April 14, 1998

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
12th and Constitution Avenue, N.W.  
Washington, D.C. 20423

RE: CSX and Norfolk Southern Control Conrail  
STB Finance Docket No. 33388

Dear Secretary Williams:

This letter is sent in support of the planned control of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket.

We believe this transaction will provide our key industries with vital new transportation options and increased market reach with faster service and potentially lower costs.

New York State would now also benefit from greatly improved service to markets in the south, southeast and along the Gulf Coast via a single-line for the first time in history. The resulting elimination of delays would mean lowered shipping costs and faster transit times, which would in turn create important new opportunities for New York business and industry.

This project would enhance the global competitiveness of New York businesses engaged in importing or exporting.

Faster, less costly and more reliable rail service is really needed to assist economic developers with the creation of quality jobs for our residents.

We urge the Surface Transportation Board to approve the control application as proposed.

Sincerely,

Kenneth A. Green  
President

Building Futures...Today!

28 Clinton Street • Saratoga Springs • New York • 12866-2110 • 518-587-0945 • Fax: 518-587-0318  
http://www.saratogaedc.com
April 15, 1998

Mr. Vemon A. Williams
Office of the Secretary
United States Surface Transportation Board
1925K Street, NW
Washington, D.C. 20423-0001

Re: FINANCE DOCKET No. 33388
JOINT OWNERSHIP OF CONRAIL

Dear Mr. Williams:

I am requesting the Secretary of the Surface Transportation Board ("STB") to enter this letter into the above referenced proceeding. I am also requesting status at this time and that this letter and the facts it presents be made part of the record.

The following constating instruments are available for all interested parties to substantiate the joint ownership of Conrail:

No. 1 CHARTER The Wallkill Valley Railway incorporated 14 April 1866 and filed with the New York Secretary of State on 26 April 1866. (available from NY Secretary of State)

No. 2 REORGANIZATION The Wallkill Valley Railroad documents filed with the New York Secretary of State on 26 June 1877.

No. 3 1899 LEASE The lease in perpetuity between the Wallkill Valley Railroad and the New York Central and Hudson River Railroad (predecessor of the New York Central Railroad) and filed with the New York Secretary of State on 13 April 1899.

No. 4 MERGER AGREEMENT The merger of the Wallkill Valley Railroad Company, et al. and the New York Central Railroad dated 13 February 1952 and filed with the New York Secretary of State.
PAGE 2, Joint Ownership

No. 5 AFFIDAVIT OF TITLE From the New York Central Railroad Company to the New York State Thruway Authority dated 22 March 1967

No. 6 DEED The sale by deed dated 27 June 1986 to John Ethan Rahl by Conrail, under corporate seal, vesting ownership of the Wallkill Valley Railroad (Line code 1435) with all right, title and interest, and being filed with the Ulster County Clerk’s Office (State of New York) in the Book of Deeds, Liber 1620 at Page 0028.

No. 7 STATEMENT OF SALE Jeremiah Flarety, Esq. being present at the closing, states the sale of the Wallkill Valley Railroad to John Ethan Rahl.

No. 8 CONRAIL NOTIFICATION Conrail’s CEO and President, Mr. J. Hagan was notified of the breach of the terms of the 1899 lease via certified mail dated 30 December 1992.


To the extent that approval of a buyout of Conrail by Norfolk Southern and CSX Railroads is in the hands of the STB, My claim to joint ownership must not only be considered before a final decision by the STB but, the above mentioned railroads must be put on notice that the rights of The Wallkill Valley Railroad Company passes to them as assigns and successors of the New York Central Railroad.

Be it known: Conrail’s management has and continues, with scienter, to operate under Fraud through a scheme to keep certain knowledge of my joint ownership from the stockholders, the STB and all other interested parties.

This notification to the STB and all interested parties is to preserve and protect all of John Ethan Rahl’s and Wallkill Valley Railroad’s rights, property, interest, and privileges.

The following brief synopsis is based on the above documents:

The Wallkill Valley Railroad Company, hereinafter “Wallkill” or “WVRR”, was chartered in 1866 pursuant to the New York General Railroad Act of 1850. Wallkill reorganized in 1877. This provided Wallkill the privilege to be reassigned and to be re-entered as a corporation. The same is so directed by the terms of the Lease of 1899.

The 1899 Lease in perpetuity explicitly obligates the New York Central and Hudson River Railroad (NYC&HRR), its successors or assigns to maintain Wallkill’s Charter and to replace any property of Wallkill’s back to its original condition at the time of the agreement (lease) or to replace it with property of equal and like value, otherwise, all rights revert back to Wallkill.
PAGE 3, Joint Ownership

The terms of the lease fully maintain Wallkill’s rights and privileges intact to date. Conrail assumed the liability for the lease when it acquired the property of the Penn Central Railroad pursuant to the Regional Railroad Revitalization Act of 1973, Section 303(b). Conrail breached the lease upon the removal of the track on Wallkill (line code 1435) and failed to replace it with property of equal value as per the terms of the lease.

The Merger of 1952 between Wallkill and the New York Central Railroad Company created joint ownership.

The sale of Wallkill, under corporate seal, to John Ethan Rahl in fee simple absolute, is an interest to all of Conrail’s east coast operating rights and half of the assets of the New York Central Railroad, including Conrail stock, and assets of all other assigns of the NYC&HRR.

In conclusion, the rights, property, and privileges reverted back to Wallkill by Conrail’s breach of the 1899 Lease. John Ethan Rahl, as 95% owner of the Wallkill Valley Railroad Company, and through, the Charter of 1866, Lease of 1899, Merger of 1952, 1986 Deed to Rahl, Vested Rights, Statutes of Use that run with the land by Touch and Concern, NYS Constitution Art. 1, Sec. 1 - Law of the Land, NYS General Railroad Law Chapter 140 of 1850, revised, (1858) chapter 18, title 13 Sec. 32; Obligation of Contracts guaranteed, indefeasible and protected by Article 1, Sec. 10 of the U. S. Constitution, and Impairing Obligation of Contracts.

I NOW ASSERT THESE RIGHTS Therefore, Conrail is now permanently barred to these rights by the operation of law.

WHEREFORE, I respectfully request and demand the STB to protect Wallkill’s rights property and assets.

Respectfully submitted,

John Ethan Rahl

Dated: 15 April 1998
Rosendale, NY

Sworn to before me this 15 day of April 1998

NOTARY PUBLIC
April 7, 1998

Surface Transportation Board
Finance Docket No. 33388
Attn: Vernon A. Williams, Secretary
1925 K Street, NW
Washington, DC 20423-0001

RE: Proposed CSX Acquisition of Conrail Line C-061, Lorain County, Ohio.

Dear Mr. Williams:

The Mayor and Council of the Village of Wellington, Ohio hereby request the opportunity to be heard at the oral argument on Thursday, June 4, 1998 per the STB's Decision No. 70 dated March 10, 1998.

Fred Alspach will represent Wellington Council. Bob Walker and Barb Leiby will represent Wellington's Safety Forces and will be present to argue in opposition of the proposed acquisition of the Conrail C-061 line by CSX Corporation for the following reasons.

1) If the acquisition is approved by the Surface Transportation Board, it is imperative to construct a grade separation, where feasible, in order to accommodate the proposed increase in rail traffic.

A. Vehicle traffic count by the STB revealed 8,120 vehicles per day crossing on State Route 58 and 7,870 vehicles per day crossing at a perpendicular on State Route 18 just 1,500 feet away. No other crossing, of the thirty-five crossings in Lorain County, on the C-061 line, handles this amount of traffic in such a small area.
2) If the acquisition is approved by the Surface Transportation Board, the number of additional trains should be limited.

3) If the acquisition is approved by the Surface Transportation Board, the switching of rail cars for local industry, located on North Main Street, should be limited to night hours to reduce congestion.

4) If the acquisition is approved by the Surface Transportation Board, the CSX Corporation should institute and fund an annual joint training program for rail personnel and local providers for emergency response.

It is for these reasons that Wellington officials are requesting to be heard in conjunction with the 5th Congressional District Representative, Congressman Paul E. Gillmor. We firmly believe that the acquisition of the Conrail C-061 line by the CSX Corporation and the ensuing increase in traffic and transportation of hazardous materials will greatly impact the environmental and safety concerns of the Village of Wellington, Ohio.

It is hereby requested that we be allotted thirty minutes in which to present our arguments to the Surface Transportation Board on June 4, 1998.

Respectfully submitted,

Fred Alspach, Councilman

Enclosure: Wellington Resolution

cc: Congressman, Paul E. Gillmor
    Robert Walker, Fire Chief
    Barb O'Keefe, Mayor
    Village Council
    Frank Ashbaugh, Solicitor
VILLAGE OF WELLINGTON, OHIO

RESOLUTION NO. 1998-8

WHEREAS, the Section of Environmental Analysis of the Surface Transportation Board has invited comments in regards to the proposed CONRAIL ACQUISITION as those concerns relate to cities, townships and villages located within the CONRAIL CORRIDOR, and;

WHEREAS, the Mayor and Council of the Village of Wellington recognizes that the Surface Transportation Board is presented with a very challenging and complex decision, made difficult by the many issues involved, all of which must be given careful consideration prior to the final decision being made, and;

WHEREAS, the Rail Segment C-061 is 27 miles in Lorain County with a projected increase in the number of trains per day from 14 to 54 and a projected increase in the number of annual Hazardous Material carloads from 16,000 to 51,000, and;

WHEREAS, Two (2) of the crossings that meet or exceed the STB's criteria of 5,000 plus ADT and were analyzed for vehicle delay and queues, namely North Main Street in Wellington Village (Rt. 58) at 8,120 vehicles and Herrick Avenue West in Wellington Village (Rt. 18) at 7,870 vehicles, said crossings located within 1,500 feet of each other, and;

WHEREAS, The Village of Wellington has experienced four (4) accidents resulting in death in the last 8 years. It is not logical that an increase in the number of trains per day from 14 to 54; an increase in train length from 5,260 feet to 6,200 feet; an increase in the number of vehicles delayed per day from 145 to 583; an increase in the number of vehicles in line per lane (2) from 14 to 16; and increases in average delay per vehicle could take place and the result be a Level of Service (LOS) determination of B.

NOW THEREFORE BE IT RESOLVED THAT:

1) The following are recommendations by the Mayor and Council of the Village of Wellington, Ohio,

   A. PROVIDE FOR RAIL AND STREET GRADE SEPARATION AT THE MOST FEASIBLE LOCATION WITHIN THE VILLAGE LIMITS

   B. REDUCE THE NUMBER OF ADDITIONAL TRAINS PERMITTED

   C. LIMIT/RESTRICT RAIL CAR SWITCHING ACTIVITIES TO NIGHT HOURS TO REDUCE CONGESTION

   D. CREATE A WRITTEN EMERGENCY RESPONSE PLAN FOR RAIL PERSONNEL AND LOCAL SERVICE PROVIDERS
E. INSTITUTE AND FUND AN ANNUAL JOINT TRAINING PROGRAM FOR RAIL PERSONNEL AND LOCAL PROVIDERS

F. PROVIDE PRIOR NOTIFICATION OF NUCLEAR SHIPMENTS

2) That it is found and determined that all formal actions of this Board of Trustees concerning and relating to the adoption of this Resolution were adopted in an open meeting of this Village Council, and that all deliberations of the Village Council and of any of its committees resulting in such formal action were in meetings open to the public, in compliance with the law, including Section 121.22 of the Revised Code of Ohio.

The vote was taken as follows:

- Sumpter  **YES**
- Alspach  **YES**
- Haldeman  **YES**
- Kimmich  **YES**
- McQuaid  **YES**
- Wells  **YES**

Adopted this 6th day of April, 1998

ATTEST:

[Signature]
Clerk of Council
April 6, 1998

Office of the Secretary
Case Control Unit
STB Financial Docket No. 33388
1925 K Street, NW
Washington, D. C. 20423-001

Dear Sir,

I am seeking your help in an attempt to resolve a claim as a result of the tank car explosion that happened in September 1987.

It has been 10 years and it seems that we are being pushed and shoved by those involved with one legal battle after another.

I understand that CSX Railroad is buying Conrail for the sum of 10 billion dollars. There seems to me that something is wrong here. How can this happen? They have appealed the sum of 3 billion dollars in punitive damages that was awarded by the jury for their negligence, but can pay 10 billion dollars for a big railroad. This is America, this cannot be allowed. Where’s the justice for all? If there is something you can do to block CSX from buying Conrail and settling this suit that’s been pending for 10 years, it will be greatly appreciated by all concerned citizens.

I continue to suffer from irritated eyes and I have lost my husband to cancer and a breathing problem which may have contributed, in part, to his problem, as a result of the toxic fumes generated from the explosion.
Letter Dated - April 5, 1998  
Surface Transportation Board  
STB Financial Docket No. 33388

We have been waiting patiently for 10 years. Isn’t there something you can do to block this buyout and force CSX Railroad to settle this suit before buying another railroad and putting our families in jeopardy of another tank car explosion? We live in constant fear every time a train passes or tank cars are left on the tracks.

Please help us.

Sincerely,

[Signature]

Ridgeno B. Williams

cc:
N. O. Tank Car Litigation Claims Office
Mr. William E. Garrity  
Executive Manager of Fuels and Power Transactions  
Consumers Energy  
1945 West Parnall Road  
Jackson, MI 49201-8643

Dear Bill:

This letter is a follow up to your March 26, 1998 letter to Bill Fox of Norfolk Southern and Ray Sharp of CSX Transportation concerning the division of Conrail contracts.

The intent of Section 2.2(c) of the Transaction Agreement is to maintain current contract rates and transportation obligations through their term. The Transaction Agreement Section 2.2(c) does not diminish either party’s contractual obligations or affect applicable competitive options available. Its purpose is to designate which carrier will undertake responsibility to perform Conrail’s obligations under each contract. Also, the application of Section 2.2(c) does not obligate Consumers Energy to extend or to commit its shipments for future contract delivery to either the NS or CSX Transportation.

The two key considerations involved are contract term and volume commitment. For example, if the Conrail contract for Fola movements expire at the end of 1998, Section 2.2(c) has no application as Consumers Energy seeks to replace these movements with new contracts. The other issue is the volume commitment of the current Conrail contract. Section 2.2(c) applies only to the contractually committed business. Only the contract annual volume commitment, if any, would be allocated by Section 2.2(c).

The status of the joint movement to Essexville involving the Canadian National (GTW) and the Central Michigan Railway Company (CMGN) will remain unchanged. At this time, however, we cannot respond specifically to your questions until the Conrail contracts with Consumers Energy have been made available to us.
As is the case today, Consumers Energy will be serviced by multiple railroads and lake options to these destinations. Consumers Energy will not experience a decrease in the competitive situations at Essexville, Whiting and the lower Lake Erie docks including Ashtabula Harbor. Neither the Conrail acquisition by CSXT and the NS, nor the administration of the Transaction Agreement, will in any way lessen the options available to Consumers Energy in the future.

Sincerely yours,

Thomas R. Howard
Chief Commercial Officer

cc: Mr. J. W. Fox, Jr.
    Mr. R. L. Sharp
    Surface Transportation Board
    Peter Marshall, Canadian National
    C. A. Pinkerton, III, Central Michigan Railway
    W. H. Dickey, Jr., Amvest Coal Sales
    T. P. Dwyer, Consolidated Rail Corporation
Ms. Mary Howell  
8 Evergreen Pl.  
Cleveland, OH 44110

Dear Ms. Howell:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
Please Support the City of Cleveland's Alternative Plan!

**SAY NO**...to increased train traffic by more than 1000%, including safety hazards, noise, vibration, odor, and congestion!

**SAY NO**...to delays of emergency response times by police, fire and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes--seriously decreasing survival rates of heart attack victims.

**SAY NO**...to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Mary Howell
Address: 8 Evergreen Pk.
Cleveland, Ohio 44110

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

Attention: The Honorable Linda J. Morgan
STOP THE TRAINS!

We’re Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
April 9, 1998

Ms. Pauline Eskat
3213 Mapledale Ave.
Cleveland, OH 44109

Dear Ms. Eskat:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP

THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/SS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Pauline Estes

Address: 3213 North Ave, Cleveland, OH 44114
Ms. Barbara Scott  
5698 Edgehill Dr.  
Cleveland, OH 44130

Dear Ms. Scott:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: [Signature]

Address: [Address]
Ms. Doris Wheeler  
803 North Ave.  
Cleveland, OH 44131  

Dear Ms. Wheeler:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION... 
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: James Wheeler

Address: 803 North Ave Cleveland OH 44114
April 9, 1998

Ms. Patty Walker
1337 Glanger Ave.
Lakewood, OH 44107

Dear Ms. Walker:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
April 9, 1998

Mr. Fred Carmen
1390 Ethel Ave.
Lakewood, OH 44107

Dear Mr. Carmen:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
STOP THE TRAINS!

We're Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the City of Cleveland's Alternative Plan!

**SAY NO**...to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO**...to delays of emergency response times by police, fire and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes--seriously decreasing survival rates of heart attack victims.

**SAY NO**...to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Tony Walker
Address: 1337 Granger Ave.
Lakewood, OH 44107

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

Attention: The Honorable Linda J. Morgan

[Postmark: FEB 27 1998]
STOP THE TRAINS!

We're Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the City of Cleveland’s Alternative Plan!

**SAY NO...**to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...**to delays of emergency response times by police, fire and Emergency Medical Service. Blocked crossings delays from 2 to 10 minutes—seriously decreasing survival rates of heart attack victims.

**SAY NO...**to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: **FRED CARMEN**
Address: **1390 Ethel Ave.**

LAKWOOD, OH 44107
Ms. Lori A. May  
410 Berkshire Drive  105A  
Lorain, OH  44055  

Dear Ms. May:  

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.  

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.  

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.  

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.  

Sincerely,  

Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP
THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name:__________________________________________

Address:__________________________________________

U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001
Attn: Chairwoman Linda Morgan
April 9, 1998

Mr. Marc L. Britt
1408 S. Lakeview Blvd.
Lorain, OH 44052

Dear Mr. Britt:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

[Signature]

Linda J. Morgan
ONE REGION... 
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSV/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Max L. Britt

Address: 1408 S Lakeview Blvd.

Lorain, OH 44052
Christopher H. and Linda Lee Marty
549 Fieldstone Drive
Amherst, OH 44001

Dear Christopher & Linda Marty:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

TO:
U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001
Attn: Chairwoman Linda Morgan

Name: CHRISTOPHER W. & LINDS LEIS MARTY

Address: 549 FIELDSTONE DRIVE, AMHERST, OH 44001
April 9, 1998

Ms. Patricia Peacock
10 Stewart Ct.
Oberlin, OH 44074-1334

Dear Ms. Peacock:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION... 

ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic.

SAY NO . . . to dramatic increases in hazardous material transported through our communities.

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs.

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Patricia Hancock

Address: 10 Stewart Ct.
April 9, 1998

Ms. Jane Wilds
2705 Archwood Ave.
Cleveland, OH 44109

Dear Ms. Wilds:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE...
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO... to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO... to dramatic increases in hazardous material transported through our communities!

SAY NO... to a decrease in safety inspector and maintenance personnel jobs!

SAY NO... to providing public subsidies to multi-billion dollar rail companies!

SAY YES... to commuter rail access!

SAY YES... to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: **LANE WILDS**

Address: **9705 ARCHWOOD AVE**

**CLEVELAND, OH 44109**
April 9, 1998

Mr. David A. Murrell
2612 Jackson St.
Lorain, OH 44052

Dear Mr. Murrell:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP

THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: David A. Murrel
Address: 4525 28423-0001
Mr. Charles F. Kleefeld  
2235 N. Jefferson Blvd.  
Lorain, OH 44052

Dear Mr. Kleefeld:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Charles J. Klein

Address: 2235 No Jefferson Blvd

LORAIN OHIO 44052

TO:

U.S. SURFACE TRANSPORTATION BOARD

Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
April 9, 1998

Mr. and Mrs. Kenneth Faus  
143 Forest Hill Drive  
Avon Lake, OH 44012  

Dear Mr. and Mrs. Faus:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP

THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!
SAY NO . . . to dramatic increases in hazardous material transported through our communities!
SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!
SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!
SAY YES . . . to commuter rail access!
SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Mr. & Mrs. Kenneth Faus
Address: 143 Forest Hill Drive, Amron Lake

TO:

U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
Dear Elaine and Thomas Mclartney:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGED YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga Lorain Co. solution.

Name: Elizabeth Thomas

Address: 12401 W 40th St., Lorain, OH 44053
April 9, 1998

Mr. Eugene A. Park
279 English Lakes Blvd.
Amherst, OH 44001

Dear Mr. Park:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

[Signature]
Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: [Handwritten name]
Address: 579 English Lakes Blvd

TO:
U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
April 9, 1998

Jack and Patricia Vierkorn
108 Shakespeare Lane
Avon, OH 44011

Dear Jack and Patricia Vierkorn:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic, examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION... 
ONE VOICE!

WE WILL STOP 
THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Jack & Patricia Vierkorn

Address: 108 Shakespeare Ln., Avon, OH 44011
April 9, 1998

Julian and Ellen Mabe
4712 Andover Ave.
Lorain, OH 44055

Dear Julian and Ellen Mabe:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE...

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO... to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO... to dramatic increases in hazardous material transported through our communities!

SAY NO... to a decrease in safety inspector and maintenance personnel jobs!

SAY NO... to providing public subsidies to multi-billion dollar rail companies!

SAY YES... to commuter rail access!

SAY YES... to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: [Signature] / Ellen Mabe

Address: 4712 Andover Av.

Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
Ms. Ann Rush  
3219 Fulton Rd.  
Cleveland, OH 44109  

Dear Ms. Rush:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Gaye Sprouse

Address: 219 Belton Cir., Monroeville, OH 44131
April 9, 1998

Ms. Marilyn R. Evans
1305 W. 24th St.
Lorain, OH 44052

Dear Ms. Evans:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

[Signature]

Linda J. Morgan
ONE REGION...  
ONE VOICE!

WE WILL STOP  
THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Orain Co. solution.

Name: Marilyn R. Evans

Address: 1300 W 24th St, Kansas 66203

TO:
U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001
Attn: Chairwoman Linda Morgan
April 9, 1998

Mr. William Corrigan
1532 Warren Rd.
Lakewood, OH 44107

Dear Mr. Corrigan:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
STOP THE TRAINS!

We're Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the City of Cleveland’s Alternative Plan!

**SAY NO...** to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...** to delays of emergency response times by police, fire, and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes—seriously decreasing survival rates of heart attack victims.

**SAY NO...** to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Wm. Conigan
Address: 1530 Wagner Rd

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

Attention: The Honorable Linda J. Morgan

Chairman Morgan

Date: Mar 10 1998

Management

RECEIVED

MPL

Attorney

US Department of Transportation
400 7th Street, SW
Washington, DC 20590
April 9, 1998

Ms. Dorothy E. Hicks
4352 W. 132 St.
Cleveland, OH 44135

Dear Ms. Hicks:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
STOP THE TRAINS!

We're Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the City of Cleveland's Alternative Plan!

**SAY NO...** to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...** to delays of emergency response times by police, fire and Emergency Medical Service: Blocked crossings delays from 2 to 10 minutes--seriously decreasing survival rates of heart attack victims.

**SAY NO...** to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Dorothy E. Hicks
Address: 4353 W. 132 St., Cleveland, OH 44135

Attention: The Honorable Linda J. Morgan
Ms. Vivian E. Carter  
1138 - 12th St.  
Lorain, OH 44052  

Dear Ms. Carter:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: [Signature]

Address: [Address]
Ms. Marian Buttler  
4337 W. 137 St.  
Cleveland, OH 44135  

Dear Ms. Buttler:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE...

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lehigh Co. solution.

Name: [Signature]

Address: [Address]
Ms. Margaret E. Barton  
3801 W. 152 #4  
Cleveland, OH 44111

Dear Ms. Barton:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE...

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO... to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO... to dramatic increases in hazardous material transported through our communities!

SAY NO... to a decrease in safety inspector and maintenance personnel jobs!

SAY NO... to providing public subsidies to multi-billion dollar rail companies!

SAY YES... to commuter rail access!

SAY YES... to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Margaret E. Barton
Address: 3811 West 152 #4, Cleveland
April 9, 1998

Ms. Julia A. Roberts
4249 Metropolitan Dr.
Cleveland, OH 44135

Dear Ms. Roberts:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...  ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Julia E. Roberts

Address: 244 Metropolitan Av.,
Cleveland OH 44135

TO:
U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
April 9, 1998

Doug & Kathleen Henderson
3470 W. 179th St.
Cleveland, OH 44111

Dear Doug & Kathleen Henderson:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP

THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Doug & Kathleen Henderson
Address: 334 W. 179th St
Cleveland, OH 44110
Mr. Robert L. Bohr  
4153 W. 160 St.  
Cleveland, OH 44135  

Dear Mr. Bohr:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Dorain Co. solution.

Name: Robert J. Bohr

Address: 4153 W. 160 ST

Cleveland OH - 44135
April 9, 1998

Rev. Neal Wild
2607 Archwood Ave.
Cleveland, OH 44109

Dear Rev. Wild:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: [Signature]

Address: 2607 [Street] [City], [State] 25223 [Zip Code]
April 9, 1998

Mrs. Frances Stupar  
8471 Southlane Drive  
Brooklyn, OH 44144

Dear Mrs. Stupar:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP

THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Mrs. Frances Stygar

Address: 8471 South Green Drive

TO:

U.S. SURFACE TRANSPORTATION BOARD

Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
April 9, 1998

Mr. Harold Butcher
2704 Skyline Dr.
Lorain, OH 44053

Dear Mr. Butcher:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGEO YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Harold Butcher

Address: 2704 SKYLINE DR, LORAIN, OHIO 44053
April 9, 1998

Mr. Felix A. Miranda
9731 Tennery Way
Olmsted Falls, OH 44138

Dear Mr. Miranda:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
ONE REGION...  
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSV/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Felix A. Miranda

Address: 9731 Tannery Way Olmsted Falls, OH
Ms. Lois Johnston  
17519 Laverne Ave.  
Cleveland, OH 44135

Dear Ms. Johnston:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: [Signature]

Address: 19719 Garfield Ave

Cleveland, OH
April 9, 1998

Ms. Joann Butcher
2704 Skyline Dr.
Lorain, OH 44053

Dear Ms. Butcher:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region.

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga?brain Co. solution.

TO: U.S. SURFACE TRANSPORTATION BOARD

Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan

Name: James Batch

Address: 2704 20022 Westlake
April 9, 1998

Ms. Florence Moltz
1308 W. Blvd.
Cleveland, OH 44102-1711

Dear Ms. Moltz:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

[Signature]

Linda J. Morgan
Please Support the City of Cleveland’s Alternative Plan!

**SAY NO...** to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...** to delays of emergency response times by police, fire and Emergency Medical Service: Blocked crossings delays from 2 to 10 minutes—seriously decreasing survival rates of heart attack victims.

**SAY NO...** to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Florence Matty
Address: 1308 W. Blvd
Cleveland, Ohio 44102-1711
STOP THE TRAINS!

We’re Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Ms. Cathy Mills  
1308 West Blvd.  
Cleveland, OH 44102

Dear Ms. Mills:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
STOP THE TRAINS!

We're Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the City of Cleveland’s Alternative Plan!

**SAY NO**...to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO**...to delays of emergency response times by police, fire and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes--seriously decreasing survival rates of heart attack victims.

**SAY NO**...to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Cathy Mills
Address: 1308 West Blvd CLEVELAND, OHIO 44102

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

Attention: The Honorable Linda J. Morgan
April 9, 1998

Ms. Eugenia Gorsk
1532 Warren Rd.
Lakewood, OH 44107

Dear Ms. Gorsk:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
STOP THE TRAINS!

We’re Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the City of Cleveland's Alternative Plan!

**SAY NO...** to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...** to delays of emergency response times by police, fire and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes—seriously decreasing survival rates of heart attack victims.

**SAY NO...** to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: **Eugenia Gordon**

Address: **1532 Warren Rd.**

**LKWD, O 44107**
Mr. and Mrs. D.G. Skladan  
9136 S. Murray Ridge Rd.  
Elyria, OH 44035

Dear Mr. and Mrs. Skladan:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

[Signature]

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP

THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE.

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

TO:
U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001
Attn: Chairwoman Linda Morgan

Name: [Redacted]
Address: [Redacted]
April 9, 1998

Ms. Katherine Hylman  
1590 Compton Rd.  
Cleveland Hts., OH 44118  

Dear Ms. Hylman:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
STOP THE TRAINS!

We're Blowing the Whistle to STOP
CSX/NS Plan to RAILROAD
Our Neighborhoods!
Please Support the City of Cleveland's Alternative Plan!

**SAY NO...** to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...** to delays of emergency response times by police, fire and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes--seriously decreasing survival rates of heart attack victims.

**SAY NO...** to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Katherine Hoyman
Address: 1570 Compton Rd
Cleveland Hts, OH 44118

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

STB
Attention: The Honorable Linda J. Morgan
1925 K ST
STE 715

RECEIVED
APR 7, 1998
MAIL MANAGEMENT STB
April 9, 1998

Ms. Roberta W. Allport
4663 West 225th
Fairview Park, OH 44126

Dear Ms. Allport:

Thank you for your postcard, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your postcard and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
STOP THE TRAINS!

We’re Blowing the Whistle to STOP
CSX/NS Plan to RAILROAD
Our Neighborhoods!
Please Support the City of Cleveland's Alternative Plan!

**SAY NO...** to increased train traffic by more than 1000%, including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...** to delays of emergency response times by police, fire and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes—seriously decreasing survival rates of heart attack victims.

**SAY NO...** to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Bernardino W. Alvarado

Address: 41163 Webb 225th

Fairview Park OH 44126

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

Attention: The Honorable Linda J. Morgan

RECEIVED APR 7, 1998
STB
April 9, 1998

Ms. Laura W. Allport
2380 Georgia Dr.
Westlake, OH 44116

Dear Ms. Allport:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
STOP THE TRAINS!

We’re Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the City of Cleveland's Alternative Plan!

SAY NO...to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

SAY NO...to delays of emergency response times by police, fire and Emergency Medical Service: Blocked crossings delays from 2 to 10 minutes--seriously decreasing survival rates of heart attack victims.

SAY NO...to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Laura W. Atwood
Address: 2380 Georgia Dr.
Westlake OH 44145

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

Attention: The Honorable Linda J. Morgan

1915 K ST. NW
ST B

RECEIVED
APR 7 1998
MAIL MANAGEMENT STB
April 9, 1998

Tracy Robinson and Murtis H. Taylor
13422 Kinsman Road
Cleveland, OH 44120

Dear Tracy Robinson and Murtis Taylor:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
STOP THE TRAINS!

We're Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Please Support the
City of Cleveland's Alternative Plan!

**SAY NO**...to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO**...to delays of emergency response times by police, fire and Emergency Medical Service: Blocked crossings delays from 2 to 10 minutes—seriously decreasing survival rates of heart attack victims.

**SAY NO**...to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: [Redacted]
Address: [Redacted]
April 9, 1998

Ms. Ellen A. Ebert  
3748 W. 178 St.  
Cleveland, OH  44111

Dear Ms. Ebert:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE ...

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

TO:

U.S. SURFACE TRANSPORTATION BOARD

Washington, DC 20423-0964

Attn: Chairwoman Linda Morgan

Name: Eileen L. Egel

Address: 3748 W 178 St.

(Cleveland, OH)
Ms. Monica Robinson  
1420 Herbert Dr. Apt. A  
Lorain, OH 44053  

Dear Ms. Robinson:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...
ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NY plan and to support a Cuyahoga/Lorain Co. solution.

Name: Monica Robinson

Address: 1430 Huron Rd

TO:
U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
April 9, 1998

Ms. Ann M. Robinson
1420 Herbert Dr. Apt. H
Lorain, OH 44053

Dear Ms. Robinson:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Ann M. Robinson

Address: 1420 Herbert Dr. #4

Lorain, OH 44053
April 9, 1998

Mr. Louis Parise
5537 Beavercrest Dr.
Lorain, OH 44053

Dear Mr. Parise:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP
THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE...
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: LOUIS PEARSE

Address: 5537 BEAVERCAST Lorain OH 44053
Mr. Scott
5698 Edgehill Dr.
Parma, OH 44130

Dear Mr. Scott:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
ONE REGION...

ONE VOICE!

WE WILL STOP

THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

TO:
U.S. SURFACE TRANSPORTATION BOARD
Washington, DC 20423-0001
Attn: Chairwoman Linda Morgan

Name: [Handwritten]

Address: [Handwritten]
Dear Y. Toyote:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

April 9, 1998

Y. Toyote
4318 W. 187 St
Cleveland, OH 44135
ONE REGION...

ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .  

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: Josiah Jayak

Address: 4318 W 187 ST  CL, OH 44135
April 9, 1998

Rev. M.K. Bartto
6800 Lexington Ave.
Cleveland, OH 44103

Dear Rev. Bartto:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

[Signature]

Linda J. Morgan
ONE REGION.....
ONE VOICE!
We will stop the injustice!

United WE-CAN!, United Pastors in Mission, and BOLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS FAITH BASED ORGANIZATIONS . . . 

WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a plan that establishes justice for Cleveland, South Lorain, Berea and all communities effected by the merger.

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name: [Signature]

Address: 6800 Jefferson Ave, Cleve

Congregation: 40 Agnes - Out Of Fatima

Phone: 216-391-1655

TO: U.S. SURFACE TRANSPORTATION BOARD

Washington, DC 20423-0001

Attn: Chairwoman Linda Morgan
Ms. Margurite Bloomquist  
1769 Radnor Rd.  
Cleveland Hts., OH 44118  

Dear Ms. Bloomquist:

Thank you for your post card, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your post card and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan
Please Support the City of Cleveland's Alternative Plan!

**SAY NO...** to increased train traffic by more than 1000%; including safety hazards, noise, vibration, odor, and congestion!

**SAY NO...** to delays of emergency response times by police, fire and Emergency Medical Service; Blocked crossings delays from 2 to 10 minutes--seriously decreasing survival rates of heart attack victims.

**SAY NO...** to an increase of 126,000 carloads of hazardous waste per year moving through our neighborhoods.

We urge the Surface Transportation Board to oppose the CSX/NS scheme and support The Cleveland Plan!

Name: Marguerite Bonangile
Address: 1769 Radnor Rd.
Cleveland, OH 44118

US Department of Transportation
400 7th Street, SW
Washington, DC 20590

Attention: The Honorable Linda J. Morgan

STB
1925 K St.
NW DC
STOP THE TRAINS!

We’re Blowing the Whistle to STOP CSX/NS Plan to RAILROAD Our Neighborhoods!
Mr. Gary McConchie  
738 Oxford Blvd.  
Steubenville, OH 43952  

Dear Mr. McConchie:

I have received your letter expressing concerns about the proposal by CSX and Norfolk Southern (NS, to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads, and the effect it may have on railroad customers and Conrail employees.

This proceeding has been docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388. As you may know, the Board adopted a procedural schedule for deciding the merits of the control application filed in this proceeding, which it recently extended by 45 days to accommodate the filing of safety integration plans by the applicant railroads. As provided by the procedural schedule, the Board has received comments and evidentiary submissions from all interested parties addressing the merits of the merger proposal, which were filed with the Board on or before October 21, 1997, and the Board has received replies to these filings, including rebuttal by the applicant railroads, which were filed on or before December 15, 1997. The Board is currently analyzing those filings. A final written decision in this matter will be issued on July 23, 1998.

In deciding whether a control transaction such as the one being proposed here is in the public interest and should be approved, the Board must consider various factors required by law, including the interest of all rail carrier employees affected by the proposed transaction, and whether the proposed transaction would have an adverse effect on competition among rail carriers in the affected region or in the national rail system. In this regard, let me assure you that the Board will give full consideration to the issues that you have raised. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan

Linda J. Morgan
Gary McConchie
738 Oxford Blvd.,
Steubenville, OH 43952

October 17, 1997

Ms. Linda Morgan, Chairman
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

Madam Chairman:

I am writing concerning the impending Acquisition of Conrail by the Norfolk Southern and CSXT.

As a railroad worker since July 23, 1969, I want to emphasize that this is not just a job, but my career. I take great pride in the work that I do. The customers I work with day to day have become more than just customers, they have become friends I address on a first name basis. The quality of service we provide has become more than just my duty, it is a personal commitment to my friend.

It is therefore, with considerable distress and alarm, that we now face the impending acquisition of Conrail. We have witnessed the disastrous results of the UP/SP merger, know the same awaits our own operations and fear that they will be even worse. It does not take a genius to figure out that SOMEONE will have to pay for this hugely expensive acquisition. Likewise, we know it will not be the CEO’s, Presidents and Vice-Presidents with their lucrative golden parachutes! It will be my customers through rate increases and poorer service. Belts will have to be tightened, and that “belt” will be around the necks of employees like me. Jobs will have to be cut, service WILL suffer and if my customer does not like it, well too bad. Just ask the UP’s customers in Texas or California. Imagine if you will, the chaos that would result if that happened in New York City, where they depend on rail service for most of their food? Fine words from CSXT and NS spokesmen to the contrary will not change facts. I remind you that the very same promises came from the mouths of the UP and SP officials as well.

To allow this acquisition to go forward, will result in an unmitigated disaster, far worse than anything we now face with the ill advised merger of the UP and SP railroads. I will not waste my time trying to convince you to stop this merger. I am sure that has already been decided and is a done deal. What I would like to stress, is the need for real guarantees for my customers. Guaranteed service at their current level and high standards, guaranteed rate stabilization at present levels, as a maximum, to ensure they don’t have to pay for your mistake and guaranteed manpower levels to protect productivity and safety of our fellow employees. The needs of our customers are not served with over-worked, and exhausted people, as well demonstrated by the UP/SP.

Thank you for your consideration.

Respectfully,

Gary McConchie
ONE REGION... ONE VOICE!

WE WILL STOP THE TRAINS

United WE-CAN!, United Pastors in Mission, and BCLD of Lorain County join to oppose the CSX/Norfolk Southern Rail Plans and call for a Regional Solution ensuring justice and equity.
AS ONE REGION, WITH ONE VOICE . . .
WE URGE YOU TO REQUIRE A PLAN THAT IS JUST FOR ALL.

SAY NO . . . to lowered standards for safety and quality of life in our communities due to increased train traffic!

SAY NO . . . to dramatic increases in hazardous material transported through our communities!

SAY NO . . . to a decrease in safety inspector and maintenance personnel jobs!

SAY NO . . . to providing public subsidies to multi-billion dollar rail companies!

SAY YES . . . to commuter rail access!

SAY YES . . . to a regional rail summit to articulate one voice for this region!

We urge the Surface Transportation Board to oppose the CSX/NS plan and to support a Cuyahoga/Lorain Co. solution.

Name:____________________________________

Address: _______________________________ 20423-0001
April 9, 1998

John and Sandra Butcher
217 Kansas Ave.
Lorain, OH 44052

Dear John and Sandra Butcher:

Thank you for your postcard, which expresses concerns about the potential negative impacts on your community from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board’s (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition. As part of its environmental review, SEA will address safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings. They also will analyze the increased probability of derailments and releases of hazardous materials due to increased train traffic; examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures; and address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the current procedural schedule adopted by the Board, SEA plans to issue in late May 1998 a Final Environmental Impact Statement (EIS) for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

I am having your postcard and my response placed in the public docket for this proceeding. If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
March 24, 1998

Mr. Vernon A. Williams
Office of the Secretary
Surface Transportation Board
1925 K. Street, N.W.
Washington, D.C. 20423-0001

STB FINANCE DOCKET NO. 33388

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

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

INDIANA SOUTHERN RAILROAD COMPANY

--TRACAGE RIGHTS--
CSX TRANSPORTATION, INC. AND INDIANA RAILROAD COMPANY

VERIFIED STATEMENT
OF
J. RICHARD PANASUK

My name is J. Richard Panasuk, Director of Materials Management for Reilly Industries, Inc. My business address is 1500 South Tibbs Avenue, P.O. Box 42912, Indianapolis, Indiana 46242-0912. My responsibilities include general management of transportation and purchasing activities which includes rail rate negotiation and rail equipment leases.

Reilly Industries, Inc. is a leading producer of pyridine and pyridine compounds, coal tar products and brine chemicals with six manufacturing facilities in the United States. Rail transportation is a vital factor to the success of our business as we ship and receive over 6000 carloads annually. Our largest plant with 500 employees is located in Indianapolis and is currently served by Conrail.
The operation of this plant is dependent upon reliable and cost effective rail transportation. Many of our major suppliers are located in the Southwest, and it is not economically feasible to receive required raw materials by tank truck. Moreover, as we attempt to deliver product to our rail customers, Reilly continues to face the anticompetitive effect of recent mergers in the West. Our experience: poor service and excessive costs do result when only one railroad is available to a shipper.

Reilly, therefore, has deep concerns about the impact of the planned break-up of Conrail in the Indianapolis area. The proposed trackage rights and use of Hawthorne Yard will not allow the NS to establish any significant degree of presence, let alone compete with CSX. We need a stronger competitive alternative to CSX!

The Indiana Southern Railroad currently interchanges traffic with Conrail in a yard adjacent to our Indianapolis plant. Further, ISRR connects with the NS in Oakland City, Indiana which could provide Reilly Industries a new route competitive with CSX. On October 21, 1997, ISRR filed a Responsive Application with the Surface Transportation Board seeking local trackage rights over Conrail's lines in Indianapolis which, if granted, would allow the ISRR to serve our plant.

We earnestly request the Surface Transportation Board grant these trackage rights sought by the ISRR. We believe ISRR trackage rights will afford Reilly Industries necessary additional rail competition and provide future rate and service protection on the carload traffic moving to and from our Indianapolis plant.

Respectfully submitted,

J. Richard Panasuk
Director of Materials Management

I, J. Richard Panasuk, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed this 24th day of March, 1998.
ACADIA PLANTATION  
P. O. BOX 110  
THIBODAUX, LA 70302  
March 24, 1998

Mr. George J. Ross  
American Trails Association  
c/o A&K Railroad Materials  
1595 South Redwood Road  
Salt Lake City, Utah 84104

Re: Acadia Plantation, Thibodaux, Louisiana-Railroad Right-of-Way  
STB Docket No. AB-318 (Sub-No.4X)  
Our File: S-9.1

Dear Mr. Ross:

I understand that you spoke with our attorney Victoria de Lisle of Stone, Pigman, Walther, Wittmann & Hutchinson, L.L.P., about the Louisiana & Delta Railroad right-of-way that traverses Acadia Plantation property. As she explained, and as she previously notified A&K last spring, Acadia Plantation has a reversionary interest in the right-of-way. When the tracks are removed so that the property is no longer used or usable for railroad purposes, the right of reversion is triggered.

Almost a year ago, we became aware that Louisiana & Delta Railroad filed a request with the Surface Transportation Board for an exemption from abandonment proceedings. Since that time, Ms. de Lisle and I have communicated with various representatives of Louisiana & Delta, A&K, and the City of Thibodaux, to monitor the status of the proceedings. Despite assurances from all parties that we would be kept informed, we were not notified of the Surface Transportation Board decision reserving the former right-of-way for an interim trail use. As holder of a reversionary right to the property, we have a fundamental interest in the property's use.

Because we are owed compensation if the property is "taken" for a trail or other use, we must and do reserve all of our rights to claim compensation, pending final disposition of the property to the City, the Parish, or otherwise. In the meantime, I would appreciate it if you could keep us informed of any developments with respect to the right-of-way. I am particularly
interested in any disposition of the property by Louisiana & Delta Railroad, A&K, or the ATA and the ATA's plans for the property in the event neither the City nor the Parish agrees to accept oversight and all of the consequent responsibilities of converting the property to a trail. Thank you for your attention to this matter.

Sincerely,

[Signature]

David D. Plater, Administrator

CC: Thibodaux Mayor Warren Harang
    City Council Clerk Tom Eschete
    Lafourche Parish President Aaron Caillouet
    Surface Transportation Board, Attn. Vernon A. Williams, Secretary
    Louisiana & Delta Railroad
As you are aware, Consumers Energy has two existing Conrail contracts for transportation of coal from the Fola mine in West Virginia to our Korn/Weadock facility in Essexville, Michigan, our Whiting plant in Erie, Michigan, and to Ashtabula docks. Based on discussions with Norfolk Southern (NS), Consumers Energy had the understanding that after approval of the Conrail acquisition by the Surface Transportation Board, NS would provide service from Fola under our existing Conrail contracts. Our understanding appeared and appears logical and reasonable to us because it is clear that NS will take over the existing Conrail line that serves Fola (via trackage rights on the Vaughan Railroad).

I was very disturbed when I recently heard from a representative of CSX claiming that under the provisions of Article II, Section 2.2(e) of the Transaction Agreement, CSX would provide this service. As all parties are well aware, the purpose of our Conrail contracts was and is to provide an alternative to CSX service. This purpose would clearly be undermined if CSX were to take over the service under our Conrail contracts. Because of our great concern and clear desire to obtain this service from NS we sought assurances from NS that would unequivocally confirm our previous understanding. Unfortunately, we are still awaiting such an answer.

Therefore, at your very earliest opportunity, please provide us with unambiguous answers to the following questions:

1. Which railroad will provide service from Fola under our existing Conrail contracts, how will revenues be treated and what is the proposed role of the connecting railroads (Canadian National and Central Michigan)?

2. Will all tonnage shipped under our existing Conrail contracts be treated in the same manner or are there limitations, special conditions or other matters which may alter the answer to the above.
I am very concerned that the division of Conrail might result in reduced competition for coal movements to our plants. Competition would clearly be diminished if CSX were to provide service under the above described Conrail contracts. In presenting the case for the acquisition and division of Conrail, CSX and NS assured the public of continued competition, while we have had every belief that NS would step into Conrail’s shoes with respect to service from the Fola mine. I truly hope that your expeditious answers to the above questions confirm that our competitive alternatives will be maintained.

WEGarrity

cc: Surface Transportation Board
    Peter Marshall, Canadian National
    CAPinkerton, III, Central Michigan Railway
    WHDickey, Jr, Amvest Coal Sales
    TPDwyer, Consolidated Rail Corporation
1998 - Javits Center Citywide Basketball Championship won by Bronx "Mustangs" boys 14-16 Division.
1998 - New York City 100 Celebration - "America begins in New York"
Home of Port Morris Patriots and Democracy in the United States
1997 - "All - America City" awarded to The Bronx
1997 - "Fordham University" placed in the "Nation's Best Values"
1997 - Bronx Little League win Baseball Crown for New York State
1996 - The Bronx "New York Yankees" World Champions
World Famous - Bronx Zoo and Wild Life Habitat
World Famous - Bronx Botanical Gardens
"Six Most Remarkable Contiguous Bridges in the World"
Span the Federal Harlem River to join the Island of Manhattan to the Bronx mainland.
World Famous - New York City Marathon, cross the bridges.
at the Major Highways of "NYC Tourist Corridor" and "Antique Center"
1994 - Federal Empowerment Zone awarded Port Morris
1888 - Railroad Builds gracious "Landmark" Office Building. atop Scene Riverscape. Historic 1776 Revolutionary Site.
and Home of Patriots. "Lewis (*) and Gouverneur (*) Morris"
1815 (**) An Early Voice on Conservation to Protect Habitat of Birds, Fish, Wildlife
1790 (*) Debate in Congress to have the "Capitol of the United States" rise on hill, atop historic and scenic river
1788 (*) - Ratified the "Constitution for United States" for New York State
1787 (**) - PENNED PHRASED AND DRAFTED THE FINAL "CONSTITUTION OF THE UNITED STATES"
1776 (*) - SIGNED THE "DECLARATION OF INDEPENDENCE"
1670 - Jonas Bronck's Broncksland becomes "Morrisania Village" of the Patriots. (then in Westchester)
1642 - "Indian Peace Treaty" is signed in Jonas Bronck's Farm House
1639 - Bronksland settled by Jonas Bronck. (then in Westchester)
1492 - 1639 Home of Reckagawanc Tribe's Chehats Ramachqua and Taekamuck in "Nuacin Village"
(1996 - New York City Bronx Park Department named "Ramachqua")

Landmark Studios, Inc.
2 Willis Avenue, Port Morris
The Bronx, New York 10454-4417

Ms. Linda Morgan, Esq. Chairman
United States Surface Transportation Board
1925 K Street
Washington, D.C. 20423

zeefrank aol.com
Zee Frank
V. 718-292-9697
F. 718-292-9698

February 21, 1998

Re: CSX AND NS MERGER- Economic impact as discussed 2/18/98.
FINANCE DOCKET
At: Association of the Bar
NO. 33388
42 West 44 Street, NY 10036-6689 (212) 382-6664

Discussion taped. Perhaps a tape can be added to the public record.

Dear Ms. Morgan,

I had expected to close my comments, but the discussion held 2/18/98 was alarming for the welfare of the City of New York. I had brought to your attention that this side of the Hudson River (East) has upwards to 8 million live persons in New York City. (Other document states that the City 8 million is increased to 12 million to include surrounding area East of the Hudson River that will benefit from competitive, efficient, seamless Rail Freight service)

Well, this consideration seems moot as during the 2/18/98 NYC Bar Association discussion, the NS Railroad Mr. Tom Finkbiner represented that they will "dump" NYC freight in New Jersey. CSX represents. Mr. Paul Reistroph did not challenge this. The representative from New Jersey Transit was thus assured of status quo for their gold mine in New Jersey as they discourage Rail Freight for New York City due to the added costs and delay. This also continues to impact the already "non-attainable" Air Quality in New York City.

This is the dilemma.... At the same time NS beat down NYC, they clearly stated at the end. that NY is the best place to invest.
Whatever the publicly stated plan, there appears to be a conspiracy of omission by the NS/CSX and by others.

The decisions to be made by the Surface Transportation Board, loosely Federally stated is:
"The National Intermodal Transportation System must be operated and maintained with insistent attention to the concepts of innovation, competition, energy efficiency, productivity growth and accountability."

However, for the Surface Transportation Board to affect a balanced solution, they must receive all the facts from the rail freight experts. It appears clear that Union Pacific failed to present all the facts as to adequate intermodal terminals, equipment, manpower etc. This resulted in major millions of losses.

The Surface Transportation Board depends on honesty in projections and facilities/equipment to handle the traffic. "Dumping in Rail Freight for NYC in New Jersey" does not allow for competitive pricing, efficiency in time, handling and switching. Therefore, it discourages NYC to switch from trucks to rail; exploiting New York City by traffic congestion, air pollution and higher cost of living. All studies as to present traffic on bridges, tunnels etc. and the enormous increases projected for seamless rail to New York City are on record, in the multi-millions of tonnage.

SERVING NEW YORK CITY WITH SEAMLESS RAIL, DIRECTLY TO THE EAST OF THE HUDSON IS NOW POSSIBLE, WITH THE COMPLETION OF THE OAK POINT RAIL LINK TO THE HARLEM RIVER INTERMODAL TERMINAL.

BUT THIS WAS OMITTED FROM THE ENTIRE DISCUSSION AT THE BAR ASSOCIATION. WHEN A GENTLEMEN ASKED WHY THIS FREIGHT CANNOT GO OVER THE HELL GATE BRIDGE, THE PANEL OFFERED "NO" EXPLANATION. THIS WRITER WAS NOT PERMITTED TO STATE......OF COURSE, THE HELL-GATE BRIDGE IS VITAL. IT CAN NOW BE ACCESSSED WITH SEAMLESS RAIL FOR INTERMODAL FREIGHT. THE OAK POINT RAIL LINK CROSSES THE HARLEM RIVER INTERMODAL TERMINAL TO SWITCH OVER TO HELL GATE BRIDGE.

THE CONSPIRACY OF OMISSION OF DIRECT INTERMODAL RAIL FREIGHT TO THE EAST OF THE HUDSON, AFTER NEAR 20 YEARS OF PLANNING AND $500,000,000 OF FEDERAL, STATE, CITY FUNDS, MUST BE CONSIDERED BY THE SURFACE TRANSPORTATION BOARD.

THE HARLEM RIVER INTERMODAL TERMINAL 85 ACRES IS INTEGRAL TO SERVE NEW YORK. THIS HAS BEEN VALIDATED BY FEDERAL FHWA AS CRUCIAL. CONGRESSMAN NADLER WHO HAS SUBMITTED A PETITION, HAS STATED IN WRITING THE URGency TO MAINTAIN THE 85 ACRES.

Yet this was not discussed at the NS/CSX meeting 2/18/98. With the Oak Point Rail Link and Harlem River Intermodal Terminal, there can be seamless, competitive, efficient delivery of Intermodal Rail Freight. **THERE IS ABSOLUTELY NO BASIS TO "DUMP" NYC INTERMODAL RAIL FREIGHT IN NEW JERSEY.**

As another bit of intrigue, a lobby group known as TRI-STATE, took advantage of the name "Rutgers Environmental Law Clinic" to lobby you. They presented three letters: Oct., Nov. 97 and Jan. 98. In those letters before you, it indeed reflects that their interest is transportation, primarily from bordering states to New York City to provide good transit for those states to NYC job market. But they too never mentioned the Oak Point Rail Link, but cited many inefficient, costly other methods. (In fairness they acknowledged that Rail Freight dumped in New Jersey causes alternate handlers and is costly and inefficient, etc.) But they made their suggestion and at the same time, it contained a clause that NS/CSX owes them consideration for commuter service.

They omitted naming the Oak Point Rail Link and casually mentioned the Harlem River Yard citing "A portion of this yard has been set aside for an intermodal terminal." The fact that the Surface Transportation Board should know is that the remaining rail portion would be only 28 acres of the 85 acres. The balance is to be used for non-dependent rail uses which includes a massive "denking" facility which a prime member of Tri-State is proposing, the Natural Resources Defense Council.
This requires brand new rail to be destroyed. It also requires rerouting the Oak Point Rail Link existing rail, to curve around their structure like side tracks. A nightmare.

Knowing that the major part of the Harlem River Intermodal Terminal, the key Intermodal to serve the entire New York City, is planned for destruction, no wonder they tell the Surface Transportation Board how they can patch things up with their "ideas." At a meeting we heard a member of Tri-State express that they had an interest for passenger service on this Rail Freight line. Since they claim to be environmental, surely destroying truck to rail is not a proper prescription.

The purpose for the Oak Point Rail Link and Harlem River Intermodal Terminal was to separate Rail Freight service from the Commuter lines. By reducing the yard and rerouting the thruway for the Oak Point Rail, it would badly serve either. By preserving the Harlem River Intermodal Terminal and Oak Point thruway, it can serve New York City economically, environmentally and safely.

Further deinking is potentially explosive with the chemical plant and boiler pressure plant and chemical tanks and surely hazardous near the critical bridges of Hell Gate (Amtrak) and Triborough Bridge. In one incident, the entire pathway for Rail Freight, the bridges, the poor people, can be destroyed, as proven by yearly incidents in the US. FRA recently invested $55,000,000 of ISTEA FUNDS FOR UPGRADING THE HELL GATE (AMTRAK) BRIDGE AND ALSO INVESTED IN THE PROJECT FOR THE OAK POINT LINK- HARLEM RIVER INTERMODAL TERMINAL.)

Simply. Tri-State wants to be an "oversight" player of NS and CSX actions and commuter service per their letters. The NJ interest is to keep their gold mine in New Jersey.

NEW YORK CITY CANNOT CONTINUE TO BE EXPLOITED WHETHER IT IS BY LOBBYISTS, RAIL OPERATORS, PRIVATE USE OF FEDERAL, STATE, CITY INFRASTRUCTURE, AND ACTUAL DESTRUCTION OF PUBLIC RAIL LAND FOR NON-RAIL DEPENDENT USES.

1. SINCERELY TRUST THAT THE SURFACE TRANSPORTATION BOARD WILL SORT OUT THESE FACTS AND CAREFULLY REFLECT THAT NEW YORK CITY MUST HAVE SEAMLESS RAIL FOR EFFICIENCY AND COMPETITIVE COSTS. ANY ACTION THAT FAILS TO UTILIZE THE OAK POINT RAIL LINK AND HARLEM RIVER INTERMODAL TERMINAL AS THE PROJECT CITED IN THE ISTEA ACT, MUST BE ANALYZED FOR THE PRIVATE GAIN OF A FEW OVER THE INTEGRAL NEED FOR NEW YORK CITY 8 MILLION PLUS 4 MILLION WHO WILL ALSO BENEFIT.

1. I DO NOT BELIEVE THE SURFACE TRANSPORTATION BOARD CAN DO LESS... AND I HAVE ABSOLUTE CONFIDENCE THAT THEY WILL DO MORE.

Respectfully submitted, Zee Frank

The tape of the Bar Association meeting is very interesting. Since I know it is available, I did not want to quote my notes. What a show!

Sorry I had to add to the record again

Should you have any questions or require any material, please let me know

February 22, 1998
This will be an unexpected postscript.
The preceding 3 pages were faxed 2/21/98, but the Fax number previously used, was not receiving.

Today, February 22, 1998, the New York Daily News began a week long exposure on the serious Asthma conditions in New York City. . . . and in particular the Hunts Point - "Mothhaven" area where the Tri-State member wishes to replace the new rail (freight) for their
Page 4.

deinking; and other noxious uses which together will use 68 acres, leaving only 28 acres for the "crucial" Harlem River Intermodal Terminal.

We enclose an apology from the Natural Resources Defence Council which previously appeared in the Daily News from their Washington office. This was an apology for the disparaging remarks made about the principal of the South Bronx Clean Air Coalition who managed to get the Medical Waste Incinerator closed down.

NRDC has before them the report by a former chief of USEPA, that the particulates from the "deinking" would be deadly. His name is Michael Walsh. At the recent visit to NYMTC by Daniel King, (about which we reported prior), a clergyman stated that the situation in this area was so intense, that he is now burying the children of those couples he married.

The 2/22/97 articles by the Daily News, gives awesome statistics, validating the existing conditions. In a document that describes the replacement of the rail by these non-rail dependent uses (including the NRDC "deinking")......it stated that the "additional" traffic to the already present traffic (2nd to the traffic on Major Deegan) on Bruckner Blvd. would by 7500 trips per day additionally. 7500 trips in/out increases to 15,000 and x 2 for diesel trucks for the non-dependent uses etc is a vehicle equivalency of 30,000 additional PER DAY.

The 2/22/97 articles speak for themselves. This particular area is known as "Asthma Alley".

Today's exposure of the critical health impact is described on Pages 4, 5, 6, 7, 42, 43, 44, FULL PAGES IN SUNDAY ISSUE. We enclose the 7 pages materially reduced in size, 4 pages of excerpts. The non-rail dependent uses will be a major impact to "Motthaven", (Pt. Morris) Asthma Alley.

The entire purpose of the Intermodal Surface Transportation Efficiency Act states that the preeminence of the United States in the global economy must be preserved. All transportation must be in accordance with the Clean Air Acts and Amendments and protect the underserved, etc. etc.

Converting Trucks to Rail is urgent for the entire City. To create the cost affectiveness for all industry to use Rail, there must be seamless rail to New York City which IS FINALLY ACHIEVABLE WITH THE OAK POINT LINK - HARLEM RIVER INTERMODAL TERMINAL. These must be preserved as required by the ISTEA ACT.

To make amends

Washington: In a recent Daily News article about the proposed recycled-paper mill in the South Bronx, I was quoted as having made disparaging remarks about the South Bronx Clean Air Coalition. I apologize for my comments, which were inconsistent with my organization's standard for treating others with respect, even when we differ on a particular issue. We have long fought for clean air in New York, and I hope we can work together with the coalition to advance that objective in the future. Allen Hershkowitz
Natural Resources Defense Council

Redefining censorship
Asthma: The Silent Epidemic

Today
- How asthma is choking New York.
- Why children can’t get the help they need.
- How bad is the epidemic in your neighborhood?

Monday
- How the schools have failed to respond, placing children in jeopardy.
- What you need to know to make your child’s school safer.

Tuesday
- What it’s like in communities where asthma rates are among the worst in the country.

Wednesday
- If you have asthma, you may not be able to trust your family doctor or widely available medications.

Coming Sunday
A special 8-page guide for asthmatics and their families, showing how to detect the symptoms, where to get help and what to do in an emergency.

TAKING OUR BREATH AWAY
Asthma, an insidious, suffocating disease, is spreading across New York City in epidemic proportions, overwhelming the public health system as it steals the breath from ever more people.

An estimated half million New Yorkers, from the youngest infants to the frail elderly, now suffer from this chronic, incurable illness — more than 6% of the population. With numbers that large, the city has the worst asthma rate in the country. The hospitalization rate here is triple the national average and much higher than in America's next-largest city, Los Angeles.

While the illness is usually manageable with proper care and prevention, more than 35,000 New Yorkers are forced into hospitals with severe attacks each year. That number has climbed 24% in the past decade, part of a trend that public health experts saw with increasing alarm.

"The reason everybody is worried about it is that hospitalizations for everything else in New York City are going down and hospitalizations for asthma are going up," said Mary Northridge, an epidemiologist at Columbia University's School of Public Health.

Deaths attributed to asthma are soaring as well. They have climbed 50% since 1980, hitting 284 at the last official count in 1990. In one Bronx hospital alone — Lincoln — 11 asthmatics died in the emergency room last year.

The mortality figures actually may be much higher because asthma is often an undiagnosed, contributing factor in deaths attributed to other causes, such as heart attacks.

The epidemic is hitting New York's children hardest. In fact, asthma is the greatest health threat they face.

More than 14% of the city's 1 million students — an estimated 130,000 kids — suffer from asthma. In some classes, as many as one half of the children have the disease.

No other ailment puts so many in the hospital. In any given year, one child is hospitalized in the city every 35 minutes, a rate of 12,000 admissions a year. The rate is twice the national average.

Asthma affects the most because their neighborhood have the worst asthma and the least health care. Kids in low-income areas of New York, for example, are five times more likely to be hospitalized than their better-off neighbors.

But asthma isn't across the city, according to interviews with doctors, teachers and school nurses who have seen the surge in cases that never reach the hospital.

"It doesn't matter where you come from," said Dr. Richard Deja, a pulmonologist at Riverdale Community Health Center.

"It's increasing all over.

The largely unrecognized spread of the disease that affects to many experts the story of past public health emergencies.

Asthma is today what leprosy was 20 years ago," said Joseff Grana, a leading Manhattan epidemiologist. "It's an epidemic that is gaining under control and is not an easy health problem to treat and prevent.

In East Harlem, Bettie Fontaine spends her nights in the middle of the hall, near the street, listening for the small coughs that mean her daughter Nicole's asthma remains unchecked.

On the upper East Side, 18-year-old Mark Somet needs to live every now and then to reach his asthma inhaler before his attacks.

In Brooklyn, Donna fries and her three children asthma's all — struggling to avoid the cigarette smoke that could trigger an attack so severe it could send any one of them to the hospital.

In the lower East Side, John Leaman gave up his beloved cat because their dander made him wheezy.

They are the lucky ones.

In Queens, Cindy Karpel, an asthma counselor and college professor spent her adult life battling the disease only to find her husband to asthma one night in 1988. He died on a street corner in Briarwood. His asthma medicine gripped tightly in his hand.

I blamed myself for a long time. I thought it had been working in emergency rooms and had seen people die, but I never thought it could happen to my father.

500,000
New Yorkers have asthma, the country's highest rate.

130,000
of those are school children.

284
New Yorkers died of asthma in 1994, a 50% increase since 1980.

15,133
hospitalizations for asthma were recorded in 1994, the city's leading cause for child hospital stays.

REPORTED AND WRITTEN BY:
JOE CALDERONE, KEVIN FLYNN, TOM ROBBINS AND RAPHAEL SUGARMAN
PHOTOGRAPHY BY JON NASO

GRAFICS BY TRINE GAEVEN
DESIGN BY BERNADETTE SHERIDAN
Asthma: The Silent Epidemic

It is striking down record numbers of New Yorkers and contributing to additional deaths by triggering heart attacks and bouts of pneumonia. Some sufferers go months without symptoms, only to slip suddenly into crisis.

"Asthma is like burning coals in a fireplace," said Dr. Robert Mellins, president of the American Lung Association of New York. "Let a little wind, a trigger, come along, and 'Poot!' — all of a sudden there is a big blaze."

The time from first symptom to final breath can be as little as 30 minutes.

Here are the stories of two New Yorkers fatally struck by asthma in 1997:

George Robino and Eva Morales lived across the street from one another on a Lower East Side street near St. Anthony's Church and St. Anthony's Cemetery in the Bronx. Over the next two months, the Robinos made more than 60 visits to a South Bronx clinic. They reported dramatic drops through a telephone — a machine that turned medication into a mist and pumped it into the lungs. But the machine often brought little relief.

"The only time I could breathe a little," said Destiny Robino, 19, her daughter. "My mother was watching. I heard Destiny saying, 'Breathe! I was just screaming. I knew asthma was killing the little girl."

"The last time was on the morning of Nov. 6, 1997."

Each thimble-size breath became a chore. Her chest was drawn, exposing the outlines of her ribs.

Before she was a month old, Destiny Robino spent five days in Lincoln Hospital. Two days after her first Christmas, Destiny was back in the hospital. She recovered for her first Thanksgiving and her second Christmas.

"I knew it was asthma right away," said Destiny's father George Robino. "I had been told, a building superintendant, who also has the disease, about his son, his sister, grandmother and another in-law.

Robino and his wife, Eva Morales, live in Huron Point. The Bronx has a neighborhood with one of the highest asthma rates in the city. They asthmatic-proofed their apartment, eliminating carpets and cats.

They ventured to keep down dust and scrubbed to keep away machines, whose droppings may trigger attacks. "Our whole life was geared to keeping her alive and healthy," Robino said. "But no matter what we did, she was always sick."

Asthma: The Silent Epidemic

New York City has been responding to the spread of asthma with measures that include opening special clinics in hard-hit communities and starting educational programs in elementary schools.

The department is stepping up the campaign to provide better leadership in many communities, said Dr. Anthony Mepham, assistant health commissioner. "But there is an opportunity to do a lot more."

While health experts lament the city's efforts among the nation's worst, the News discovered large gaps between the scope of the epidemic and the actions being taken by public health officials, the school system, private physicians and the health insurance industry.

For example, The News found that although asthma increases poor children's risk of death, they sometimes do not get the care they need. In some schools, students have to share a single, inexpensive medical equipment to treat their illnesses.

Asthma is a disease that doctors must report to city health officials, and underreporting can be an indicator of inadequate health care. But reports from schools pass through a bureaucratic process, often delayed by red tape and paperwork.

In some schools, students are treated like emergency room patients. In others, doctors carry around a black book of emergency contacts, but the vast majority of New York City's 1.4 million public school children have no emergency care at all. Each year, thousands of students are admitted to city hospitals with asthma emergencies. But the city does not know how many or even how often. 

Asthma: The Silent Epidemic

Over the next two months, the Robinos made more than 60 visits to a South Bronx clinic. They reported dramatic drops through a telephone — a machine that turned medication into a mist and pumped it into the lungs. But the machine often brought little relief.

"The only time I could breathe a little," said Destiny Robino, 19, her daughter. "My mother was watching. I heard Destiny saying, 'Breathe! I was just screaming. I knew asthma was killing the little girl."

"The last time was on the morning of Nov. 6, 1997."

Each thimble-size breath became a chore. Her chest was drawn, exposing the outlines of her ribs.

Before she was a month old, Destiny Robino spent five days in Lincoln Hospital. Two days after her first Christmas, Destiny was back in the hospital. She recovered for her first Thanksgiving and her second Christmas.

"I knew it was asthma right away," said Destiny's father George Robino. "I had been told, a building superintendant, who also has the disease, about his son, his sister, grandmother and another in-law.

Robino and his wife, Eva Morales, live in Huron Point. The Bronx has a neighborhood with one of the highest asthma rates in the city. They asthmatic-proofed their apartment, eliminating carpets and cats.

They ventured to keep down dust and scrubbed to keep away machines, whose droppings may trigger attacks. "Our whole life was geared to keeping her alive and healthy," Robino said. "But no matter what we did, she was always sick."

Asthma: The Silent Epidemic

New York City has been responding to the spread of asthma with measures that include opening special clinics in hard-hit communities and starting educational programs in elementary schools.

The department is stepping up the campaign to provide better leadership in many communities, said Dr. Anthony Mepham, assistant health commissioner. "But there is an opportunity to do a lot more."

While health experts lament the city's efforts among the nation's worst, the News discovered large gaps between the scope of the epidemic and the actions being taken by public health officials, the school system, private physicians and the health insurance industry.

For example, The News found that although asthma increases poor children's risk of death, they sometimes do not get the care they need. In some schools, students have to share a single, inexpensive medical equipment to treat their illnesses.

Asthma is a disease that doctors must report to city health officials, and underreporting can be an indicator of inadequate health care. But reports from schools pass through a bureaucratic process, often delayed by red tape and paperwork.

In some schools, students are treated like emergency room patients. In others, doctors carry around a black book of emergency contacts, but the vast majority of New York City's 1.4 million public school children have no emergency care at all. Each year, thousands of students are admitted to city hospitals with asthma emergencies. But the city does not know how many or even how often.
Justin Vega
was barely sick
day in his life
from asthma, but
it still killed him.

Justin, 18, coped with asthma
for more than 10 years, a
young man who made sure at
times to carry his asthma med-
ication. He even developed a
cool way of using his pump: two quick
shakes by his side and then up
and down in a flash from his
mouth. He never had to visit a
hospital emergency room.

Hoping to become a professional
singer Justin attended LaGuardia
High School for the Performing
Arts. He sang in his school choir,
won a high school honor in
drama and joined the school's
Judo and gymnastics. He toured
Eastern Europe as a member of the
All-City High School Chorus and
performed in full voice before
Spain's royal family.

Then, on a hot August night,
Justin was watching a Yankees
game on television in his family's
apartment in Astoria, Queens.
Justin's father, Ron, went to the
bathroom and left his mother Judy
in the living room. Judy was reading
a book, her eyes
closed, she was
asleep. Justin
took his pump,
which his father
told him was
within reach, and
inhaled. He did not
realize he was
breathing too
quickly. He fell
tiredly on the floor
and died.

Justin's father, Ron,
said he sometimes
would awaken
at night with asthma
attacks.

Judy Vega and her surviving chil-
dren, Amanda and Christian, mourn
Justin Vega, 18, who died last sum-
mer. The family visits his grave in
St. Michael's Cemetery in East
Elmhurst, Queens every Sunday.
Judy danced with his sister,
Amanda, at her Sweet 16 party
one month before he died.

Justin was our firstborn.

WITH NO EXPLANATION

Asthma is now the
greatest cause of absenteeism,
leaving teachers and
school leaders to
plan catch-up
sessions. The
teenagers who have;

Justin's parents had

Justin's father, Ron,
said he sometimes
would awaken
at night with asthma
attacks.

Justin was our firstborn.

Justin's parents had

Justin's father, Ron,
said he sometimes
would awaken
at night with asthma
attacks.

Justin was our firstborn.
Asthma: The Silent Epidemic

SIMPLE TOOLS EVERYWHERE

Thousands of New York's poorest children are trying to battle their asthma without two essential, inexpensive medical devices made from a few pieces of molded plastic.

One device, known as a spacer channel, lifesaving drugs into the lungs of sufferers unable to use traditional asthma inhalers. The device costs only $20, which is just a small fraction of the cost of traditional inhalers. The other device is a red mist sprayer, which is used to administer medication in a mist form.

The second device, called a peak flow meter, helps asthmatics check attacks by blowing into a tube that measures the amount of air they can breathe out. But the device is often not used because many children in the worst neighborhoods of New York City are deprived of these devices or lack proper instruction on how to use them.

New York City pharmacist's a few pieces of molded plastic. This Made in Harlem pharmacist was no longer using the pump.

In Schiffer, president of the New York City Pharmacists Society, acknowledged the problem.

"They are not getting out to the kids that need them," he said. "They make it too hard.

Spacers are designed to help people who have difficulty coordinating the breathing skills needed to do an asthma pump. Too often doctors prescribe pumps without first teaching the patient how to use the medicine into the airways, which can lead to problems with their spacer.

A spacer is a child dispenses the medicine into a chamber where it can be more efficiently absorbed.

He does it himself and he is done in a minute," said Carmen Hernandez, one of the children in the study.

Asthma FROM PAGE 7

breath and a tightening chest and breathing difficulty. Many sufferers go for months without many symptoms even by their untreated lungs inflame to the point where they must be admitted for emergency care. The symptoms can be life-threatening and sometimes deadly.

Deaths occur because asthma is a fatty disease. Sufferers do not suffer from asthma to the point where a fatality can occur.

School Councilor Richard Brown said that was in 1985, when he first went to a school for children who had asthma.

Asthma has been a problem for many people, but it is not a major factor.

"We don't know the fundamental causes," said Dr. Robert Mellins, a leading asthma expert and president of the American Lung Association of New York. "We do know certain things that set it off.

Nancy Snyder, head of the Mothers of Asthmatics, an advocate group, believes that asthma is a major problem that needs to be addressed.

People with asthma are the most at risk in the coal mines for the rest of the country. They are the ones who have the most trouble. Those with asthma are the ones who are the most at risk in the coal mines for the rest of the country.

Doctors are not sure if this occurs but most point to a combination of.
CHILD SHOULD HAVE

What actually happens during an asthmatic attack?

- Shortness of breath
- Wheezing: a high pitched whistling sound when breathing out
- Recurrent chest tightness
- Recurrent and persistent cough, particularly at night
- Above symptoms worsen during viral infections or allergy, or in the presence of allergens such as dust mites, molds, tobacco smoke, pet dander, or animal pollutants

How the air supply is cut off

Cross section of airway: Normal breathing

Cross section of airway: Asthma attack

Five key indicators of asthma

- Peak flow meter: This is a tool that measures the condition of the lungs.
- Why children need it: It gives an early warning that an asthma attack is coming.
- Why they can’t get it: Insurance plans often deny or require prior approvals and upfront payments.

In a 1979 Reader’s Digest article by Philip B. Blumberg, a prominent allergist, writer, and former New York City health commissioner, the author reported on the dangers of asthma attacks and the importance of early detection.

Fifteen years ago, the author’s brother, Mark, was hospitalized with severe asthma, which led him to write a book on the condition. The book, “To Catch A Breath,” became a bestseller and helped raise awareness about the disease.

Asthma affects millions of people worldwide, and it is the leading cause of emergency room visits for children. The condition is characterized by inflammation of the airways, which can cause difficulty breathing.

The author encourages readers to take action to prevent asthma attacks, including knowing the warning signs and using peak flow meters to monitor lung function.

Looking for answers

Is your neighborhood one of the more troubled by asthma? What are some of the possible causes?

See next page
Asthma: The Silent Epidemic

THE BURNING QUESTIONS

"Why me?"
"And why my neighborhood?"

Ask doctors and scientists any other questions about asthma — how to treat it, how to fight it — and they can write a book with the answers. But the basic questions of why asthma strikes some people and not others, and why it affects some parts of the city more severely than other areas, stump the experts.

They can't say, for example, who previously healthy people will suddenly find themselves with asthma.

You can see how the experts figure out why some communities suffer far more than others by the measure of hospitalizations. East Harlem and Hunts Point are New York's biggest asthma hot spots. But why are their asthma rates higher than nearly all others with similar demographics and environment? It is just common sense.

Is it just environmental or genetic? Is it just environment or are certain sections of the city more prone to asthma? Is it just environment or are certain sections of the city more prone to asthma?

No one knows this at present through studies by the federal government's top researchers. We really don't have a clue about the reasons behind the differences in asthma rates and some are definitely socio-economic and some are environmental.

Doctors call the disease multifactorial — there's a lot to be considered.

Some of the leading theories are under consideration at the moment:

Better medicine

This theory holds that antibiotics and steroids have prompted immune systems to react in the smallest irritants, such as dust or animal dander.

Ozone

New York University environmental medicine Prof. George Thurston found that hospital admissions for asthma during allergy seasons rose on days with high pollution.

Car and jet exhaust

Overall pollution is down, but areas with high concentrations of airplane and jet exhaust report that asthma is up.

Smoking

People who smoke have double the rate of young people picking up the habit, especially young women, has increased.

Urbanization

People spend more time indoors behind tighter windows than they did in the past and as a result are more likely to experience wheezing or use a nebulizer or inhaler.

Stress

A study by the National Institute of Mental Health found that black people who lived in poverty had more trouble with asthma.

Cockroaches

A major study by the National Institute of Health last year tied cockroaches to asthma and respiratory illness in children. The study found that children from African American homes with cockroaches were more likely to develop asthma.

This study is just the beginning. We need more research on the relationship between environmental factors, public health, and the environment.

WHERE ASTHMA STRIKES THE HARDEST

This map shows how often children up to 14 are hospitalized for asthma across the city. It matches hospitalizations against a neighborhood's population to show how many children in every thousand were admitted in 1996. Hospitalizations reflect the worst cases of asthma.

Experts say the highest rates may be caused by both the prevalence of the disease and a lack of primary medical care in hard-hit neighborhoods.

KEY PER 1,000

14.2 +
6.5 - 14.2
0 - 6.5

WHERE ASTHMA STRIKES THE HARDEST

How often kids up to 14 are being hospitalized for asthma per 1,000 of population.
Deaths attributed to asthma are soaring as well. They have climbed 50% since 1980, hitting 284 at the last official count in 1995. In one Bronx hospital alone — Lincoln — 11 asthmatics died in the emergency room last year.

The mortality figures actually may be much higher because asthma is often an undiagnosed, contributing factor in deaths attributed to other causes, such as heart attacks.

The epidemic is hitting New York's children hardest. In fact, asthma is the greatest health threat they face.

More than 10% of the city's 1 million students — an estimated 130,000 kids — suffer from asthma. In some classes, as many as one half of the children have the disease.

No other ailment puts so many in the hospital. On average, one child is hospitalized somewhere in the city every 35 minutes, a rate of 15,000 admissions a year. The rate is twice the national average.

Poor kids suffer the most because their neighborhoods have the worst asthma and the least health care. Kids in low-income

500,000
New Yorkers have asthma, the country's highest rate
130,000
of those are school children
284
New Yorkers died of asthma
In 1995, a 50% increase
since 1980
15,133
Hospitalizations for asthma were recorded in 1996, the city's leading cause for child hospital stays.

REPORTED AND WRITTEN BY:
JOE CALDERONE, KEVIN FLYNN, TOM ROBBINS AND RAPHAEL SOUHENDA
PHOTOGRAPHY BY JON NASO
GRAPHICS BY TRINE GIAEVER
DESIGN BY BERNADE
A disease, is spreading New York City in epic proportions, overwhelming the public health system as it breathes from ever more people.

New Yorkers have asthma, the country’s highest rate.

500,000 New Yorkers have asthma.

130,000 of those are school children.

284 New Yorkers died of asthma.
"Why me?"
"And why my neighborhood?"
Ask doctors and scientists any other questions about asthma — how to treat it, how to fight it — and they can write a book with the answers. But the basic questions of why asthma strikes some people and not others, and why it affects some parts of the city more severely than other areas, stump the experts.

They can't say, for example, why previously healthy people will suddenly find themselves with asthma.

Nor can the experts figure out why some communities suffer far more than others. By the measure of hospitalizations, East Harlem and Hunts Point are New York's biggest asthma hot spots. But why are their asth-George Thurston found that hospital admissions for asthma, even deaths, rise on days with high pollution.

**Car and jet exhaust**

Overall pollution is down, but areas with high concentrations of airplane and truck exhaust report that asthma is up.
on found that f:
ions for asth-
ths, rise on polh.

exhaust

ation is down, high concent-
irplane and report that
en

e smoke, but
ong people
habit, espe-
men, has in-

n

1d more time
ightem winds
in irritants
ets and other-
gens

dy found that
the sound of
tent inciden-
sely to expe-
or use a bron-
diagnosed
age 2

es

dy by the Na-
of Health last
kroaches and
 a prime cul-
ding stirred
rican-Ameri-
activists, how-
it was an at-
ernment to
from environ-
nd pin the re-
the victims

<table>
<thead>
<tr>
<th>ASTHMA HOSPITALIZATION BY NEIGHBORHOOD</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRONX</td>
</tr>
<tr>
<td>Kingsbridge-Riverdale</td>
</tr>
<tr>
<td>Northeast Bronx</td>
</tr>
<tr>
<td>Fordham-Bronx Park</td>
</tr>
<tr>
<td>Pelham-Throgs Neck</td>
</tr>
<tr>
<td>Crotona-Tremont</td>
</tr>
<tr>
<td>High Bridge-Morrisania</td>
</tr>
<tr>
<td>Hunts Point-Mott Haven</td>
</tr>
<tr>
<td>BROOKLYN</td>
</tr>
<tr>
<td>Greenpoint-Williamsburg</td>
</tr>
<tr>
<td>Downtown-Heights-Slope</td>
</tr>
<tr>
<td>Bedford-Stuyvesant-Crown Heights</td>
</tr>
<tr>
<td>East New York</td>
</tr>
<tr>
<td>Sunset Park</td>
</tr>
<tr>
<td>Borough Park</td>
</tr>
<tr>
<td>East Flatbush-Flatbush</td>
</tr>
<tr>
<td>Canarsie-Flatlands</td>
</tr>
<tr>
<td>Bensonhurst-Bay Ridge</td>
</tr>
<tr>
<td>Coney Island-Sheepshedd Bay</td>
</tr>
<tr>
<td>MANHATTAN</td>
</tr>
<tr>
<td>Washington Hts.-Inwood</td>
</tr>
<tr>
<td>Central Harlem-Morningside Hts.</td>
</tr>
<tr>
<td>East Harlem</td>
</tr>
<tr>
<td>Upper West Side</td>
</tr>
<tr>
<td>Upper East Side</td>
</tr>
<tr>
<td>Chelsea-Clinton</td>
</tr>
<tr>
<td>Gramercy Park-Murray Hill</td>
</tr>
<tr>
<td>Greenwich Village-Soho</td>
</tr>
<tr>
<td>Union Square-Lower East Side</td>
</tr>
<tr>
<td>Lower Manhattan</td>
</tr>
<tr>
<td>QUEENS</td>
</tr>
<tr>
<td>Long Island City-Astoria</td>
</tr>
<tr>
<td>West Queens</td>
</tr>
<tr>
<td>Flushing-Clearview</td>
</tr>
<tr>
<td>Bayside-Little Neck</td>
</tr>
<tr>
<td>Ridgewood-Forest Hills</td>
</tr>
<tr>
<td>Fresh Meadows</td>
</tr>
<tr>
<td>Southwest Queens</td>
</tr>
<tr>
<td>Jamaica</td>
</tr>
<tr>
<td>Southeast Queens</td>
</tr>
<tr>
<td>Jamaica</td>
</tr>
<tr>
<td>Rockaway</td>
</tr>
<tr>
<td>STATEN ISLAND</td>
</tr>
<tr>
<td>Port Richmond</td>
</tr>
<tr>
<td>Stapleton-St.George</td>
</tr>
<tr>
<td>Willowbrook</td>
</tr>
<tr>
<td>South Beach-Tottenville</td>
</tr>
<tr>
<td>NEW YORK CITY</td>
</tr>
</tbody>
</table>

How often kids up to 14 are being hospitalized for asthma per 1,000 of population.

Source: 1996 New York City Health Department figures
Rail monopoly rips us off

One of the reasons why New Yorkers pay top dollar for everything from food to furniture is that the city must rely on road-clogging, fume-spewing trucks to get goods to market. But the federal government now has a rare opportunity to change that. It can break the rail freight monopoly that has strangled the city for more than 20 years.

To do that, the federal Surface Transportation Board must reject the plan by Norfolk Southern and CSX Corp. to take over Conrail's freight monopoly — unless the proposal is redrawn to allow cost-saving competition for New York City.

As crafted now, the deal would permit the two rail giants to compete in New Jersey, but it would grant CSX exclusive control over New York City. That would mean continuing the city's economic suffering.

Today, because of Conrail's refusal to use the tracks east of the Hudson or the rail float service between Brooklyn and New Jersey, New York gets only 2.8% of its goods by rail — compared with about 40% in other cities. That means that goods brought by rail from the mid-Atlantic region and Southeast must be unloaded in Jersey, then trucked into the city. About 3.6 million trucks cross the George Washington Bridge each year.

No wonder we pay more. It costs $264 for one truck to cross the river, moving one rail freight car — the equivalent of four tractor-trailers — across at a cost of $21.

New York's political leaders are divided over how to restructure the Conrail takeover. Gov. Pataki and Mayor Giuliani want CSX and Norfolk Southern to compete east of the Hudson to Albany. Rep. Jerrold Nadler and 23 other Congress members have called for them to share ownership of New York City tracks and the rail ferry between Bay Ridge and Bayonne.

The solution is to do both. That would create the comprehensive competition needed to free the city from punishing prices.

To make this work, the city and state must take back the long-unused 85-acre Harlem River Yard. Doing so would reduce 180,000 trucks a year from local roads and slash shipping costs by $100 million per year, according to the state controller. It also would reduce air pollution, save an estimated $500 million on road work and create 5,000 new jobs.

The state already has spent $200 million on the Oak Point Rail Link that connects the Hudson lines with the yard. But the site is now held under a 99-year lease granted by then-Gov. Mario Cuomo to a developer who has vague plans to subdivide it for a recycling operation or printing plant. That is a devastating waste. If state and city officials can't buy back the lease, they should begin condemnation proceedings to regain this essential economic resource.

Getting New York on the right track in rail freight means lower prices, more jobs, less pollution and dramatic traffic relief. But only true competition will make that happen.

Wanted: Hatchet person

The resignation of state budget director Patricia Woodworth was the start of the fiscal year, but my view is that has been advocated by the Daily News.
RETURN RECEIPT REQUESTED

LEE FRANK
LANDMARK STUDIOS, INC.
2 WILLIS AVE., PORT MORRIS
THE BRONX, N.Y. 10453-4417

MS. LINDA MORGAN
ESS. CHAIRMAN
UNITED STATES SURFACE TRANSPORTATION BOARD
1925 K ST.
WASHINGTON, D.C. 20423

P 196 574 472
February 20, 1998

Mr. Dan King
Congressional Liaison
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

Dear Mr. King:

I have been contacted by several constituents regarding the tank car fire in New Orleans in 1987.

Please review the enclosed information sent to me. If there is any information you have that I may provide to my constituents with regards to this issue, it would be appreciated. Also, I ask that you give the views and concerns expressed by my constituents the appropriate consideration within federal guidelines. You may forward a reply to the attention of Sara Traigle in my Washington office.

Thank you for your attention and assistance.

Sincerely,

JOHN BREAUX
United States Senator

JB:eng
Enclosure
February 5, 1998

TO WHOM THIS MAY CONCERN:

From: Albert Dabney Sr.
3116 Arts St.
New Orleans, La. 70122
(Phone # 949-1486)

Re: 1987 Tank Car Explosion (Beaudine)

HEALTH PROBLEMS AND COMPLICATIONS

When this explosion occurred on 9/9/87 I jumped out of bed and severely injured my left knee. (This loud noise awakened me from my sleep and I just tried to hurry out of bed to see what was happening) I immediately started having some chest pains which at that time I thought I had only pulled a muscle, but later only found out through several doctor visits that I had fluid building up around my heart and lungs.

Several months later I started suffering from breathing problems resulting from inhaling those fumes. In 1988 I was still having problems with my left knee. I returned to the doctor only to found out that I needed surgery to replace the artery in my knee with a plastic artery. I am on medication to help ease some complications resulting from this surgery. I can’t walk around too long or just simply stand up for a long period of time.

I have also been hospitalized several times for heart and breathing conditions resulting from the chemicals inhaled (Beaudine). In 1994 and 1995 I was hospitalized several times for fluid around my heart and lungs. I was placed on oxygen to help ease the breathing problems I was experiencing. I have to take several different medications for the rest of my life to help control the fluid around my heart and lungs.

HOME DAMAGES

My home have sunken, shifted more to one side, floors and ceiling tiles are bulging, walls cracked and cement is also cracked. I had to repair the roof due to water going in my home when it rains.
I had to evacuate my home for three days due to the heat and chemicals in the air from the explosion very near to my home. After returning home I had to evacuate again for two more days because of the fumes inside of my home was unbearable.

PERSONAL COMPLAINT

I honestly feel ten years of waiting for compensation to repair my home is too long of a wait. My monthly income isn't enough money to repair the damages done to my home. It's a know fact according to my health physicians I have to take medication for the rest of my life due to this explosion. Several months ago the Court System awarded the money, but as of this day I haven't received any money pertaining to this Class Action Suit. I often wonder if this is a racial or political issue or maybe the facts that GSX Railroad Co. is trying to purchase another Railroad Company and just trying to have this swept under the rug until the purchase of the Railroad is completed.

This explosion have physically abused my health and caused damage to my home. Presently I am seeking help through a higher authority by writing to you asking for your support in this matter. I think the Company which is liable for this incident occurred should pay for their negligence so I can start repairing my dwelling before it becomes total deteriorated from an unbalance structure.

I kindly thank you in advance for your prompt attention to this matter and I will be looking forward to closure in the near future.

Sincerely,

Albert Dabney, Sr.
I am one of the victims of the 1987 toxic fire in New Orleans, Louisiana. I suffered from chemical exposure and possible cancer. I was put out of my home for almost two years. I have spent over three years in my community. While those hazardous facts are still in my neighborhood, my family and I have been suffering with this tragedy for over ten years. The railroad company finally went to court. This past summer, the jury gave the railroad three billion dollars in punitive damages. But now, the corporation is telling me it may get another two years before we can even start. Where is the justice in this?

I have tried to bring another big railroad company to court for ten billion dollars. How is it they can afford to spend all that money buying up another railroad company when they are already going bankrupt? This is our last chance to get justice. I am an American woman that lives to help others.
Affirm This Boeing may. They could tel. CSX they have to pay their first debts before spending billions you may Rail Roads that they can operate unsafely
please help us. We are trapped here. Still surrounded by tank cars that could explode at any minute. We have been waiting patiently for ten years for some kind of compensation for our suffering. Having to wait another ten years while watching CSX spend billions for more Rail Roads is too much to bear.

Virginia Clayborne
235 Monticello St.
New Haven CT 06519
February 12, 1998

Dear Senator John B. Breaux,

This is to inform you as to the status of the train wreck incident that happened in New Orleans in 1987, Sept. 9. I am a victim of that incident and I was informed that the CSX railroad is attempting to settle with their victims from the "New Orleans Jant Car" incident.

It would be very appreciated if you would look into this matter on behalf of the victims of the "New Orleans Jant Car". Please contact me on this matter. Let me know what can be done.

With much appreciation,

Paul B. Cleaver

P.S. Cleaver
5531 New England Dr.
New Orleans, La 70129
February 12, 1998

Senator John B. Breaux
United States Senate
Blacks M. Wells
1704 Emeline Ave.
N.C. 8A 78124

I am a victim of the 1987 tank car explosion that happened in New Orleans, LA.

I understand that the railroad is trying to buy another railroad for $8 billion of their own federal agency that has to approve this step. Maybe they could tell them to pay their debts to the people who have suffered from this explosion. We have been waiting for 10 long years.

Would you please contact me and let me know what can be done about this matter. Thank you,

Blanka M. Wells
Feb. 11, 1978

Senator John B. Brice
United States
Washington D.C. 20510

Dear Senator B. Brice:

I am one of the victims of the 1957 Park Case fire in New Orleans, I have suffered from these chemical exposure and possible Cancer. It was put off my home for 2 days and from then under the Doctor's care for a respiratory problem since the accident. I think that I should be compensated for my suffering and long suffering, please let me hear from you soon.

Thank you,

Mary B. Frank
2241 Arts St.
New Orleans 70117
Dear Sirs:

I am one of the 1987 tank explosion victims in Franklin Ave., on the 7th of Sept. it caused lots of discomfort to me running my stomach upset, vomiting I went to the Dr. a few times.

My daughter is her three children were hurt from with me then they had the same problem.

I thank CSX should pay us instead of spending, money on another railroad. Time it takes is taking time to wait.

Sincerely,

Flora Mares

Flora Mares
2414 German St.
N.C. 28, 70117
February 11, 1998

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

STB FINANCE DOCKET NO. 33388

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

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

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

VERIFIED STATEMENT
OF
GORDON H. GEIGER

My name is Gordon H. Geiger, Chairman and Chief Executive Officer of Qualitech Steel Corporation. I am writing in support of the application by the Indiana Southern Railroad for trackage and service rights on the former CONRAIL track between Indianapolis (Avon yard) and Crawfordsville, IN, specifically serving our new 700,000 ton per year steel plant in Pittsboro, IN.
We are currently, and will continue to be unless you grant ISRR these rights, served by a single carrier, CONRAIL now, CSX later. This is a very poor competitive situation for rail transportation and very likely will give a competitive edge to trucks both for inbound scrap and outbound product. Giving service rights to ISRR will allow us to have competitive prices for shipments to the St. Louis, Cincinnati, Memphis and Chicago markets, among others.

The Indiana Southern has a good reputation in service to customers and we would welcome their service. We believe it is in the interest of improving rail service nationwide that you maximize the competition on existing rail lines. Your experience with the recent UP-SP merger should tell you that.

In summation, we request the Surface Transportation Board to grant the trackage rights requested by the Indiana Southern Railroad (ISRR) to, from and between Indianapolis and Pittsboro, IN. We believe the ISRR trackage rights will increase competition, protect my company and others from potential post-merger rate increases, and guarantee rail transportation in the event of service problems such as those experienced recently in the west.

I, Gordon H. Geiger, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement.


Sincerely,

GORDON H. GEIGER
Chairman and CEO

GHG/jc

Copy: Phil Wilzbacher, Indiana Southern
February 12, 1998

The Honorable John Glenn  
United States Senate  
Washington, D.C. 20510-3501

Dear Senator Glenn:

Thank you for your letter on behalf of Reserve Iron & Metal, L.P., regarding the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads, and the effect it may have on competition in Ohio.

This proceeding has been docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388. As you may know, the Board adopted a procedural schedule for deciding the merits of the control application filed in this proceeding, which it extended by 45 days to accommodate the filing of safety integration plans by the applicant railroads. As provided by the procedural schedule, the Board has received comments and evidentiary submissions from all interested parties addressing the merits of the merger proposal, which were filed with the Board on or before October 21, 1997, and the Board has received replies to these filings, including rebuttal by the applicant railroads, which were filed on or before December 15, 1997. The Board is currently analyzing those filings. A final written decision in this matter will be issued on July 23, 1998.

In deciding whether a control transaction such as the one being proposed here is in the public interest and should be approved, the Board must consider various factors required by law, including the interest of all rail carrier employees affected by the proposed transaction, the effect of the proposed transaction on the adequacy of transportation to the public, and whether the proposed transaction would have an adverse effect on competition among rail carriers in the affected region or in the national rail system. In this regard, let me assure you that the Board will give full consideration to the issues that you have raised. Because this proceeding is pending before the Board, however, it would be inappropriate for me to comment further on the case.

I am having your letter made a part of the public docket in this proceeding. I appreciate your interest in this matter, and if I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan

Linda J. Morgan
Ms. Linda Morgan  
Chairman  
Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423

Dear Ms. Morgan:

Reserve Iron & Metal, L.P., a scrap processor in Cleveland, Ohio, has contacted me to express its concerns about the impact that the proposed acquisition of Conrail by Norfolk Southern and CSX may have on its service with the Wheeling & Lake Erie Railway Company (W&LE).

It is my understanding that Reserve Iron & Metal, the largest processor of blast furnace iron in the United States, relies heavily on Conrail and the W&LE to ship its product to mills. Last year, Reserve shipped 3,167 cars over the W&LE. In every case, Conrail offered direct competition. Reserve is concerned that Conrail’s acquisition may result in the loss of competitive advantage to the locations it serves, which include Republic Engineered Steel in Canton, LTV Steel in Cleveland, and Wheeling Pittsburgh Steel in Steubenville, Ohio. To that end, Reserve supports the W&LE’s petition to gain direct commercial access to its Cleveland facility. I ask that you give the W&LE’s petition every appropriate consideration.

Thank you for your attention to this matter.

Best regards,

Sincerely,

John Glenn  
United States Senator

JG/slw
VERIFICATION

I, Kenneth Miron, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement. Executed on this 17th day of October, 1997.

[Signature]

Kenneth Miron C.E.O.
October, 20th 1997

Submitted to Surface Transportation Board
Finance Docket #33338

Verified Statement on Behalf of Weyerhaeuser Canada

I am the Manager of Transportation Services for Weyerhaeuser Canada. Weyerhaeuser currently uses a rail to truck lumber reload facility on the Housatonic Railroad in Hawleyville CT for distribution to customers in CT, NJ and NY states. Weyerhaeuser competes for much of this business with firms located in those states, including firms which are situated in the North Jersey shared asset area.

Weyerhaeuser is concerned that certain aspects of the Conrail acquisition by NS and CSXT. The transaction as proposed, will introduce competition by CSXT and NS in areas west of the Hudson River but will have no such effect in Connecticut. The Housatonic Railroad will have access only to CSXT.

The CSXT/NS competition in NJ and NY will introduced competition and likely lower costs for those customers situated in the shared access zone, giving them competitive advantage over Weyerhaeuser. This could result in reduction of our market share and consequently cause losses to the Housatonic Railroad.

In order to address the competitive balance which will certainly occur with the current acquisition proposal, Weyerhaeuser supports the application of the Housatonic Railroad to acquire access to other connections, including NS, CP Rail and StI through trackage rights or haulage arrangements to the Albany area.

We urge the Surface Transportation Board to grant the application of the HRRC to acquire access to Albany, NY area for interchange with other carriers.

Knut Bjornstad
Manager Transportation Services
Verified Statement of Jerome Blankenship
Kimberly-Clark Corporation

October 20, 1997

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
STB Finance Docket No. 333388
1925 K. Street, NW
Washington, DC 20423-0001

Dear Mr. Williams:

My name is Jerome L. Blankenship and I am Vice President of Transportation for Kimberly-Clark Corporation. I have held my present position for seven years. My duties include management of all aspects of transportation in North America for Kimberly-Clark.

Kimberly-Clark is a major manufacturer of consumer products with approximately four billion dollars in annual sales. We have a large consumer products manufacturing plant located on the Housatonic Railroad Company in New Milford, Connecticut which receives 900 carloads, or 65,000 tons, of woodpulp annually for conversion to various products.

We have previously supported the acquisition of Conrail by CSXT and the Norfolk Southern because it introduces rail-to-rail competition at numerous points in the Northeast. We continue to be supportive of the acquisition.

However, it is apparent that the acquisition, as proposed, does not enhance the competitive environment substantially for our mill located in New Milford, Connecticut. The application of CSXT and Norfolk Southern, if granted as currently proposed, would result in the Housatonic Railroad having a connection only with the CSXT. From a competitive standpoint, we would have a more favorable rate and service environment if the Housatonic could also have a connection with the Norfolk Southern and CP Rail in the Albany, New York area.

To this end, the Housatonic has given notice to the STB that it intends to file a responsive application in the above proceedings requesting certain trackage rights or haulage arrangements to acquire access to other connections, including NS, CP Rail and ST in the Albany, New York area.
Mr. Vernon A. Williams  
Page -2-  
October 20, 1997  

Our New Milford, Connecticut mill is dependent upon reliable rail transportation and competitive rates in order to compete with other consumer products producers located in areas of the Northeast that will enjoy more favorable rail-to-rail competition. For example, any producer located in the proposed "joint access area" can purchase woodpulp, a major raw material for our New Milford plant, from producers jointly served by CSXT and Norfolk Southern in the Southeast and have the ability to bid traffic between railroads on a single line basis.

At New Milford, the current plan would result in two or three line rates when traffic originates at southeastern mills jointly served by CSXT and Norfolk Southern. While the two line haul over CSXT and Housatonic is an improvement over the three line rates we have today with Conrail, it still puts us at a competitive disadvantage compared to other producers located in the Northeast who will enjoy single line rates.

The request of the Housatonic Railroad to reach connections with other carriers such as the Norfolk Southern and CP will not result in our New Milford mill enjoying the benefits of single line rates. However, it would result in our ability to have rail-to-rail competition via CSXT or NS to connections with the Housatonic Railroad, and two line versus three line rates on woodpulp received from CP origins in Canada. Kimberly-Clark owns a large pulp producing facility in Terrace Bay, Ontario that currently ships 24,000 tons annually to the New Milford mill. There is no doubt that this would be a more favorable competitive situation for moving inbound raw materials into our New Milford mill.

For these reasons, we respectfully request that you give serious consideration to the Housatonic Railroad request for trackage rights or a haulage arrangement to acquire access to other connections including Norfolk Southern, CP Rail and ST in Albany, New York.

I, Jerome L. Blankenship, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on October 20, 1997.

Sincerely,

[Signature]

Jerome L. Blankenship  
Vice President, Corporate Transportation  
Kimberly-Clark Corporation

cc. Edward J. Rodriguez - FAX 860-767-7419
VERIFIED STATEMENT ON BEHALF OF
QUALITY FOOD OILS, INC.
NEW MILFORD, CONNECTICUT

Submitted to Surface Transportation Board
Acquisition by CSX Corporation and Norfolk
Southern Corporation of Assets of Consolidated
Rail Corporation. Finance Docket #33338

I am the General Manager of Quality Food Oils, Inc. in New
Milford, Connecticut which receives various food oils by rail and
distributes finished products throughout the eastern U.S. Quality
Food Oils, Inc. competes directly with a firm in New Jersey
situated within the shared access area.

Quality Food Oils, Inc. is concerned about certain aspects of
the Conrail acquisition by NS and CSX. The transaction, as
proposed, will introduce vigorous rail competition by CSX and NS in
much of New York and New Jersey and will benefit our competition
but will have no such effect in Connecticut. We are rail served by
Housatonic Railroad at New Milford. Housatonic Railroad will have
access only to CSX.

The CSX/NS competition in New York and New Jersey is expected
to reduce transportation costs for firms situated in the
competitive zone. As a consequence, those firms will gain a
competitive advantage over Quality Foods and, because of their
lower material costs, will be able to gain market share at our
expense, causing a reduction in business and revenue to Quality
Food Oils, Inc.

In order to address the competitive imbalance which will occur
by introducing rail competition for our competitors, we vigorously
support the application of Housatonic Railroad to acquire access to
other connections, including NS, CP Rail and ST through trackage
rights or haulage arrangements to the Albany area.
VERIFICATION

I, Steve Hunt, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement. Executed on this day of October, 1997.

[Signature]
VERIFIED STATEMENT ON BEHALF OF
FIDCO
NEW MILFORD, CONNECTICUT

Submitted to Surface Transportation Board
Acquisition by CSX Corporation and Norfolk
Southern Corporation of Assets of Consolidated
Rail Corporation. Finance Docket #33338

I am the Distribution Manager of FIDCO, a Nestles Company, which receives various food ingredients by rail and distributes finished products throughout the eastern U.S. Fidco competes with firms in New York and New Jersey.

Fidco is concerned about certain aspects of the Conrail acquisition by NS and CSX. The transaction, as proposed, will introduce vigorous rail competition by CSX and NS in areas west of the Hudson River but will have no such effect in Connecticut. We are rail served by Housatonic Railroad at New Milford, Connecticut. Housatonic Railroad will have access only to CSX.

The CSX/NS competition in New York and New Jersey is expected to reduce transportation costs for firms situated in the competitive zone. As a consequence, those firms will gain a competitive advantage over Fidco and, because of their lower material costs, will be able to gain market share at our expense, causing a reduction in business and revenue to Fidco.

In order to address the competitive imbalance which will occur by introducing rail competition for our competitors, we vigorously support the application of Housatonic Railroad to acquire access to other connections, including NS, CP Rail and ST through trackage rights or haulage arrangements to the Albany area.
VERIFICATION

I, James Canning, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement. Executed on this 17 day of October, 1997.

[Signature]

James Canning
VERIFIED STATEMENT ON BEHALF OF
SHEFFIELD PLASTICS, INC.
SHEFFIELD, MASSACHUSETTS

Submitted to Surface Transportation Board
Acquisition by CSX Corporation and Norfolk
Southern Corporation of Assets of Consolidated
Rail Corporation. Finance Docket #33338

I am the Director of Purchasing of DSM Sheffield Plastics, Inc., a division of DSM EPP, Inc
situated in Sheffield, Massachusetts. Our company operates a sheet extrusion facility employing
approximately 180 persons and receives plastic resins by rail. The delivering carrier is the Housatonic
Railroad.

Our firm relies heavily on rail service. Truck service would be inadequate both because of cost
considerations and because we are unable to accommodate the volume of truck traffic which would be
required of our facility. In addition, Sheffield Plastics is situated in a small town without convenient access
to major highways. Traffic, environmental and other local concerns would make truck traffic unacceptable.

If Sheffield Plastics did not have rail service, it would seriously effect our ability to continue to
operate and compete in our marketplace.

VERIFICATION

I, Al DiNicola, declare under penalty of perjury that the foregoing is true and correct.
Further, I certify that I am qualified and authorized to file this Verified Statement. Executed on
this day of October, 1997.

[Signature]