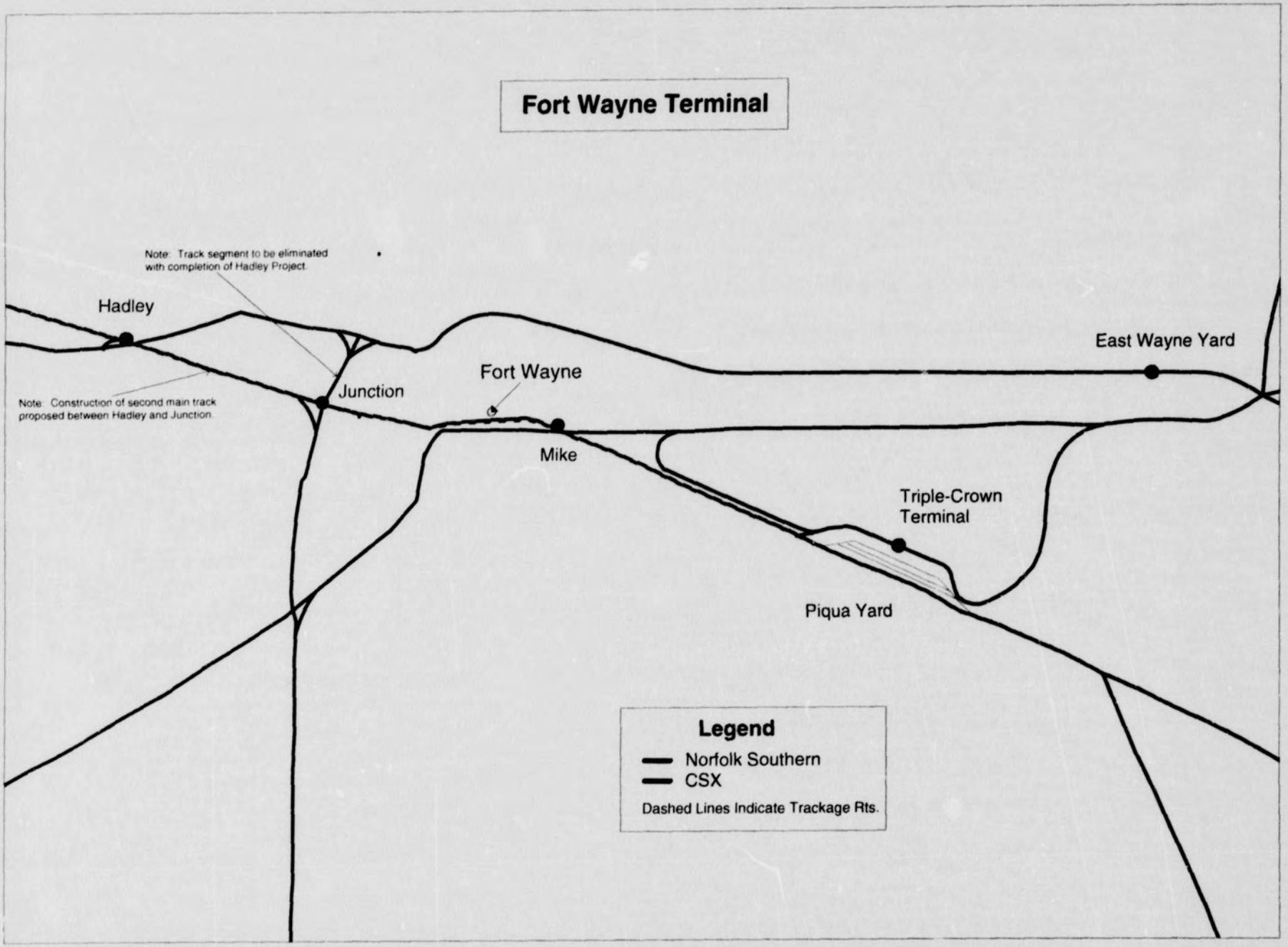
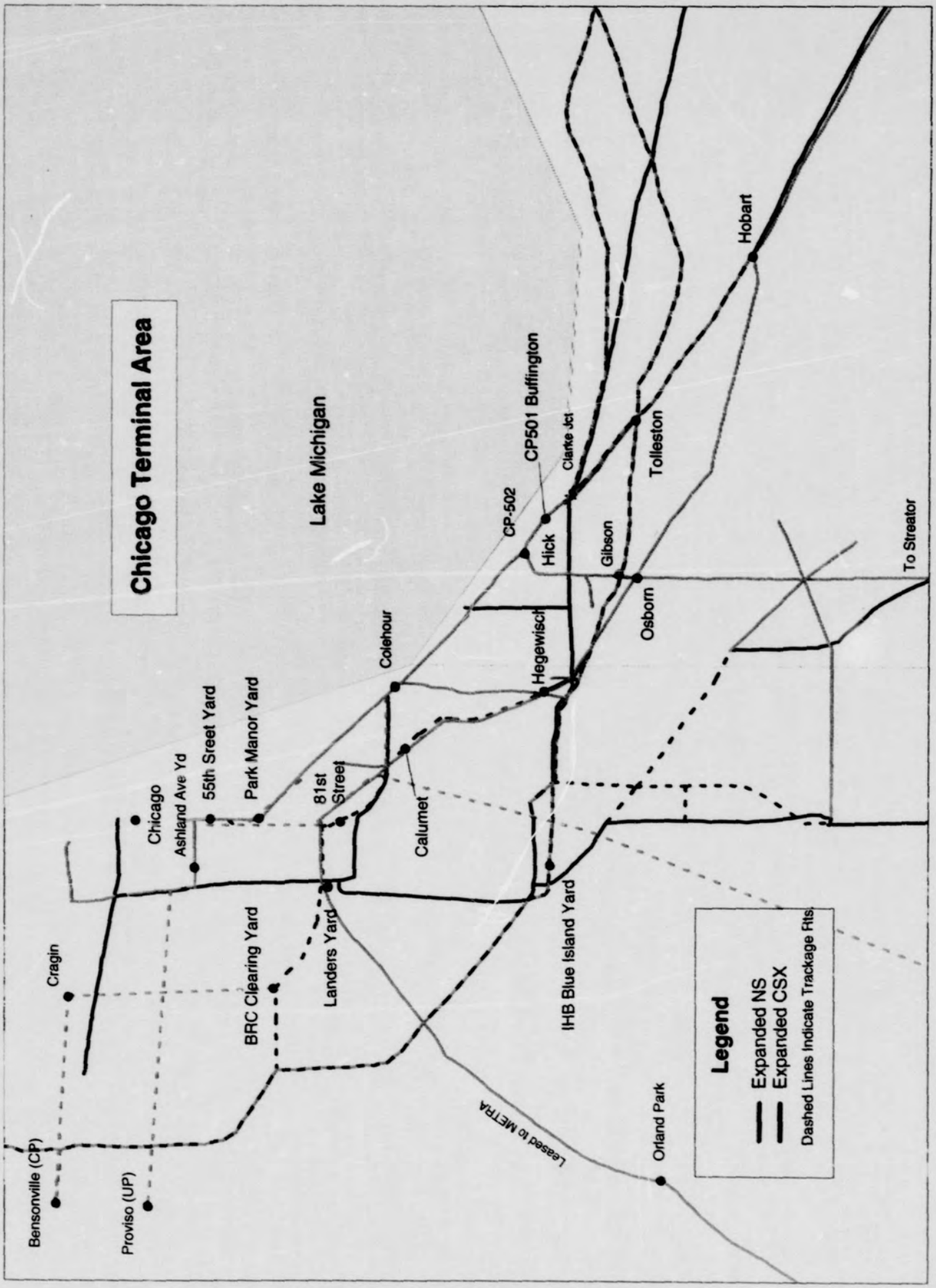


Figure 13.4-11

Figure 13.4-12



REPLACEMENT APPENDICES B, G, H, I AND J

FOR NS ERRATA

APPENDIX B

NS SUMMARY OF BENEFITS EXHIBIT

NS SUMMARY OF BENEFITS

($ Thousands)

DESCRIPTION	Year 1			Year 2			Year 3		
	Operating Rev		Total	Operating Rev		Total	Operating Rev		Total
REVENUE GAINS									
Gross Revenue Gains	$101,859		$101,859	382,203		$382,203	494,341		$494,341
Competitive Effects	(24,600)		(24,600)	(65,600)		(65,600)	(82,000)		(82,000)
Adjusted Gross Revenue Gains	77,259		77,259	316,603		316,603	412,341		412,341
Incremental Operating Costs	(33,822)		(33,822)	(90,193)		(90,193)	(112,741)		(112,741)
NET REVENUE GAINS	$43,436		$43,436	$226,410		$226,410	$299,600		$299,600
OPERATING BENEFITS	Operating Exp	Capital	Total	Operating Exp	Capital	Total	Operating Exp	Capital	Total
Non-Labor Benefits									
Yard & Terminal Consolidation	($15,520)	$0	($15,520)	($2,884)	$0	($2,884)	$6,869	$0	$6,869
Track Up-grades, New Construction & Retirements	0	(203,185)	(203,185)	849	(200,289)	(199,440)	849	(90,943)	(90,094)
Equipment Utilization	5,994	47,657	53,650	15,983	14,398	30,381	19,979	33,999	53,978
Equipment Maintenance	1,800	(60,000)	(58,200)	(7,650)	(34,500)	(42,150)	850	(1,000)	(150)
Maintenance of Way	9,065	(2,800)	6,265	17,330	(8,100)	9,230	22,462	(2,700)	19,762
Information Technologies & Communications	6,033	(17,900)	(11,867)	19,805	1,600	21,405	30,022	2,000	32,022
Materials Supply	5,695	10,920	16,615	15,188	13,840	29,028	18,985	11,300	30,285
Shops and Other Expenses Assumed	36,728	0	36,728	40,376	0	40,376	44,389	0	44,389
General & Administrative	18,919	5,000	23,919	24,793	5,000	29,793	27,142	5,000	32,142
Total Non-Labor -- OE	68,714		68,714	123,789		123,789	171,546		171,546
Total Non-Labor -- Capital		(220,308)	(220,308)		(208,051)	(208,051)		(42,344)	(42,344)
Labor Savings									
Recurring Savings (Note 1)	89,986		89,986	77,791		77,791	80,168		80,168
Labor Protection/Separation - NA (Note 2)	(24,448)		(24,448)	0		0	0		0
Labor Protection/Separation - A	(19,684)		(19,684)	(5,029)		(5,029)	(1,368)		(1,368)
Total Labor -- Recurring OE	89,986		89,986	77,791		77,791	80,168		80,168
Total Labor -- One-time (Note 3)	(44,133)		(44,133)	(5,029)		(5,029)	(1,368)		(1,368)
TOTAL OPERATING COSTS AND BENEFITS	$114,567	($220,308)	($105,741)	$196,551	($208,051)	($11,500)	$250,346	($42,344)	$208,002
SUB-TOTAL NET OPERATING BENEFITS	$158,003	($220,308)	($62,305)	$422,961	($208,051)	$214,910	$549,946	($42,344)	$507,603
SHIPPER LOGISTICS BENEFITS	27,630	0	27,630	73,680	0	73,680	92,100	0	92,100
COMPETITIVE PRICING BENEFITS	24,600	0	24,600	65,600	0	65,600	82,000	0	82,000
HIGHWAY MAINTENANCE BENEFITS	13,651	0	13,651	36,403	0	36,403	45,504	0	45,504
TOTAL COSTS AND BENEFITS									
Excluding Revenue Gains	$180,449	($220,308)	($39,859)	$372,235	($208,051)	$164,184	$469,950	($42,344)	$427,606
All Inclusive	$223,885	($220,308)	$3,577	$598,645	($208,051)	$390,594	$769,550	($42,344)	$727,206

Note 1: Based on average 1996 agreement positions and April, 1997, non-agreement positions. See joint verified statement of Kenneth R. Peifer and Robert S. Spenski.

NS SUMMARY OF BENEFITS

($ Thousands)

DESCRIPTIONS	Recurring Annual Benefits (Costs)			3-Year Totals	
	Oper. Exp	Cap. Exp.	Total	Oper. Exp.	Cap. Exp.
REVENUE GAINS					
Gross Revenue Gains	$494,341		$494,341	$978,402	
Competitive Effects	($82,000)		($82,000)	($172,200)	
Adjusted Gross Revenue Gains	$412,341		$412,341	$806,202	
Incremental Operating Costs	($112,817)		($112,817)	($236,755)	
NET REVENUE GAINS	$299,524		$299,524	$569,447	
OPERATING BENEFITS					
Non-Labor Benefits					
Yard & Terminal Consolidation	$6,869	0	6,869	($11,535)	$0
Track Up-grades, New Construction & Retirements	$849	0	849	$1,698	($494,417)
Equipment Utilization	$19,979	0	19,979	$41,955	$96,054
Equipment Maintenance	$5,150	3,000	8,150	($5,000)	($95,500)
Maintenance of Way	$22,462	0	22,462	$48,856	($13,600)
Information Technologies & Communications	$32,500	2,000	34,500	$55,859	($14,300)
Materials Supply	$18,985	10,570	29,555	$39,868	$36,060
Shops and Other Expenses Assumed	$37,989	0	37,989	$121,493	$0
General & Administrative	$27,142	5,000	32,142	$70,854	$15,000
Total Non-Labor -- OE	$171,925		$171,925	$364,049	
Total Non-Labor -- Capital		$20,570	$20,570		($470,703)
Labor Savings					
Recurring Savings (Note 1)	$80,168		$80,168	$247,945	
Labor Protection/Separation - NA (Note 2)				($73,353)	
Labor Protection/Separation - A				($26,081)	
Total Labor -- Recurring OE	$80,168		$80,168	$247,945	
Total Labor -- One-time (Note 3)				($99,434)	($220,593)
SUB-TOTAL NET OPERATING BENEFITS	$551,617	$20,570	$572,187	$1,082,007	($691,297)
SHIPPER LOGISTICS BENEFITS	$92,100	$0	$92,100	$193,410	$0
COMPETITIVE PRICING BENEFITS	$82,000	$0	$82,000	$172,200	$0
HIGHWAY MAINTENANCE BENEFITS	$45,504	$0	$45,504	$95,558	$0
TOTAL COSTS AND BENEFITS					
Excluding Revenue Gains	$471,697	$20,570	$492,267	$973,728	($691,297)
All Inclusive	$771,221	$20,570	$791,791	$1,543,175	($691,297)

Note 1: Based on average 1996 agreement positions and April, 1997, non-agreement positions. See joint verified statement of Kenneth R. Peifer and Robert S. Spenski.

Note 2: 3-Year total includes NS share of CR OE severance prior to year 1.

Note 3: 3-Year capital total includes severance accrued in purchase accounting.

APPENDIX G

NS/CONRAIL PRO FORMA BALANCE SHEETS

EXHIBIT 16

SECTION 1180.9 (a)
PRO FORMA BALANCE SHEET
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	YEAR 1 ACTIVITY (2)	NS / CONRAIL PRO FORMA YEAR 1 (3)
ASSETS			
CURRENT ASSETS			
CASH, CASH EQUIVALENTS, & SHORT-TERM INVESTMENTS	$393	$49	$442
ACCOUNTS RECEIVABLE	1,060		1,060
OTHER CURRENT ASSETS	611		611
TOTAL CURRENT ASSETS	2,064	$49	2,113
PROPERTIES-NET	18,680	$505	19,185
OTHER LONG-TERM ASSETS	1,732	($226)	1,506
TOTAL ASSETS	$22,476	$328	$22,804
LIABILITIES AND STOCKHOLDERS' EQUITY			
CURRENT LIABILITIES			
SHORT-TERM DEBT	$97	($13)	$84
CURRENT MATURITIES OF LONG-TERM DEBT	191		191
ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES	1,817	($217)	1,600
TOTAL CURRENT LIABILITIES	2,105	($230)	1,875
LONG-TERM DEBT	8,589	($137)	8,452
DEFERRED INCOME TAXES	5,297	$229	5,526
OTHER LONG-TERM LIABILITIES	1,636		1,636
TOTAL LIABILITIES	17,627	($138)	17,489
STOCKHOLDERS' EQUITY			
COMMON STOCK, $1 PAR VALUE	129		129
OTHER CAPITAL	418	$24	442
RETAINED EARNINGS	4,302	$442	4,744
TOTAL STOCKHOLDERS' EQUITY	4,849	$466	5,315
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$22,476	$328	$22,804

EXHIBIT 16

SECTION 1180.9 (a)
PRO FORMA BALANCE SHEET
NS / CONRAIL
(In Millions)

	NS / CONRAIL PRO FORMA YEAR 1 (1)	YEAR 2 ACTIVITY (2)	NS / CONRAIL PRO FORMA YEAR 2 (3)
ASSETS			
CURRENT ASSETS			
CASH, CASH EQUIVALENTS, & SHORT-TERM INVESTMENTS	$442	$49	$491
ACCOUNTS RECEIVABLE	1,060		1,060
OTHER CURRENT ASSETS	611		611
TOTAL CURRENT ASSETS	2,113	49	2,162
PROPERTIES-NET	19,185	486	19,671
OTHER LONG-TERM ASSETS	1,506	($10)	1,496
TOTAL ASSETS	$22,804	$525	$23,329
LIABILITIES AND STOCKHOLDERS' EQUITY			
CURRENT LIABILITIES			
SHORT-TERM DEBT	$84	($13)	$71
CURRENT MATURITIES OF LONG-TERM DEBT	191		191
ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES	1,600	(16)	1,584
TOTAL CURRENT LIABILITIES	1,875	(29)	1,846
LONG-TERM DEBT	8,452	(287)	8,165
DEFERRED INCOME TAXES	5,526	176	5,702
OTHER LONG-TERM LIABILITIES	1,636		1,636
TOTAL LIABILITIES	17,489	(140)	17,349
STOCKHOLDERS' EQUITY			
COMMON STOCK, $1 PAR VALUE	129		129
OTHER CAPITAL	442	24	466
RETAINED EARNINGS	4,744	641	5,385
TOTAL STOCKHOLDERS' EQUITY	5,315	665	5,980
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$22,804	$525	$23,329

EXHIBIT 16

SECTION 1180.9 (a)
PRO FORMA BALANCE SHEET
NS / CONRAIL
(In Millions)

	NS / CONRAIL PRO FORMA YEAR 2 (1)	YEAR 3 ACTIVITY (2)	NS / CONRAIL PRO FORMA YEAR 3 (3)
ASSETS			
CURRENT ASSETS			
CASH, CASH EQUIVALENTS, & SHORT-TERM INVESTMENTS	$491	$49	$540
ACCOUNTS RECEIVABLE	1,060		1,060
OTHER CURRENT ASSETS	611		611
TOTAL CURRENT ASSETS	2,162	49	2,211
PROPERTIES-NET	19,671	319	19,990
OTHER LONG-TERM ASSETS	1,496	($10)	1,486
TOTAL ASSETS	$23,329	$358	$23,687
LIABILITIES AND STOCKHOLDERS' EQUITY			
CURRENT LIABILITIES			
SHORT-TERM DEBT	$71	($13)	$58
CURRENT MATURITIES OF LONG-TERM DEBT	191		191
ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES	1,584	(6)	1,578
TOTAL CURRENT LIABILITIES	1,846	(19)	1,827
LONG-TERM DEBT	8,165	(556)	7,609
DEFERRED INCOME TAXES	5,702	172	5,874
OTHER LONG-TERM LIABILITIES	1,636		1,636
TOTAL LIABILITIES	17,349	(403)	16,946
STOCKHOLDERS' EQUITY			
COMMON STOCK, $1 PAR VALUE	129		129
OTHER CAPITAL	466	24	490
RETAINED EARNINGS	5,385	737	6,122
TOTAL STOCKHOLDERS' EQUITY	5,980	761	6,741
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$23,329	$358	$23,687

EXHIBIT 16

SECTION 1180.9 (a)
PRO FORMA BALANCE SHEET
NS / CONRAIL
(In Millions)

	NS / CONRAIL PRO FORMA YEAR 3 (1)	NORMAL YEAR ACTIVITY (2)	NS / CONRAIL PRO FORMA NORMAL YEAR (3)
ASSETS			
CURRENT ASSETS			
CASH, CASH EQUIVALENTS, & SHORT-TERM INVESTMENTS	$540	$49	$589
ACCOUNTS RECEIVABLE	1,060		1,060
OTHER CURRENT ASSETS	611		611
TOTAL CURRENT ASSETS	2,211	49	2,260
PROPERTIES-NET	19,990	257	20,247
OTHER LONG-TERM ASSETS	1,486	($10)	1,476
TOTAL ASSETS	$23,687	$296	$23,983
LIABILITIES AND STOCKHOLDERS' EQUITY			
CURRENT LIABILITIES			
SHORT-TERM DEBT	$58	($13)	$45
CURRENT MATURITIES OF LONG-TERM DEBT	191		191
ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES	1,578		1,578
TOTAL CURRENT LIABILITIES	1,827	(13)	1,814
LONG-TERM DEBT	7,609	(649)	6,960
DEFERRED INCOME TAXES	5,874	170	6,044
OTHER LONG-TERM LIABILITIES	1,636		1,636
TOTAL LIABILITIES	16,946	(492)	16,454
STOCKHOLDERS' EQUITY			
COMMON STOCK, $1 PAR VALUE	129		129
OTHER CAPITAL	490	24	514
RETAINED EARNINGS	6,122	764	6,886
TOTAL STOCKHOLDERS' EQUITY	6,741	788	7,529
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$23,687	$296	$23,983

NOTES TO PRO FORMA BALANCE SHEET

NS / CONRAIL

YEAR 1 THROUGH NORMAL YEAR

1. NS / CONRAIL BASE YEAR (1995) OR PRO FORMA FOR PRECEDING YEAR: For Year 1, represents the pro forma combined NS / Conrail base year balance sheet. For Year 2 through Normal Year, represents the pro forma combined NS / Conrail balance sheet for the preceding year. See separate NS / Conrail base year, Year 1, Year 2, Year 3, or Normal Year pro forma balance sheets included in this section of the application.

2. YEAR 1 THROUGH NORMAL YEAR ACTIVITY: Represents the effects on the combined NS / Conrail pro forma balance sheets of the operating results (net income and cash flows) for the respective years, inclusive of adjustments to reflect implementation of the operating plan:

   CASH, CASH EQUIVALENTS & SHORT-TERM INVESTMENTS - Represents the normal change in cash (resulting from the base year) as derived from the statement of sources and application of funds (statement of cash flows).

   PROPERTIES-NET - In Year 1 through Year 3 includes the increase resulting from capital spending necessary to combine operations. The normal year includes a reduction due to efficiencies of the combined operations. Additionally, all years include an increase in depreciation expense resulting from the write-up of properties to fair market value and resulting from the additional capital spending discussed above.

   OTHER LONG-TERM ASSETS - In year one, includes the use of other assets to pay employee benefits earned as a result of the transaction. Year one also reflects the use of other assets to pay employee benefits earned and paid during the holding period (with a corresponding reduction in taxes payable and retained earnings). Additionally, all years include the amortization of goodwill and debt fees and the net cash flows from other operating and investing activities as derived from the statement of sources and application of funds (statement of cash flows).

   SHORT-TERM DEBT - Represents the normal change in short-term debt (resulting from the base year) as derived from the statement of sources and application of funds (statement of cash flows).

   ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES: In Years 1 through 3, represents the payment of separation benefits from accruals established in purchase accounting. Year 1 also includes a reduction in income taxes payable to reflect the effect of employee benefits earned during the holding period.

   LONG-TERM DEBT - Represents the repayment of long-term debt, net of debt issuance, for the respective years resulting from a net source of cash arising from the combination and the operating plan. Also reflects the amortization of the write-up of long-term debt in purchase accounting.

   DEFERRED INCOME TAXES - Represents the net change in the deferred income tax liability resulting principally from different book and tax treatment for depreciation expense and for the depreciation or amortization of write-ups resulting from purchase accounting.

   OTHER CAPITAL - Represents the normal change in other capital (resulting from the base year) as derived from the statement of sources and application of funds (statement of cash flows).

   RETAINED EARNINGS - Represents net income for the respective years, less dividends. In Year 1, includes adjustment for employee benefits expensed prior to the control date.

EXHIBIT 16

SECTION 1180.9 (a)
PRO FORMA BALANCE SHEET
NS / CONRAIL
(In Millions)

	NS BASE YEAR (1)	CONRAIL OPERATIONS ACQUIRED: NS PORTION OF CONRAIL BASE YEAR (2a)	CONRAIL OPERATIONS ACQUIRED: PURCHASE ACCOUNTING ADJUSTMENTS (2b)	CONRAIL OPERATIONS ACQUIRED: TOTAL (2c)	NS / CONRAIL BASE YEAR (3)
ASSETS					
CURRENT ASSETS					
CASH, CASH EQUIVALENTS, & SHORT-TERM INVESTMENTS	$329	$64		$64	$393
ACCOUNTS RECEIVABLE	704	356		356	1,060
OTHER CURRENT ASSETS	310	301		301	611
TOTAL CURRENT ASSETS	1,343	721	0	721	2,064
PROPERTIES-NET	9,259	3,882	5,539	9,421	18,680
OTHER LONG-TERM ASSETS	303	470	959	1,429	1,732
TOTAL ASSETS	$10,905	$5,073	$6,498	$11,571	$22,476
LIABILITIES AND STOCKHOLDERS' EQUITY					
CURRENT LIABILITIES					
SHORT-TERM DEBT	$45	$52		$52	$97
CURRENT MATURITIES OF LONG-TERM DEBT	86	105		105	191
ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES	1,075	522	220	742	1,817
TOTAL CURRENT LIABILITIES	1,206	679	220	899	2,105
LONG-TERM DEBT	1,553	1,108	5,928	7,036	8,589
DEFERRED INCOME TAXES	2,313	833	2,101	2,984	5,297
OTHER LONG-TERM LIABILITIES	984	565	87	652	1,636
TOTAL LIABILITIES	6,056	3,235	8,336	11,571	17,627
STOCKHOLDERS' EQUITY					
COMMON STOCK, $1 PAR VALUE	129	49	(49)	0	129
ESOP PREFERRED STOCK		164	(164)	0	0
OTHER CAPITAL	418	832	(832)	0	418
RETAINED EARNINGS	4,302	793	(793)	0	4,302
TOTAL STOCKHOLDERS' EQUITY	4,849	1,838	(1,838)	0	4,849
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$10,905	$5,073	$6,498	$11,571	$22,476

NOTES TO PRO FORMA BALANCE SHEET

NS / CONRAIL

BASE YEAR

1. NS BASE YEAR: Represents NS' 1995 balance sheet as reported in the 1995 Form 10-K, adjusted to eliminate the balance sheet effects of an early retirement charge. See separate NS base year pro forma balance sheet included in this section of the application.

2. CONRAIL OPERATIONS ACQUIRED:
   a. NS PORTION OF CONRAIL BASE YEAR: Represents NS' proportionate share of Conrail's 1995 assets, liabilities, and stockholders' equity under the Division, excluding the effects of non-recurring transactions. See separate Conrail pro forma balance sheet included in this section of the application.

   b. PURCHASE ACCOUNTING ADJUSTMENTS: Represents the acquisition by NS of its proportionate share of Conrail's net assets and the related purchase accounting adjustments for this transaction.

EXHIBIT 16

SECTION 1180.9 (a)
PRO FORMA BALANCE SHEET
NS
(In Millions)

	NS HISTORICAL 1995 AS REPORTED (1)	ADJUST-MENTS (2)	NS BASE YEAR (3)
ASSETS			
CURRENT ASSETS			
CASH, CASH EQUIVALENTS, & SHORT-TERM INVESTMENTS	$329		$329
ACCOUNTS RECEIVABLE	704		704
OTHER CURRENT ASSETS	310		310
TOTAL CURRENT ASSETS	1,343	0	1,343
PROPERTIES-NET	9,259		9,259
OTHER LONG-TERM ASSETS	303		303
TOTAL ASSETS	$10,905	$0	$10,905
LIABILITIES AND STOCKHOLDERS' EQUITY			
CURRENT LIABILITIES			
SHORT-TERM DEBT	$45		$45
CURRENT MATURITIES OF LONG-TERM DEBT	86		86
ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES	1,075		1,075
TOTAL CURRENT LIABILITIES	1,206	0	1,206
LONG-TERM DEBT	1,553		1,553
DEFERRED INCOME TAXES	2,299	14	2,313
OTHER LONG-TERM LIABILITIES	1,018	(34)	984
TOTAL LIABILITIES	6,076	(20)	6,056
STOCKHOLDERS' EQUITY			
COMMON STOCK, $1 PAR VALUE (NET OF TREASURY SHARES)	129		129
OTHER CAPITAL (NET OF TREASURY SHARES)	418		418
RETAINED EARNINGS	4,282	20	4,302
TOTAL STOCKHOLDERS' EQUITY	4,829	20	4,849
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$10,905	$0	$10,905

NOTES TO PRO FORMA BALANCE SHEET

NS

BASE YEAR

1. NS HISTORICAL 1995 AS REPORTED: Represents NS' 1995 balance sheet as reported in the 1995 Form 10-K.

2. ADJUSTMENTS: Represents adjustments made to eliminate the effects of an early retirement charge reported in 1995.

3. NS BASE YEAR: Represents NS' 1995 balance sheet as reported in the 1995 Form 10-K, revised to include the adjustments indicated in 2. above.

EXHIBIT 16

SECTION 1180.9 (a)
PRO FORMA BALANCE SHEET
CONRAIL
(In Millions)

	CONRAIL HISTORICAL 1995 AS REPORTED (1)	ADJUST-MENTS (2)	CONRAIL BASE YEAR (3)	ALLOCATION OF CONRAIL BASE YEAR CSX (4a)	NS (4b)
ASSETS					
CURRENT ASSETS					
CASH, CASH EQUIVALENTS, & SHORT-TERM INVESTMENTS	$73	$37	$110	$46	$64
ACCOUNTS RECEIVABLE	614		614	258	356
OTHER CURRENT ASSETS	519		519	218	301
TOTAL CURRENT ASSETS	1,206	37	1,243	522	721
PROPERTIES-NET	6,408	285	6,693	2,811	3,882
OTHER LONG-TERM ASSETS	810		810	340	470
TOTAL ASSETS	$8,424	$322	$8,746	$3,673	$5,073
LIABILITIES AND STOCKHOLDERS' EQUITY					
CURRENT LIABILITIES					
SHORT-TERM DEBT	$89		$89	$37	$52
CURRENT MATURITIES OF LONG-TERM DEBT	181		181	76	105
ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES	900		900	378	522
TOTAL CURRENT LIABILITIES	1,170	0	1,170	491	679
LONG-TERM DEBT	1,911		1,911	803	1,108
DEFERRED INCOME TAXES	1,393	130	1,523	640	883
OTHER LONG-TERM LIABILITIES	973		973	408	565
TOTAL LIABILITIES	5,447	130	5,577	2,342	3,235
STOCKHOLDERS' EQUITY					
COMMON STOCK, $1 PAR VALUE	85		85	36	49
ESOP PREFERRED STOCK	282		282	118	164
OTHER CAPITAL	1,434		1,434	602	832
RETAINED EARNINGS	1,176	192	1,368	575	793
TOTAL STOCKHOLDERS' EQUITY	2,977	192	3,169	1,331	1,838
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	$8,424	$322	$8,746	$3,673	$5,073

NOTES TO PRO FORMA BALANCE SHEET

CONRAIL

BASE YEAR

1. CONRAIL HISTORICAL 1995 AS REPORTED: Represents Conrail's 1995 balance sheet as reported in the 1995 Form 10-K.

2. ADJUSTMENTS: Represents adjustments made to eliminate the effects on Conrail's balance sheet of the following non-recurring transactions reported in 1995: (1) asset disposition charge and (2) decrease in state income tax rate. An adjustment was also made to eliminate from the base year the balance sheet effects of permanent annual cost savings resulting from a 1996 voluntary separation program.

3. CONRAIL BASE YEAR: Represents Conrail's 1995 balance sheet as reported, revised to include the adjustments indicated in 2. above.

4. ALLOCATION OF CONRAIL BASE YEAR: For purposes of this STB pro forma presentation, the financial statements for Conrail were divided based on the Percentage, which reflects the economics of the transaction. No separate estimation was made for that portion of Conrail which will be shared. It is expected that the assets and operations which will be jointly controlled will be accounted for under the equity method of accounting by both CSX and NS after the control date.

   a. CSX: Represents 42% of Conrail's assets, liabilities, and stockholders' equity.

   b. NS: Represents 58% of Conrail's assets, liabilities, and stockholders' equity.

APPENDIX H

NS/CONRAIL PRO FORMA INCOME STATEMENTS

EXHIBIT 17

SECTION 1180.9 (b)
PRO FORMA INCOME STATEMENT
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	YEAR 1 ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA YEAR 1 (3)
OPERATING REVENUE	$7,045	$77	$7,122
OPERATING EXPENSE	5,461	79	5,540
OPERATING INCOME	1,584	(2)	1,582
OTHER INCOME	217		217
INTEREST EXPENSE	226	394	620
INCOME BEFORE INCOME TAXES	1,575	(396)	1,179
INCOME TAXES	578	(145)	433
NET INCOME	$997	($251)	$746

EXHIBIT 17

SECTION 1180.9 (b)
PRO FORMA INCOME STATEMENT
NS / CONRAIL

	NS / CONRAIL BASE YEAR (1)	YEAR 2 ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA YEAR 2 (3)
OPERATING REVENUE	$7,045	$317	$7,362
OPERATING EXPENSE	5,461	60	5,521
OPERATING INCOME	1,584	257	1,841
OTHER INCOME	217		217
INTEREST EXPENSE	226	380	606
INCOME BEFORE INCOME TAXES	1,575	(123)	1,452
INCOME TAXES	578	(41)	537
NET INCOME	$997	($82)	$915

EXHIBIT 17

SECTION 1180.9 (b)
PRO FORMA INCOME STATEMENT
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	YEAR 3 ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA YEAR 3 (3)
OPERATING REVENUE	$7,045	$412	$7,457
OPERATING EXPENSE	5,461	31	5,492
OPERATING INCOME	1,584	381	1,965
OTHER INCOME	217		217
INTEREST EXPENSE	226	350	576
INCOME BEFORE INCOME TAXES	1,575	31	1,606
INCOME TAXES	578	17	595
NET INCOME	$997	$14	$1,011

EXHIBIT 17

SECTION 1180.9 (b)
PRO FORMA INCOME STATEMENT
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	NORMAL YEAR ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA NORMAL YEAR (3)
OPERATING REVENUE	$7,045	$412	$7,457
OPERATING EXPENSE	5,461	28	5,489
OPERATING INCOME	1,584	384	1,968
OTHER INCOME	217		217
INTEREST EXPENSE	226	309	535
INCOME BEFORE INCOME TAXES	1,575	75	1,650
INCOME TAXES	578	34	612
NET INCOME	$997	$41	$1,038

NOTES TO PRO FORMA INCOME STATEMENT

NS / CONRAIL

YEAR 1 THROUGH NORMAL YEAR

1. NS / CONRAIL BASE YEAR (1995): Represents the pro forma combined NS / Conrail base year income statement, included separately in this section of the application.

2. YEAR 1 THROUGH NORMAL YEAR ADJUSTMENTS: Represents the effects on the combined NS / Conrail pro forma income statement of net benefits arising from implementation of the operating plan, inclusive of one-time expenses related to combining operations, as well as depreciation and amortization arising from purchase accounting adjustments and interest expense on acquisition debt:

   OPERATING REVENUE - Represents gross revenue gains from additional traffic, net of gross revenue losses from enhanced competition, as well as an amount to adjust the division of the Conrail base year from an allocation based on the Percentage, which reflects the economics of the transaction, to an allocation based on the study period, which reflects traffic modeling based on 1995 historical data.

   OPERATING EXPENSE - Represents the net benefits from operating and facility efficiencies, reduced by the additional expenses incurred to handle increased traffic, increased depreciation expense resulting from capital additions and the write-up of properties to fair value in purchase accounting, goodwill amortization and one-time costs not accrued through purchase accounting.

   INTEREST EXPENSE - Represents the net increase in interest expense arising from debt incurred to finance the acquisition.

   INCOME TAXES - Represents the change in current and deferred income taxes resulting from the net adjustments to pretax earnings as outlined above.

EXHIBIT 17

SECTION 1180.9 (b)
PRO FORMA INCOME STATEMENT
NS / CONRAIL
(In Millions)

	NS BASE YEAR (1)	CONRAIL OPERATIONS ACQUIRED — NS PORTION OF CONRAIL BASE YEAR (2)	NS / CONRAIL BASE YEAR (3)
OPERATING REVENUE	$4,907	$2,138	$7,045
OPERATING EXPENSE	3,787	1,674	5,461
OPERATING INCOME	1,120	464	1,584
OTHER INCOME	142	75	217
INTEREST EXPENSE	113	113	226
INCOME BEFORE INCOME TAXES	1,149	426	1,575
INCOME TAXES	416	162	578
NET INCOME	$733	$264	$997

NOTES TO PRO FORMA INCOME STATEMENT

NS / CONRAIL

BASE YEAR

1. NS BASE YEAR: Represents NS' 1995 income statement as reported in the 1995 Form 10-K, adjusted to eliminate the effects of an early retirement charge and certain reclassifications. See separate NS base year pro forma income statement included in this section of the application.

2. CONRAIL OPERATIONS ACQUIRED - NS PORTION OF CONRAIL BASE YEAR: Represents NS' proportionate allocated share of Conrail's revenues and expenses under the Division, excluding the effects of non-recurring transactions. See separate Conrail base year pro forma income statement included in this section of the application.

EXHIBIT 17

SECTION 1180.9 (b)
PRO FORMA INCOME STATEMENT
NS
(In Millions)

	NS HISTORICAL 1995 AS REPORTED (1)	ADJUST-MENTS (2)	NS BASE YEAR (3)
OPERATING REVENUE	$4,668	$239	$4,907
OPERATING EXPENSE	3,582	205	3,787
OPERATING INCOME	1,086	34	1,120
OTHER INCOME	142		142
INTEREST EXPENSE	113		113
INCOME BEFORE INCOME TAXES	1,115	34	1,149
INCOME TAXES	402	14	416
NET INCOME	$713	$20	$733

NOTES TO PRO FORMA INCOME STATEMENT

NS

BASE YEAR

1. NS HISTORICAL 1995 AS REPORTED: Represents NS' 1995 income statement as reported in the 1995 Form 10-K.

2. ADJUSTMENTS: Represents adjustments made to eliminate the effects of an early retirement charge reported in 1995. Line item reclassifications were also made to conform the income statement with presentation changes made in the motor carrier subsidiary in 1997.

3. NS BASE YEAR: Represents NS' 1995 income statement as reported in the 1995 Form 10-K, revised to include the adjustments indicated in 2. above.

EXHIBIT 17

SECTION 1180.9 (b)
PRO FORMA INCOME STATEMENT
CONRAIL
(In Millions)

	CONRAIL HISTORICAL 1995 AS REPORTED (1)	ADJUST-MENTS (2)	CONRAIL BASE YEAR (3)	ALLOCATION OF CONRAIL BASE YEAR CSX (4a)	NS (4b)
OPERATING REVENUE	$3,686	$0	$3,686	$1,548	$2,138
OPERATING EXPENSE	3,230	(344)	2,886	1,212	1,674
OPERATING INCOME	456	344	800	336	464
OTHER INCOME	130		130	55	75
INTEREST EXPENSE	194		194	81	113
INCOME BEFORE INCOME TAXES	392	344	736	310	426
INCOME TAXES	128	152	280	118	162
NET INCOME	$264	$192	$456	$192	$264

NOTES TO PRO FORMA INCOME STATEMENT

CONRAIL

BASE YEAR

1. CONRAIL HISTORICAL 1995 AS REPORTED: Represents Conrail's 1995 income statement as reported in the 1995 Form 10-K.

2. ADJUSTMENTS: Represents adjustments made to eliminate the effects of the following non-recurring transactions reported in 1995: (1) asset disposition charge and (2) decrease in state income tax rate. An adjustment was also made to eliminate from the base year the effects of permanent annual cost savings resulting from a 1996 voluntary separation program.

3. CONRAIL BASE YEAR: Represents Conrail's 1995 income statement as reported, revised to include the adjustments indicated in 2. above.

4. ALLOCATION OF CONRAIL BASE YEAR: For purposes of this STB pro forma presentation, the financial statements for Conrail were divided based on the Percentage, which reflects the economics of the transaction. No separate estimation was made for that portion of Conrail which will be shared. It is expected that the assets and operations which will be jointly controlled will be accounted for under the equity method of accounting by both CSX and NS after the control date.

   a. CSX: Represents 42% of Conrail's revenues and expenses.

   b. NS: Represents 58% of Conrail's revenues and expenses.

APPENDIX I

NS/CONRAIL PRO FORMA SOURCES AND APPLICATION OF FUNDS STATEMENTS

EXHIBIT 18

SECTION 1180.9 (c)
PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	YEAR 1 ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA YEAR 1 (3)
OPERATING ACTIVITIES			
NET INCOME	$997	($251)	$746
ADJUSTMENTS TO RECONCILE NET INCOME			
TO NET CASH PROVIDED:			
DEPRECIATION AND AMORTIZATION	584	151	735
DEFERRED INCOME TAXES	219	10	229
OTHER OPERATING ACTIVITIES	(94)	(30)	(124)
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,706	(120)	1,586
INVESTING ACTIVITIES			
PROPERTY ADDITIONS	(1,004)	(220)	(1,224)
OTHER INVESTING ACTIVITIES	79		79
NET CASH USED FOR INVESTING ACTIVITIES	(925)	(220)	(1,145)
FINANCING ACTIVITIES			
SHORT-TERM DEBT-NET	(13)		(13)
LONG-TERM DEBT ISSUED	161		161
LONG-TERM DEBT REPAID	(152)	(138)	(290)
PURCHASE AND RETIREMENT OF COMMON STOCK	(391)	391	0
CASH DIVIDENDS PAID	(361)	87	(274)
OTHER FINANCING ACTIVITIES	24		24
NET CASH USED FOR FINANCING ACTIVITIES	(732)	340	(392)
NET INCREASE IN CASH AND CASH EQUIVALENTS	$49	$0	$49

EXHIBIT 18

SECTION 1180.9 (c)
PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	YEAR 2 ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA YEAR 2 (3)
OPERATING ACTIVITIES			
NET INCOME	$997	($82)	$915
ADJUSTMENTS TO RECONCILE NET INCOME TO NET CASH PROVIDED:			
DEPRECIATION AND AMORTIZATION	584	158	742
DEFERRED INCOME TAXES	219	(43)	176
OTHER OPERATING ACTIVITIES	(94)	(15)	(109)
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,706	18	1,724
INVESTING ACTIVITIES			
PROPERTY ADDITIONS	(1,004)	(208)	(1,212)
OTHER INVESTING ACTIVITIES	79		79
NET CASH USED FOR INVESTING ACTIVITIES	(925)	(208)	(1,133)
FINANCING ACTIVITIES			
SHORT-TERM DEBT-NET	(13)		(13)
LONG-TERM DEBT ISSUED	161		161
LONG-TERM DEBT REPAID	(152)	(288)	(440)
PURCHASE AND RETIREMENT OF COMMON STOCK	(391)	391	0
CASH DIVIDENDS PAID	(361)	87	(274)
OTHER FINANCING ACTIVITIES	24		24
NET CASH USED FOR FINANCING ACTIVITIES	(732)	190	(542)
NET INCREASE IN CASH AND CASH EQUIVALENTS	$49	$0	$49

EXHIBIT 18

SECTION 1180.9 (c)
PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	YEAR 3 ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA YEAR 3 (3)
OPERATING ACTIVITIES			
NET INCOME	$967	$14	$1,011
ADJUSTMENTS TO RECONCILE NET INCOME			
TO NET CASH PROVIDED:			
DEPRECIATION AND AMORTIZATION	584	159	743
DEFERRED INCOME TAXES	219	(47)	172
OTHER OPERATING ACTIVITIES	(94)	(5)	(99)
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,706	121	1,827
INVESTING ACTIVITIES			
PROPERTY ADDITIONS	(1,004)	(42)	(1,046)
OTHER INVESTING ACTIVITIES	79		79
NET CASH USED FOR INVESTING ACTIVITIES	(925)	(42)	(967)
FINANCING ACTIVITIES			
SHORT-TERM DEBT-NET	(13)		(13)
LONG-TERM DEBT ISSUED	161		161
LONG-TERM DEBT REPAID	(152)	(557)	(709)
PURCHASE AND RETIREMENT OF COMMON STOCK	(391)	391	0
CASH DIVIDENDS PAID	(361)	87	(274)
OTHER FINANCING ACTIVITIES	24		24
NET CASH USED FOR FINANCING ACTIVITIES	(732)	(79)	(811)
NET INCREASE IN CASH AND CASH EQUIVALENTS	$49	$0	$49

EXHIBIT 18

SECTION 1180.9 (c)
PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)
NS / CONRAIL
(In Millions)

	NS / CONRAIL BASE YEAR (1)	NORMAL YEAR ADJUSTMENTS (2)	NS / CONRAIL PRO FORMA NORMAL YEAR (3)
OPERATING ACTIVITIES			
NET INCOME	$997	$41	$1,038
ADJUSTMENTS TO RECONCILE NET INCOME			
TO NET CASH PROVIDED:			
DEPRECIATION AND AMORTIZATION	584	158	742
DEFERRED INCOME TAXES	219	(49)	170
OTHER OPERATING ACTIVITIES	(94)	1	(93)
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,706	151	1,857
INVESTING ACTIVITIES			
PROPERTY ADDITIONS	(1,004)	21	(983)
OTHER INVESTING ACTIVITIES	79		79
NET CASH USED FOR INVESTING ACTIVITIES	(925)	21	(904)
FINANCING ACTIVITIES			
SHORT-TERM DEBT-NET	(13)		(13)
LONG-TERM DEBT ISSUED	161		161
LONG-TERM DEBT REPAID	(152)	(650)	(802)
PURCHASE AND RETIREMENT OF COMMON STOCK	(391)	391	0
CASH DIVIDENDS PAID	(361)	87	(274)
OTHER FINANCING ACTIVITIES	24		24
NET CASH USED FOR FINANCING ACTIVITIES	(732)	(172)	(904)
NET INCREASE IN CASH AND CASH EQUIVALENTS	$49	$0	$49

NOTES TO PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)

NS / CONRAIL

YEAR 1 THROUGH NORMAL YEAR

1. NS / CONRAIL BASE YEAR (1995): Represents pro forma combined NS / Conrail base year sources and application of funds (statement of cash flows), included separately in this section of the application.

2. YEAR 1 THROUGH NORMAL YEAR ACTIVITY: Represents the effects on the combined NS/Conrail pro forma base year sources and application of funds of cumulative benefits arising from implementation of the operating plan, inclusive of one-time capital expenditures related to combining operations, as well as the repayment of debt and the elimination of amounts paid by NS and Conrail to purchase and retire shares of their common stock and amounts paid by Conrail to pay dividends to shareholders:

   NET INCOME - Represents net adjustments to net income in the respective years, as derived from the income statement.

   DEPRECIATION AND AMORTIZATION - Represents increased depreciation expense arising from one-time capital expenditures to combine operations and from the purchase accounting adjustment to revalue property and equipment, as well as amortization of goodwill arising from the purchase accounting adjustments.

   DEFERRED INCOME TAXES - Represents the adjustment to deferred income tax expense resulting from the net adjustments to pretax income.

   OTHER OPERATING ACTIVITIES - Represents payments of employee separation liabilities recorded as purchase accounting adjustments net of the use of employee benefits trust assets. Also includes the amortization of the pension plan and long-term debt adjustments arising from purchase accounting.

   PROPERTY ADDITIONS - Represents capital expenditures for each of the respective years, including one-time expenditures necessary to combine operations of NS and Conrail.

   LONG-TERM DEBT REPAID - Represents the repayment of long-term debt for the respective years resulting from a net source of cash arising from the combination and the operating plan.

   PURCHASE AND RETIREMENT OF COMMON STOCK - Represents the elimination of NS' and NS' proportionate share of Conrail's base year cash outlays to purchase and retire shares of each of its own common stock under NS' and Conrail's ongoing share purchase programs.

   CASH DIVIDENDS PAID - Represents NS' proportionate share of the elimination of Conrail's base year cash outlay to pay dividends to stockholders.

EXHIBIT 18

SECTION 1180.9 (c)
PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)
NS / CONRAIL
(In Millions)

	NS BASE YEAR (1)	CONRAIL OPERATIONS ACQUIRED NS PORTION OF CONRAIL BASE YEAR (2)	NS / CONRAIL BASE YEAR (3)
OPERATING ACTIVITIES			
NET INCOME	$733	$264	$997
ADJUSTMENTS TO RECONCILE NET INCOME			
TO NET CASH PROVIDED:			
DEPRECIATION AND AMORTIZATION	414	170	584
DEFERRED INCOME TAXES	81	138	219
OTHER OPERATING ACTIVITIES	9	(103)	(94)
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,237	469	1,706
INVESTING ACTIVITIES			
PROPERTY ADDITIONS	(763)	(241)	(1,004)
OTHER INVESTING ACTIVITIES	91	(12)	79
NET CASH USED FOR INVESTING ACTIVITIES	(672)	(253)	(925)
FINANCING ACTIVITIES			
SHORT-TERM DEBT-NET	0	(13)	(13)
LONG-TERM DEBT ISSUED	112	49	161
LONG-TERM DEBT REPAID	(74)	(78)	(152)
PURCHASE AND RETIREMENT OF COMMON STOCK	(338)	(53)	(391)
CASH DIVIDENDS PAID	(274)	(87)	(361)
OTHER FINANCING ACTIVITIES	20	4	24
NET CASH USED FOR FINANCING ACTIVITIES	(554)	(178)	(732)
NET INCREASE IN CASH AND CASH EQUIVALENTS	$11	$38	$49

NOTES TO PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)

NS / CONRAIL

BASE YEAR

1. NS BASE YEAR: Represents NS' 1995 sources and application of funds as reported in the 1995 Form 10-K, adjusted to eliminate the effects of an early retirement charge. See separate NS base year pro forma sources and application of funds included in this section of the application.

2. CONRAIL OPERATIONS ACQUIRED -- NS PORTION OF CONRAIL BASE YEAR: Represents NS' proportionate share of Conrail's sources and application of funds under the Division, excluding the effects of non-recurring transactions. See separate Conrail base year pro forma statement of sources and application of funds included in this section of the application.

EXHIBIT 18

SECTION 1180.9 (c)
PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)
NS
(In Millions)

	NS HISTORICAL 1995 AS REPORTED	ADJUST-MENTS	NS BASE YEAR
	(1)	(2)	(3)
OPERATING ACTIVITIES			
NET INCOME	$713	$20	$733
ADJUSTMENTS TO RECONCILE NET INCOME			
TO NET CASH PROVIDED:			
DEPRECIATION AND AMORTIZATION	414		414
DEFERRED INCOME TAXES	67	14	81
OTHER OPERATING ACTIVITIES	43	(34)	9
NET CASH PROVIDED BY OPERATING ACTIVITIES	1,237	0	1,237
INVESTING ACTIVITIES			
PROPERTY ADDITIONS	(659)	(104)	(763)
OTHER INVESTING ACTIVITIES	91		91
NET CASH USED FOR INVESTING ACTIVITIES	(568)	(104)	(672)
FINANCING ACTIVITIES			
SHORT-TERM DEBT-NET	0		0
LONG-TERM DEBT ISSUED	8	104	112
LONG-TERM DEBT REPAID	(74)		(74)
PURCHASE AND RETIREMENT OF COMMON STOCK	(338)		(338)
CASH DIVIDENDS PAID	(274)		(274)
OTHER FINANCING ACTIVITIES	20		20
NET CASH USED FOR FINANCING ACTIVITIES	(658)	104	(554)
NET INCREASE IN CASH AND CASH EQUIVALENTS	$11	$0	$11

NOTES TO PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)

NS

BASE YEAR

1. NS HISTORICAL 1995 AS REPORTED: Represents NS' 1995 sources and application of funds as reported in the 1995 Form 10-K.

2. ADJUSTMENTS: Represents adjustments made to eliminate the effects of an early retirement charge reported in 1995 and to add the effects of the acquisition of locomotives that were financed using capital leases in 1995.

3. NS BASE YEAR: Represents NS' 1995 sources and application of funds as reported in the 1995 Form 10-K, revised to include the adjustments indicated in 2. above.

EXHIBIT 18

SECTION 1180.9 (c)
PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)
CONRAIL
(In Millions)

	CONRAIL HISTORICAL 1995 AS REPORTED	ADJUST-MENTS	CONRAIL BASE YEAR	ALLOCATION OF CONRAIL BASE YEAR	
				CSX	NS
	(1)	(2)	(3)	(4a)	(4b)
OPERATING ACTIVITIES					
NET INCOME	$264	$192	$456	$192	$264
ADJUSTMENTS TO RECONCILE NET INCOME TO NET CASH PROVIDED:					
DEPRECIATION AND AMORTIZATION	293		293	123	170
DEFERRED INCOME TAXES	108	130	238	100	138
OTHER OPERATING ACTIVITIES	108	(285)	(177)	(74)	(103)
NET CASH PROVIDED BY OPERATING ACTIVITIES	773	37	810	341	469
INVESTING ACTIVITIES					
PROPERTY ADDITIONS	(415)		(415)	(174)	(241)
OTHER INVESTING ACTIVITIES	(21)		(21)	(9)	(12)
NET CASH USED FOR INVESTING ACTIVITIES	(436)	0	(436)	(183)	(253)
FINANCING ACTIVITIES					
SHORT-TERM DEBT-NET	(23)		(23)	(10)	(13)
LONG-TERM DEBT ISSUED	85		85	36	49
LONG-TERM DEBT REPAID	(134)		(134)	(56)	(78)
PURCHASE AND RETIREMENT OF COMMON STOCK	(92)		(92)	(39)	(53)
CASH DIVIDENDS PAID	(150)		(150)	(63)	(87)
OTHER FINANCING ACTIVITIES	7		7	3	4
NET CASH USED FOR FINANCING ACTIVITIES	(307)	0	(307)	(129)	(178)
NET INCREASE IN CASH AND CASH EQUIVALENTS	$30	$37	$67	$29	$38

NOTES TO PRO FORMA SOURCES AND APPLICATION OF FUNDS (STATEMENT OF CASH FLOWS)

CONRAIL

BASE YEAR

1. CONRAIL HISTORICAL 1995 AS REPORTED: Represents Conrail's 1995 sources and application of funds as reported in the 1995 Form 10-K.

2. ADJUSTMENTS: Represents adjustments made to eliminate the effects of the following non-recurring transactions reported in 1995: (1) asset disposition charge and (2) decrease in state income tax rate. An adjustment was also made to eliminate from the base year the effects of permanent annual cost savings resulting from a 1996 voluntary separation program.

3. CONRAIL BASE YEAR: Represents CRR's 1995 sources and application of funds as reported, revised for the adjustments indicated in 2. above.

4. ALLOCATION OF CONRAIL BASE YEAR: For purposes of this STB pro forma presentation, the financial statements for Conrail were divided based on the Percentage, which reflects the economics of the transaction. No separate estimate was made for that portion of Conrail which will be shared. It is expected that the assets and operations which will be jointly controlled will be accounted for under the equity method of accounting by both CSX and NS after the control date.

   a. CSX: Represents 42% of Conrail's sources and application of funds.

   b. NS: Represents 58% of Conrail's sources and application of funds.

APPENDIX J

NS/CONRAIL PRO FORMA FINANCIAL RATIOS

TABLE 1
NS / CONRAIL
VARIOUS PRO FORMA FINANCIAL RATIOS
(Dollars in millions)

	Base Year	Year 1	Year 2	Year 3	Normal Year
I. Pro Forma Fixed Charge Coverage Ratio					
1. Income Available For Fixed Charges	$1,801	$1,799	$2,058	$2,182	$2,185
2. Fixed Charges	226	620	606	576	535
3. Times Fixed Charge Coverage (L1/L2)	8.0	2.9	3.4	3.8	4.1
II. Pro Forma Cash Throw-Off-To-Debt Ratio					
1. Net Income	$997	$746	$915	$1,011	$1,038
2. Depreciation and Amortization	584	735	742	743	742
3. Deferred Income Taxes	219	229	176	172	170
4. Other Operating Activities	(94)	(124)	(109)	(99)	(93)
5. Net Cash Provided By Operating Activities (L1+L2+L3+L4)	1,706	1,586	1,724	1,827	1,857
6. Current Maturities of Long-Term Debt	191	191	191	191	191
7. Cash Throw-Off-To-Debt Ratio (L5/L6)	8.9	8.3	9.0	9.6	9.7
III. Pro Forma Operating Ratio					
1. Operating Revenue	$7,045	$7,122	$7,362	$7,457	$7,457
2. Operating Expense	5,461	5,540	5,521	5,492	5,489
3. Operating Ratio (L2/L1)	77.5%	77.8%	75.0%	73.6%	73.6%
IV. Pro Forma Return on Equity					
1. Net Income	$997	$746	$915	$1,011	$1,038
2. Stockholders' Equity	4,849	5,315	5,980	6,741	7,529
3. Return on Equity (L1/L2)	20.6%	14.0%	15.3%	15.0%	13.8%
V. Pro Forma Long-Term Debt to Long-Term Debt Plus Equity Ratio					
1. Long-Term Debt (excluding current maturities)	$8,589	$8,452	$8,165	$7,609	$6,960
2. Stockholders' Equity	4,849	5,315	5,980	6,741	7,529
3. Long-Term Debt Plus Equity	13,438	13,767	14,145	14,350	14,489
4. Ratio of Long-Term Debt to Long-Term Debt Plus Equity (L1/L3)	63.9%	61.4%	57.7%	53.0%	48.0%

NOTES TO TABLE 1

SOURCES OF DATA:

The data in this table were derived and computed from information contained in the following submissions by applicant: (1) Volume 1 of the Application, Exhibit 16 (pro forma balance sheets for the base year, the first three years after the Division, and the normal year); (2) Volume 1 of the Application, Exhibit 17 (pro forma income statements for the base year, the first three years after the Division, and the normal year); and (3) Volume 1 of the Application, Exhibit 18 (pro forma sources and application of funds (statement of cash flows) for the base year, the first three years after the Division, and the normal year).

BASE YEAR DATA:

The data shown in this table for the base year represent 1995 information as reported or derived from the Form 10-K annual reports for NS and Conrail adjusted to eliminate the effects of non-recurring transactions, to reflect the permanent annual cost savings of Conrail's 1996 voluntary separation program in the base year, and to give effect to NS's purchase accounting and the related increase in debt arising from the joint acquisition and division of Conrail.

DATA SUBSEQUENT TO BASE YEAR:

Data subsequent to the base year (i.e., data for the first three years after the Division and the normal year) give effect to the estimated benefits from combined NS and Conrail operations (increased revenues and traffic and cost savings), including joint operations with CSX. The data also include non-recurring expenditures necessary to implement the operating plan and apply net increases in cash flow as a reduction of long-term debt.

CERTIFICATE OF SERVICE

I, Jodi B. Danis, certify that on August 6, 1997, I have caused to be served a true and correct copy of the foregoing Errata to Primary Application on all parties that have appeared in Finance Docket 33388, by first class mail, postage prepaid, or by more expeditious means.

Jodi B. Danis

180913

ARNOLD & PORTER

555 TWELFTH STREET, N.W.
WASHINGTON, D.C. 20004-1202
(202) 942-5000
FACSIMILE (202) 942-5999

NEW YORK
DENVER
LOS ANGELES
LONDON

DENNIS G. LYONS
(202) 942-5858

August 4, 1997

BY HAND

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

Re: *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 please find CSX/NS-33 (Supplemental Statements of Shippers, Public Officials and Others in Support of the Application - Volumes 4F and 4G) to be filed in the above referenced docket.

Accompanying this letter are twenty-five copies of the Volumes, as well as a formatted diskette in WordPerfect 6.1 containing the index for the Volumes.

Thank you for your assistance in this matter. Please contact myself (202-942-5858) or Susan Cassidy (202-942-5966) if you have any questions.

Kindly date stamp the enclosed additional copies of this letter at the time of filing and return it to our messenger.

Very truly yours,

Dennis G. Lyons
ARNOLD & PORTER
Counsel for CSX Corporation and CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I certify that will cause to be served a conformed copy of the foregoing Supplemental Shipper Support volume in Finance Docket No. 33388, by first class mail, properly addressed with postage prepaid, or more expeditious manner of delivery, upon all persons required to be served as set forth in 49 C.F.R. § 1180.4(c)(5), namely:

(1) The Governor (or Executive Officer), Public Service Commission, and Department of Transportation of each State in which any part of the properties of Applicant carriers involved in the proposed transaction is situated;

(2) The Secretary of the United States Department of Transportation;

(3) The Attorney General of the United States;

(4) The Federal Trade Commission;

(5) Judge Jacob Leventhal; and

(6) All parties of record in Finance Docket No. 33388.

Dated at Washington, D.C., this 4th day of August, 1997.

Chris P. Datz

180913

CSX/NS-33

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388

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

RAILROAD CONTROL APPLICATION

VOLUME 4F OF 8

SUPPLEMENTAL STATEMENTS OF SHIPPERS, PUBLIC OFFICIALS
AND OTHERS IN SUPPORT OF THE APPLICATION

JAMES C. BISHOP, JR.
WILLIAM C. WOOLDRIDGE
J. GARY LANE
JAMES L. HOWE, III
ROBERT J. COONEY
A. GAYLE JORDAN
GEORGE A. ASPATORE
JAMES R. PASCHALL
ROGER A. PETERSEN
GREG E. SUMMY
JAMES A. SQUIRES
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510-2191
(757) 629-2838

RICHARD A. ALLEN
JAMES A. CALDERWOOD
ANDREW R. PLUMP
JOHN V. EDWARDS
Zuckert, Scoutt & Rasenberger, L.L.P.
888 Seventeenth Street, N.W.
Suite 600
Washington, DC 20006-3939
(202) 298-8660

JOHN M. NANNES
SCOT B. HUTCHINS
Skadden, Arps, Slate,
Meagher & Flom LLP
1440 New York Avenue, N.W.
Washington, DC 20005-2111
(202) 371-7400

Counsel for Norfolk Southern Corporation and Norfolk Southern Railway Company

MARK G. ARON
PETER J. SHUDTZ
ELLEN M. FITZSIMMONS
CSX Corporation
One James Center
901 East Cary Street
Richmond, VA 23129
(804) 782-1400

P. MICHAEL GIFTOS
DOUGLAS R. MAXWELL
PAUL R. HITCHCOCK
NICHOLAS S. YOVANOVIC
FRED R. BIRKHOLZ
JOHN W. HUMES, JR.
R. LYLE KEY, JR.
CHARLES M. ROSENBERGER
PAMELA E. SAVAGE
JAMES D. TOMOLA
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-3100

DENNIS G. LYONS
JEFFREY A. BURT
RICHARD L. ROSEN
MARY GABRIELLE SPRAGUE
PAUL T. DENIS
DREW A. HARKER
SUSAN T. MORITA
SUSAN B. CASSIDY
SHARON L. TAYLOR
JEFFREY R. DENMAN
JODI B. DANIS
CHRIS P. DATZ
AMANDA J. PARACUELLOS
Arnold & Porter
555 12th Street, N.W.
Washington, DC 20004-1202
(202) 942-5000

SAMUEL M. SIPE, JR.
BETTY JO CHRISTIAN
TIMOTHY M. WALSH
DAVID H. COBURN
CAROLYN D. CLAYTON
Steptoe & Johnson LLP
1330 Connecticut Avenue, N.W.
Washington, DC 20036-1795
(202) 429-3000

Counsel for CSX Corporation and CSX Transportation, Inc.

TIMOTHY T. O'TOOLE
CONSTANCE L. ABRAMS
Consolidated Rail Corporation
Two Commerce Square
2001 Market Street
Philadelphia, PA 19101
(215) 209-4000

PAUL A. CUNNINGHAM
Harkins Cunningham
1300 Nineteenth Street, N.W.
Suite 600
Washington, D.C. 20036
(202) 973-7600

Counsel for Conrail Inc. and Consolidated Rail Corporation

August 1997

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Highway Express, Inc.	William E. Nash	4C	540
Hill & Griffith Company	Gary Miller	4C	542
Hill Bros. Intermodal Logistics, Inc.	Bob LeGrand	4C	543

* Original of letter previously filed