

STB

FD

33388

12-17-97

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CITIES



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

*File in Docket
FB-33388
(Environmental)*

December 17, 1997

The Honorable Michael R. White
Mayor
City of Cleveland
Cleveland City Hall
601 Lakeside Avenue
Cleveland, OH 44114

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and
Acquisition -- Conrail

Dear Mayor White:

Thank you for your letter to me dated October 28, 1997, enclosing the videotape, and the copy of your letter to Mr. John Snow dated November 3, 1997. In those letters, you express your concerns about the potential negative impacts on Cleveland 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 and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including 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.

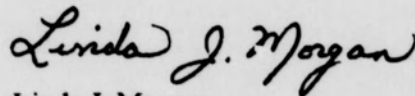
The EIS also will present an analysis of the increased probability of derailments and releases of hazardous materials due to increased train traffic. Further, SEA will examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures. In addition, SEA will 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. SEA is fully aware that these and other issues are of major concern to the residents of the Cleveland area and has met with representatives of Cleveland several times.

Under the current procedural schedule adopted by the Board, SEA issued the Draft EIS on December 12, 1997, with a public review and comment period ending in early February. I have enclosed a copy of the press release regarding this matter. After conducting an independent

environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final 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.

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,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan

Enclosure



City of Cleveland
Michael R. White, Mayor

Cleveland City Hall
601 Lakeside Avenue
Cleveland, Ohio 44114
216/664-2220

October 28, 1997

RECEIVED
SURFACE TRANSPORTATION
BOARD
OCT 31 1 06 PM '97
OFFICE OF
CHAIRMAN MORGAN

The Honorable Linda J. Morgan
Chairman
Surface Transportation Board
1925 K. Street, N.W.
Washington, D.C. 20423-0001

Dear Madam Chairman Morgan:

Enclosed for your review is a video that visually depicts the severe negative impacts that the proposed CSX and Norfolk Southern acquisition of Conrail will have on the people and neighborhoods of Cleveland. As it now stands this proposal threatens to:

- **Increase rail traffic up to 1188% in some neighborhoods**
- **Delay emergency response times, threatening an increase in lives lost up to 50%**
- **Disproportionately effect minorities and low income residents.**

While the City of Cleveland remains open to positive solutions, this City and this Administration will vigorously oppose at all levels any proposal that jeopardizes the safety and quality of life of our citizens.

As an interested party to these proceedings, I ask that you consider the full ramifications of the CSX and Norfolk Southern proposal, one of the largest rail acquisitions in history, and make your voice heard.

For more information regarding the City of Cleveland and this proposal, please contact Andrew Cox, Special Assistant for Intergovernmental Relations, in the Mayor's office at (216)664-4270.

Thank you for your time and attention regarding this serious matter.

Sincerely,

Michael R. White
Mayor

MRW/ac
Enclosures

***DON'T LET
CSX AND NORFOLK
WRECK OUR
NEIGHBORHOODS!***

TO VOICE YOUR CONCERNS REGARDING THE
CSX/NORFOLK PROPOSAL, PLEASE CONTACT THE
FOLLOWING!

The Honorable Rodney Slater
Secretary
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590

The Honorable Linda J. Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Washington, D.C., 20423-0001

The Honorable George V. Voinovich
77 South High Street., 30th Fl.
Columbus, OH 43266-0602

The Honorable Louis Stokes
2365 Rayburn Building
Washington, DC, 20515

The Honorable Dennis J. Kucinich
1730 Longworth Building
Washington, DC 20515



City of Cleveland
Michael R. White, Mayor

Cleveland City Hall
601 Lakeside Avenue
Cleveland, Ohio 44114
216/664-2220

November 3, 1997

John W. Snow
President & CEO
CSX Corporation
901 East Carey St.
Richmond, VA 23219-4057

RECEIVED
SURFACE TRANSPORTATION
BOARD
NOV 14 2 31 PM '97
CHAIRMAN MORGAN

Dear Mr. Snow,

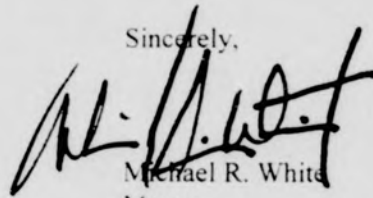
I appreciated your visit this week to discuss with me the problems created in the neighborhoods of the City of Cleveland by the current joint proposal of CSX and Norfolk Southern to acquire the assets of Conrail. I commend your willingness to assess and address the impacts of this joint proposal on the citizens of this City --- 64,000 of whom live within 1000 feet of the tracks.

You have committed to me that CSX will hire a consultant to work with the City of Cleveland's consultant, Phil Pasterak of Parsons, Brinkerhoff, to review the community impacts and propose workable alternatives.

Once you have identified your consultant, please contact Law Director Sharon Sobol Jordan at (216)664-2675 to devise a schedule and work plan for our consultants. Due to the pending proceeding at the Surface Transportation Board, time is of the essence. Accordingly, if you intend, as I do, for this to be a meaningful process, I urge you to act immediately. My staff and I stand ready to work with you and your designees at any time.

Let me reiterate our first priority is to protect the health, safety, and well being of the citizens of Cleveland. We have worked too hard to improve the quality of life in this community to accept the devastating impacts associated with the current joint proposal. I appreciate your responsiveness, and look forward to working with you to arrive at a "win-win" solution.

Sincerely,



Michael R. White
Mayor

MRW/ssj/ac

cc: Congressman Louis Stokes
Secretary Rodney Slater, Department of Transportation
Madam Chairman Linda Morgan, Surface Transportation Board
Governor George V. Veinovich
Director Thomas O'Leary, Ohio Rail Development Commission

STB

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33388

12-5-97

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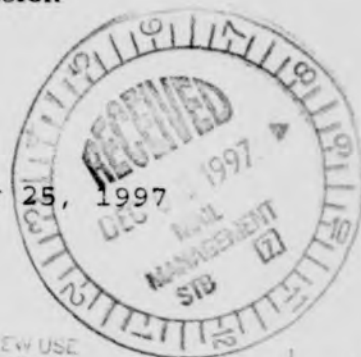
184646



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission

Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

November 25, 1997



TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Elaine K Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Re: ER 97-0776-042-L
Finance Docket No. 33388 CSX and Norfolk Southern-
Control and Acquisition -Conrail, Statewide,
Pennsylvania

Dear Ms. Kaiser:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

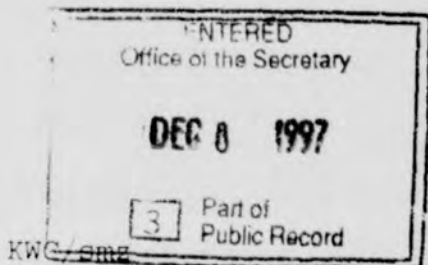
We are in receipt of your letter initiating consultation of the above listed project. We cannot, at this time, agree with your finding of no adverse effect for the project until information concerning the following portions of the project are reviewed. Please submit plans, photographs, maps and any necessary background information to review the proposed 6.25 mile realignment through Erie; the new construction of a new 4,900-foot connection at Grays Ferry Bridge and the 25th Street Viaduct in Philadelphia and the expansion of the Enola Railyards in West Pennsboro Township, Cumberland County (near Harrisburg).

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

K. W. Carr

Kurt W. Carr, Chief
Division of Archaeology
and Protection



STB

FD

33388

10-28-98

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GOV



DEPARTMENT OF STATE

George E. Pataki
Governor
Alexander F. Treadwell
Secretary of State

CENTRAL ADMINISTRATIVE UNIT

Division of
Coastal Resources
41 State Street
Albany, NY 12231-0001

REC'D: 10/22/98
DOCUMENT # 10-30-98 11:14:07 am

October 19, 1998



Ms. Juanita Feigenbaum
Dames & Moore
One Continental Towers
1701 Golf Road, Suite 100
Rolling Meadows, Illinois 60008

**ENVIRONMENTAL
DOCUMENT**

F033388

Re: F-97-481(A)
Surface Transportation Board Finance Docket #33388
CSX/Conrail Acquisition
Statewide

Dear Ms. Feigenbaum:

The Department of State has completed its evaluation of your Federal Consistency Assessment Form and certification that the above proposed permit activity complies with New York State's approved Coastal Management Program, and will be conducted in a manner consistent with this program.

Pursuant to 15 CFR Section 930.63, and based upon the project information submitted, the Department of State concurs with your consistency certification. This concurrence is without prejudice to, and does not obviate the need to obtain all other applicable licenses, permits, and approvals required under existing State statutes.

The U.S. Army Corps of Engineers is being notified of this decision by copy of this letter.

Sincerely,

George R. Stafford
Director

GRS:vab

cc: STE - Elaine K. Kaiser
OCRM - Helen Grady

STB

FD

33388

10-14-98

K

GOV



Indiana Department of Natural Resources

Frank O'Bannon, Governor
Larry D. Macklin, Director

Division of Historic Preservation
and Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204-2748
PH: 317/232-1646
FAX: 317/232-0693
dhpa@dnr.state.in.us

October 7, 1998

ENVIRONMENTAL DOCUMENT

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
Section of Environmental Analysis
1925 K Street, NW
Washington, DC 20423-0001



Dear Ms. Kaiser:

FD 33388

We have reviewed the proposed draft environmental impact statement for the CSX and Norfolk Southern control and acquisition of Conrail in Indiana (Project Finance Docket No. 33388). This review has been conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800.

As long as the project remains within areas disturbed by previous construction, no known historic buildings, structures, districts, objects, or archaeological sites listed in or eligible for inclusion in the National Register of Historic Places will be affected by this project. However, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. Additionally, in the event that artifacts or features are discovered during the implementation of the federally assisted project, activity, or program and a plan has not been developed, it is the federal agency's responsibility to contact the Advisory Council on Historic Preservation in accordance with 36 C.F.R. Section 800.11(b)(2). Thank you for your cooperation.

Very truly yours,

John L. Can

for Larry D. Macklin
State Historic Preservation Officer

LDM:JAM:tlh

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33388

10-14-98

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GOV

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION

FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

October 6, 1998

**ENVIRONMENTAL
DOCUMENT**



Elaine K Kaiser
Environmental Project Director
Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW
Washington DC 20423-0001

FD 33388

Re: Final Environmental Impact Statement for Proposed Conrail Acquisition

Dear Ms. Kaiser:

The Natural Resources and Environmental Protection Cabinet (NREPC) serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky State Agencies.

The Kentucky agencies listed on the attached sheet have been provided an opportunity to review the above referenced report. Responses were received from eight (also marked on attached sheet) of the sixteen agencies. The Division for Air Quality requests that CSX comply with all federal, state, and local air quality regulations. This was the only comment received. If any further comments are submitted, they will be forwarded at that time.

If you should have any questions, please contact me at (502) 564-2151, ext. 112.

Sincerely,

Alex Barber

Enclosure



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NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET ENVIRONMENTAL REVIEW

Final Environmental Impact Statement for Proposed Conrail Acquisition

The following agencies were asked to review the above referenced project. Each agency that returned a response will appear below with their comments and the date the project response was returned.

C denotes Comments
NC denotes No Comment
IR denotes Information Request
NR denotes No Response

REVIEWING AGENCIES:

Division of Water	nc
Division of Waste Management	NC
Division for Air Quality	Comments
Department of Health Services	X
Economic Development Cabinet	X
Division of Forestry	X
Department of Surface Mining Reclamation & Enforcement	nc
Department of Parks	X
Department of Agriculture	X
Nature Preserves Commission	
Kentucky Heritage Council	nc
Division of Conservation	NC
Department for Natural Resources	NC
Department of Fish & Wildlife Resources	X
Transportation Cabinet	NC
Department for Military Affairs	X
	X

STB

FD

33388

9-21-98

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LAW



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

FILE IN DOCKET

September 21, 1998

Mr. Wendell Gauthier
Gauthier, Downing, LaBarre, Beiser, & Dean
3500 N. Hullen Street
Metairie, LA 70002

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and
Acquisition -- Conrail

Dear Mr. Gauthier:

Thank you for your recent letter inquiring about the establishment of a specific hazardous materials transportation emergency response plan for the New Orleans area.

As you know, on July 23rd the Board issued its final written decision in Finance Docket No. 33388 approving, subject to certain economic, safety, and environmental conditions, the CSX and NS acquisition of Conrail. In that decision, the Board imposed an environmental condition (Appendix Q, Condition No. 23) requiring CSX to develop, in coordination with the City of New Orleans, a hazardous materials emergency response program. While the Board's decision was effective August 22, 1998, CSX and NS have indicated that they will not implement the actual takeover of their respective rail properties for several more months (the so-called "Day One"). The railroads will report to the Board when Day One will occur.

The Board did not set a specific date for the implementation of Condition No. 23, recognizing that it would not be reasonable or feasible to require the railroads to implement this 44,000-mile transaction all at once. Because I do not know at this time when Condition No. 23 will be implemented, I am forwarding your letter to Mr. Robert Allen, of CSX, and I am asking Mr. Allen to respond by October 21, 1998 to the questions you have raised. After I have received Mr. Allen's response, I will be back in touch with you.

If you have additional questions concerning this issue, please call me, or contact Elaine K. Kaiser, Environmental Project Director of the Board's Section of Environmental Analysis (SEA), or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Gauthier, Downing, LaBarre, Beiser & Dean

A PROFESSIONAL LAW CORPORATION

3500 N. HULLEN STREET

METairie, LOUISIANA 70002

WENDELL H. GAUTHIER
EDWARD F. DOWNING, III
SCOTT LABARRE
JULIE B. BEISER
BRUCE C. DEAN
L. THOMAS McCLUNG
HENRY PRICE MOUNGER, III
JAMES R. DUGAN, II
DEBORAH M. SULZER
ELIZABETH CARY DOUGHERTY
JOHN W. HOUGHTALING, II

TELEPHONE:
(504) 456-8600

FACSIMILE:
(504) 456-8624

FILE IN DOCKET

July 16, 1998

Linda J. Morgan
Chairman / Surface Transportation Board
1925 K. Street, N.W.
Washington, DC 20423-0001

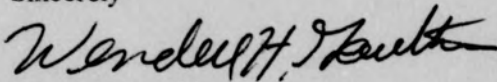
RECEIVED
SURFACE TRANSPORTATION
BOARD
JUL 21 2 46 PM '98
OFFICE OF
CHAIRMAN MORGAN

Dear Chairman Linda J. Morgan:

Please be advised that we were recently informed that the Surface Transportation Board approved CSX and Norfolk Southern acquisition of Conrail, with certain conditions. One being, CSX has agreed to work with local officials to establish and maintain a specific hazardous materials transportation emergency response plan for the New Orleans area.

We would like to know if work has begun on that plan. If so, what officials were contacted and what was proposed because of the danger of the operation CSX imposes on the public when hauling toxic matter. When will this plan be in effect?

Sincerely



Wendell Gauthier

WHG/gn

STB

FD

33388

9-3-98

K

GOV

STATE OF SOUTH CAROLINA
State Budget and Control Board
OFFICE OF STATE BUDGET



DAVID M. BRASLEY, CHAIRMAN
GOVERNOR

RICHARD BECKSTROM
STATE TREASURER

EARLE E. MORRIS, JR.
COMPTROLLER GENERAL

1122 LADY STREET, 12TH FLOOR
COLUMBIA, SOUTH CAROLINA 29201
(803) 734-2280

LES BOLES
DIRECTOR



JOHN DRUMMOND
CHAIRMAN, SENATE FINANCE COMMITTEE

HENRY E. BROWN, JR.
CHAIRMAN, WAYS AND MEANS COMMITTEE

LUTHER F. CARTER
EXECUTIVE DIRECTOR

August 27, 1998

**ENVIRONMENTAL
DOCUMENT**

Ms. Elaine K. Kaiser
Director Environmental
Surface Transportation Board
Section of Environmental Analysis -1925 K. St. NE
Washington, DC 20423-0001

Project Name: Final Environmental Impact Statement Finance Docket No. 33388
"Proposed Conrail Acquisition" CSX Corporation and CSX Transportation, Inc. Norfolk
Southern Corporation and Norfolk Southern Railway Company

Project Number: EIS-980606-006

Dear 888-869-1997,

The Office of State Budget, has conducted an intergovernmental review on the
above referenced activity as provided by Presidential Executive Order 12372. All
comments received as a result of the review are enclosed for your use.

The State Application Identifier number indicated above should be used in any future
correspondence with this office. If you have any questions call me at (803) 734-0485.

Sincerely,

Rodney P. Grizzle
Grants Services Coordinator

STATE OF SOUTH CAROLINA
State Budget and Control Board
OFFICE OF STATE BUDGET



1122 LADY STREET, 12TH FLOOR
COLUMBIA, SOUTH CAROLINA 29201
(803) 734-2280

LES BOLES
DIRECTOR

DAVID M. BEASLEY, CHAIRMAN
GOVERNOR

RICHARD BECKSTROM
STATE TREASURER

EARLE E. MORRIS, JR.
COMPTROLLER GENERAL

JOHN DRUMMOND
CHAIRMAN, SENATE FINANCE COMMITTEE

HENRY E. BROWN, JR.
CHAIRMAN, WAYS AND MEANS COMMITTEE

LUTHER F. CARTER
EXECUTIVE DIRECTOR



August 27, 1998

Ms. Elaine K. Kaiser
Director Environmental
Surface Transportation Board
Section of Environmental Analysis -1925 K St. NE
Washington, DC 20423-0001

Project Name: Final Environmental Impact Statement Finance Docket No. 33388
"Proposed Conrail Acquisition" CSX Corporation and CSX Transportation, Inc. Norfolk
Southern Corporation and Norfolk Southern Railway Company

Project Number: EIS-980606-006

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above referenced activity as provided by Presidential Executive Order 12372. All
comments received as a result of the review are enclosed for your use.

The State Application Identifier number indicated above should be used in any future
correspondence with this office. If you have any questions call me at (803) 734-0485.

Sincerely,

A handwritten signature in dark ink, appearing to read "Rodney P. Grizzle".

Rodney P. Grizzle
Grants Services Coordinator

ACKNOWLEDGEMENT

June 20, 1998

Ms. Elaine K. Kaiser
Director Environmental
Surface Transportation Board
Section of Environmental Analysis -1925 K St. NE
Washington, DC 20423-0001

Project Name: Final Environmental Impact Statement Finance Docket No. 33388
"Proposed Conrail Acquisition" CSX Corporation and CSX Transportation, Inc. Norfolk
Southern Corporation and Norfolk Southern Railway Company

Project Number: EIS-980606-006

Suspense Date: 7/31/98

Dear 888-869-1997,

Receipt of the above referenced project is acknowledged. The Office of State Budget, has initiated an intergovernmental review of this project. You will be notified of the results of this review by the suspense date indicated above. South Carolina state agencies are reminded that if additional budget authorization is needed for this project, two copies of the completed GCR-1 form and two copies of the project proposal must be submitted to this office. This action should be initiated immediately, if required. You should use the State Application Identifier number in your correspondence with our office regarding this project. Contact me at (803) 734-0485 if you have any questions.

Sincerely,

Rodney P. Grizzle
Grants Services Coordinator



Office of State Budget

South Carolina Project Notification and Review

1122 Lady Street, 12th floor
Columbia, SC 29201

State Application Identifier
EIS-980606-006

Suspense Date
7/18/98

George Bistany
South Carolina Department of Commerce

The Office of State Budget is authorized to operate the South Carolina Project Notification and Review System (SCPNRS). Through the system the appropriate state and local officials are given the opportunity to review, comment, and be involved in efforts to obtain and use federal assistance, and to assess the relationship of proposals to their plans and programs.

Please review the attached information, mindful of the impact it may have on your agency's goals and objectives. Document the results of your review in the space provided. Return your response to us by the suspense date indicated above. Your comments will be reviewed and utilized in making the official state recommendation concerning the project. The recommendation will be forwarded to the cognizant federal agency.

Should you have no comment, please return the form signed and dated.

If you have any questions, call me at (803) 734-0485.

RECEIVED

JUL 02 1998
Rodney Grizzle

- ☐ Project is consistent with our goals and objectives.
- ☐ Request a conference to discuss comments.
- ☐ Please discontinue sending projects with this CFDA# to our office for review.
- ☐ Comments on proposed Application are as follows:

Signature: George Bistany

Date: 6-22-98

Title: Grant Manager

Phone: 774-0155

JUN 23 1998



Office of State Budget

South Carolina Project Notification and Review

1122 Lady Street, 12th floor
Columbia, SC 29201

State Application Identifier
EIS-980606-006

Suspense Date
7/18/98

Charles Kerekes
S.C. Jobs-Economic Development Authority

The Office of State Budget is authorized to operate the South Carolina Project Notification and Review System (SCPNRS). Through the system the appropriate state and local officials are given the opportunity to review, comment, and be involved in efforts to obtain and use federal assistance, and to assess the relationship of proposals to their plans and programs.

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Should you have no comment, please return the form signed and dated.

If you have any questions, call me at (803) 734-0485.

Rodney Grizzle

☒

Project is consistent with our goals and objectives.

☐

Request a conference to discuss comments.

☐

Please discontinue sending projects with this CFDA# to our office for review.

☐

Comments on proposed Application are as follows:

RECEIVED
JUN 22 1998
RECEIVED

Signature: Charles Kerekes

Date: _____

Title: Sr VP

Phone: _____



Office of State Budget
South Carolina Project Notification and Review
1122 Lady Street, 12th floor
Columbia, SC 29201

State Application Identifier
EIS-980606-006

Suspense Date
7/18/98

Joel T. Cassidy
South Carolina Employment Security Commission

The Office of State Budget is authorized to operate the South Carolina Project Notification and Review System (SCPNRS). Through the system the appropriate state and local officials are given the opportunity to review, comment, and be involved in efforts to obtain and use federal assistance, and to assess the relationship of proposals to their plans and programs.

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Should you have no comment, please return the form signed and dated.

If you have any questions, call me at (803) 734-0485.

RECEIVED
Rodney Grizzle
JUN 25 1998
Budget & Control Board
OFFICE OF STATE BUDGET



Project is consistent with our goals and objectives.



Request a conference to discuss comments.



Please discontinue sending projects with this CFDA# to our office for review.



Comments on proposed Application are as follows:

Signature: _____

Joel T. Cassidy

Date: June 24, 1998

Title: _____

Executive Director

Phone: 803-737-2617



Office of State Budget

South Carolina Project Notification and Review

1122 Lady Street, 12th floor
Columbia, SC 29201

State Application Identifier
EIS-980606-006

Suspense Date
7/18/98

Eric Thompson
Lower Savannah Regional Planning and Development Council

The Office of State Budget is authorized to operate the South Carolina Project Notification and Review System (SCPQRS). Through the system the appropriate state and local officials are given the opportunity to review, comment, and be involved in efforts to obtain and use federal assistance, and to assess the relationship of proposals to their plans and programs.

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Should you have no comment, please return the form signed and dated.

If you have any questions, call me at (803) 734-0485. Rodney Grizzle

- ☐ Project is consistent with our goals and objectives.
- ☐ Request a conference to discuss comments.
- ☐ Please discontinue sending projects with this CFDA# to our office for review.
- ☐ Comments on proposed Application are as follows:

Signature: _____

Date: _____

Title: _____

Phone: _____



Office of State Budget
South Carolina Project Notification and Review
1122 Lady Street, 12th floor
Columbia, SC 29201

State Application Identifier
EIS-980606-006

Suspense Date
7/18/98

Dr. Paul A. Sandifer
South Carolina Natural Resources Department

The Office of State Budget is authorized to operate the South Carolina Project Notification and Review System (SCPNRS). Through the system the appropriate state and local officials are given the opportunity to review, comment, and be involved in efforts to obtain and use federal assistance, and to assess the relationship of proposals to their plans and programs.

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Should you have no comment, please return the form signed and dated.

If you have any questions, call me at (803) 734-0485.

Rodney Grizzle

☒

Project is consistent with our goals and objectives.

☐

Request a conference to discuss comments.

☐

Please discontinue sending projects with this CFDA# to our office for review.

☐

Comments on proposed Application are as follows:

Signature: _____

Greg Miron
for Robert E. Duncan

Date: _____

6/23/98

Title: _____

Phone: _____

734-5112

RECEIVED
JUN 26 1998
Budget & Control Board
OFFICE OF STATE BUDGET



Office of State Budget

South Carolina Project Notification and Review

1122 Lady Street, 12th floor
Columbia, SC 29201

State Application Identifier
EIS-980606-006

Suspense Date
7/18/98

Earl F. Brown, Jr
South Carolina Human Affairs Commission

The Office of State Budget is authorized to operate the South Carolina Project Notification and Review System (SCPNRS). Through the system the appropriate state and local officials are given the opportunity to review, comment, and be involved in efforts to obtain and use federal assistance, and to assess the relationship of proposals to their plans and programs.

Please review the attached information, mindful of the impact it may have on your agency's goals and objectives. Document the results of your review in the space provided. Return your response to us by the suspense date indicated above. Your comments will be reviewed and utilized in making the official state recommendation concerning the project. The recommendation will be forwarded to the cognizant federal agency.

Should you have no comment, please return the form signed and dated.

If you have any questions, call me at (803) 734-0485.

Rodney Grizzle



Project is consistent with our goals and objectives.



Request a conference to discuss comments.



Please discontinue sending projects with this CFDA# to our office for review.



Comments on proposed Application are as follows:

RECEIVED

JUL 07 1998

Budget & Control Board
OFFICE OF STATE BUDGET

Signature: Earl F. Brown, Jr.

Date: 6-27-98

Title: Executive Asst, External Affairs

Phone: 737-7821

STB

FD

33388

8-20-98

K

GOV

ENVIRONMENTAL DOCUMENT



STATE OF FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

August 13, 1998

JAMES F. MURLEY
Secretary

Ms. Elaine K. Kaiser
Surface Transportation Board
Section of Environmental Analysis
1925 K Street, Northwest
Washington, DC 20423-0001



RE: Surface Transportation Board - Final Environmental
Impact Statement - Proposed Conrail Acquisition - CSX
Corporation, Norfolk Southern Corporation and Norfolk
Southern Railway Company - Control and Operating
Leases/Agreements - Finance Docket Number: 33388 -
Statewide
SAI: FL9712260822CR

Dear Ms. Kaiser:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before August 29, 1998.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.6468 Fax: 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.state.fl.us/comaff/dca.html>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022

STB

FD

33388

8-20-98

K

CITY

ENVIRONMENTAL DOCUMENT

VERMILION TOWNSHIP
ERIE COUNTY



Resolution No.: 98-16

Passed: August 5, 1998

FD 33388

A RESOLUTION PLACING A MORATORIUM ON ALL RAILROAD IMPROVEMENTS IN THE TOWNSHIP OF VERMILION UNTIL SUCH TIME THE NORFOLK AND SOUTHERN RAILROAD HAS ADDRESSED THE TOWNSHIP'S SAFETY CONCERNS AND DECLARING AN EMERGENCY.

WHEREAS, the Township of Vermilion has expressed its concern regarding the safety of our citizens in the proposed merger of Conrail and the Norfolk and Southern Railroad.

WHEREAS, the Township of Vermilion has met with local, county, state and federal officials to express our safety concerns regarding the merger.

WHEREAS, the Township of Vermilion has joined with other cities, villages, and townships in Erie County to form the Erie County Coalition Against Unsafe Railroads so that our voice will be heard at the Surface Transportation Board meetings as well as at meetings with the representatives of the railroad.

NOW, THEREFORE, BE IT RESOLVED by the Trustees of the Township of Vermilion, County of Erie, State of Ohio:

SECTION 1: That the Township of Vermilion hereby declares a moratorium on all railroad activities in the Township of Vermilion until such time the railroad addresses the township's concern regarding the safety of our citizens in the recent merger of Conrail and Norfolk and Southern Railroad.

SECTION 2: The Township of Vermilion expresses its concern regarding blocked crossings, slow trains moving throughout the township, the increase in train traffic and the increased hazardous material that will be traveling through our township.

SECTION 3: The Township of Vermilion expresses its concern regarding no warning lights or crossing gates at the Norfolk and Southern grade crossings at Barnes Road and Stanley Road in Vermilion Township, and requests installation of such warning lights and crossing gates.

SECTION 4: The Township of Vermilion expresses its concern regarding drainage from both Conrail and Norfolk and Southern from Coen Road to State Route 60 in Vermilion Township, flooding is caused by undersized culverts located under both rail lines.

SECTION 5: The Township of Vermilion expresses its concern regarding access to the

citizens of Vermilion Township by emergency vehicles should a crossing be blocked at the time of said emergency.

SECTION 6: The Clerk of the Township of Vermilion is hereby authorized to serve a certified copy of this Resolution to the Surface Transportation Board, the Norfolk and Southern Railroad and all federal, state and county representatives of the Township of Vermilion so that our voice can be heard by the officials. He is directed to send a copy of this resolution to the Erie County Coalition Against Unsafe Railroads through our Erie County Commissioners office. He is also directed to file this Resolution as an administrative appeal to the decision of the Surface Transportation Board regarding the merger of Conrail and the Norfolk and Southern railroad.

SECTION 7: That this Resolution is declared to be an emergency for the public peace, health and safety of the township, wherefore, this Resolution shall take effect immediately upon its passage and approval, providing it meets the statutory requirements for passage, otherwise, it shall take effect and be enforced from and after the earliest period allowed by law.

APPROVED Charles W. Kishman
Charles W. Kishman, Trustee

APPROVED Janet E. Knittle
Janet E. Knittle, Trustee

APPROVED Donald J. Kishman
Donald J. Kishman, Trustee

ATTESTED William D. Balogh
William D. Balogh, Clerk

STB

FD

33388

4-1-98

K

CITITES



DUANE W. DEDELOW, JR.
Mayor

Hammond Police Department

CITY OF HAMMOND, INDIANA 46320 • 5925 CALUMET AVENUE • PHONE (219) 853-6489

ENVIRONMENTAL DOCUMENT

FRED A. BEHRENS, Chief of Police
CHARLES E. BENNETT, Asst. Chief of Police

March 23, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001



Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for forty-one (41) years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Fred A. Behrens
Fred A. Behrens
Chief of Police

FAB:ca



STB

FD

33388

4-1-98

K

BUSINESS

Renaissance Development Corporation

***2108 Joy Lane
East Chicago, Indiana 46312***

**ENVIRONMENTAL
DOCUMENT**

March 26, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K. Street, N.W.
Washington, DC 20423-0001



RE: Finance Docket No. 33388 CSX Corporation
and Norfolk Southern Railway Company -
Control and Operating Leases/Agreements -
Conrail Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of East Chicago for 32 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Robert Brown".

Robert Brown
Renaissance Development Corporation

STB

FD

33388

4-1-98

K

PUBLIC

ENVIRONMENTAL DOCUMENT

P.O. Box 187
Marshall, NC 28753
March 23, 1998

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



Attn: Elaine K. Kaiser, Environmental Project Director, Environmental Filing

Dear Board Members:

After reviewing the Draft Environmental Impact Statement of the proposed Conrail acquisition of Norfolk Southern, I would like to express my opinion as outlined below:

- 1) Transportation through our state of toxic waste of any kind and in any form is **unacceptable**.
- 2) Transportation of toxic waste through the Western North Carolina corridor (from Tennessee through Asheville) is **extremely dangerous** due to rough terrain and sporadic weather issues. Heavy-loaded trains traveling up and down mountainous terrain invite trouble. Go stand next to the tracks as the train passes through Marshall and listen to the brakes squealing, continuously! Frightening!
- 3) There have been **several train accidents within recent memory** of Marshall residents--already more than one in 125 years as the Impact Statement proposes. Increased traffic would present a much greater risk than 'guesstimated.'
- 4) The train line runs along the French Broad River, **NOT** noted in the impact statement. Any spillage would most likely run directly into the fast running river presenting an **impossible situation to clean up**. Any seepage into water aquifers would **permanently damage** our fresh drinking water supply. Residents use either a spring or well for drinking water as opposed to reservoir supplied.
- 5) Should an accident occur, our local, volunteer based emergency response teams are not equipped and simply **cannot not respond** quickly enough to divert a disaster. Even with training, we just would not know what to do. In addition, most accident prone locations are **inaccessible to emergency response equipment**, and the **river is not navigable**. One bridge spans the river in the center of town, with our only RR crossing on one end and our elementary school located on the other. We do not and cannot maintain duplicated toxic waste cleanup equipment and crews on both sides of the river.
- 6) Members of our community don't want to become sick and die from radiation or chemical poisoning. Please **do not take advantage** of us for the sake of making large corporate profits.

Sincerely,

A handwritten signature in cursive script that reads "Lauren Meyerhoff".

Lauren Meyerhoff
Citizen of Madison County, N.C.

ENVIRONMENTAL DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for thirty years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Nancy Dostatni
Nancy Dostatni
1505 Amy Avenue
Whiting, IN 46394

March 24, 1998

ENVIRONMENTAL DOCUMENT



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: Finance Docket No. 33388 CSX Corporation and Norfolk Southern Railway
Company - Control and Operating Leases/Agreements - Conrail Inc.


Dear Ms. Kaiser,

I have been a resident of the city of Hammond for more then 56 years. During that time I have seen many city emergency vehicles, hundreds of filled school buses, and thousands upon thousands of individuals held prisoners in their cars and trucks waiting on stalled and/or slow moving trains to pass.. Over the years our community has suffered the loss of unknown days and months of education, employment and commerce, not to mention the amount of air pollution and loss of gallons of gasoline and oil caused by idling vehicles. The slow or stopped trains have delayed motorists up to 10 to 50 minutes and beyond and then the same motorist will be stopped by the same train a few miles down the road or have a another tie-up as soon as the last train passes. Lake County residents have lived with this problem for so many years that few will refine from going around downed rail road gates to keep from being detained while risking their very lives..

It is my understanding that the three railroads plan to increase operations in Northwest Indiana. I would personally oppose this plan unless the train routes were to use Hammond's underpasses that have been built at the cost of millions of tax dollars. I am under the impression that the management of the three rail roads are not interested in using these corridors. Please take into account, the 75 years of suffering our community has endured and that countless residents (450,000 plus) that make-up Lake County, Indiana, who pass through our city on there way to work, school, church or commercial businesses.

Please consider holding a public meeting in our area so more impute can be attained before a decision is made about increasing rail traffic in Hammond.

Sincerely,

Barbara Hooper 
7106 Grand Ave.
Hammond, IN 46323.
(219) 845-4155

STB

FD

33388

4-1-98

K

BUSINESS

REVITALIZATION ORGANIZATION OF NEW ADDITION



3902-06 Alexander Avenue • East Chicago, Indiana 46312
(219) 398-2589

ENVIRONMENTAL DOCUMENT



March 26, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K. Street, N.W.
Washington, DC 20423-0001

RE: Finance Docket No. 33388 CSX Corporation
and Norfolk Southern Railway Company -
Control and Operating Leases/Agreements -
Conrail Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of East Chicago for 30 plus years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Sharon Booker
Revitalization Organization of New Addition

STB

FD

33388

3-31-98

K

PUBLIC

ENVIRONMENTAL DOCUMENT



March 19, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: Finance Docket No. 33388 CSX Corporation and Norfolk Southern Railway
Company – Control and Operating Leases/Agreements – Conrail, Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I am 90 years old and have been a resident of Hammond for many, many years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Kathryn M. Harmon

Kathryn M. Harmon
1625 Stanton Avenue
Whiting, Indiana 46394

STB

FD

33388

3-31-98

K

CITIES

ROBERT J. BERCIK, MAYOR



1443 119th Street
P.O. Box 591
Whiting, Indiana 46394
(219) 659-7700

CITY OF WHITING, INDIANA

March 23, 1998

ENVIRONMENTAL DOCUMENT



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
Attn: STB Finance Docket No. 33388
1925 K Street
Washington, D. C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that Northwest Indiana and the Whiting community face because of the excessive levels of local railroad traffic.

I have been a resident of Whiting all my life and am currently the elected mayor. Unfortunately, the Whiting community is suffering from the significant levels of railroad traffic moving through the area. Our area roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy each day this situation continues. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in the city of Hammond.

I understand that the railroads plan to increase operations in northwest Indiana as a result of a proposed merger of CSX Corporation and Norfolk Southern Railway Company. These increases should be opposed. Northwest Indiana is already suffering enough from the existing high levels of railroad traffic. We cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from the impacts and further harm as a result of additional railroad operations caused by such a merger. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Robert J. Bercik".

Robert J. Bercik, Mayor
City of Whiting

RJB:mr

STB

FD

33388

3-30-98

K

CITIES

John M. Coyne
Mayor

CITY OF

BROOKLYN OHIO

COUNCIL:
John E. Frey
Paula A. Ritter
Kenneth P. Loei
Thomas E. Coyne
Gregory L. Frey
Rita M. Brown
Regis Barrett

ENVIRONMENTAL DOCUMENT

7619 Memphis Avenue, Brooklyn, Ohio 44144-2197 • (216) 351-2133
"Home of the Seatbelt Law"

March 25, 1998



Ms. Elaine Kaiser
U.S. Surface Transportation Board
ATTENTION: SEA - Finance Docket 33388
1925 K Street NW
Washington, D. C. 20423

Ms. Kaiser:

Enclosed please find a copy of a letter concerning the proposed merger of Conrail with CSX and Norfolk Southern which I mailed and sent via facsimile to Stephen Watson of CSX. I am forwarding this to you pursuant to STB's Decision No. 71.

The City of Brooklyn has three rail lines that traverse within its boundaries and like other Northeast Ohio communities, I believe Brooklyn's citizens deserve equal consideration with respect to safety and environmental mitigation should the merger be approved. The City of Brooklyn will be affected by this merger.

I will keep you apprised of any developments concerning this matter.

Sincerely,

CITY OF BROOKLYN, OHIO

John M. Coyne
John M. Coyne
MAYOR

enclosure

John M. Coyne
Mayor



COUNCIL:
John E. Frey
Paula A. Ritter
Kenneth P. Loeri
Thomas E. Coyne
Gregory L. Frey
Rita M. Brown
Regis Barrett

7619 Memphis Avenue, Brooklyn, Ohio 44144-2197 • (216) 351-2133
"Home of the Seatbelt Law"

March 25, 1998

Stephen Watson
Regional Vice President
CSX
143 W. Market Street, #700
Indianapolis, IN 46204

Dear Mr. Watson:

It is my understanding that increased freight rail traffic will occur in the City of Brooklyn if the proposed acquisition of Conrail by CSX and Norfolk Southern is approved by the U. S. Surface Transportation Board.

I am strongly opposed to any rail merger which will increase the frequency of freight train traffic through residential areas and fails to take into consideration the safety and environmental ramifications of their actions, specifically, noise, air and traffic pollution, decrease in property values, potential delays in safety forces' emergency response times, and hazardous material incident training and equipment.

Brooklyn may be a small community but nonetheless deserves equal consideration in terms of safety and environmental mitigation measures. It has been reported that one section of the Conrail line to be acquired by CSX, which runs parallel to I-480 and adjacent to homes in Brooklyn's Idlewood neighborhood, will see an increase in train traffic from 7 to 44 trains daily! Residents are concerned for their safety, quality of living and property values!

March 25, 1998

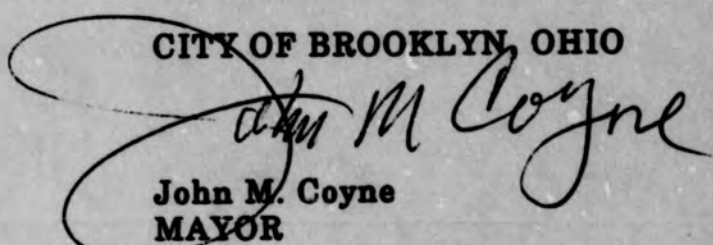
What I find particularly disturbing is that to date no representative of CSX has contacted me to address these concerns and negotiate a mitigation agreement. I understand that the Surface Transportation Board's Section of Environmental Analysis (SEA) in its Draft Environmental Impact Statement requires the railroad proponents of the merger to negotiate a mutually agreeable mitigation settlement with the affected communities, and further, requires the parties to reach a mutually acceptable agreement by April 15, 1998 or live with the SEA's recommendation in its Final Environmental Impact Statement.

Be assured that I stand ready to make myself and our city's legal department available to CSX representatives to discuss these concerns and work out a resolution which will benefit Brooklyn's affected citizens.

You may contact me at 216/351-2133 (telephone) or 216/351-7601 (fax) to schedule an appointment. I look forward to hearing from you soon!

Sincerely,

CITY OF BROOKLYN, OHIO



John M. Coyne
MAYOR

cc: Thomas F. O'Malley, Director of Law
Congressman Dennis Kucinich, Ohio CD10
Elaine Kaiser, U. S. Surface Transportation Board
George Voinovich, Governor, State of Ohio
Tom O'Leary, Ohio Rail Authority
Paul Alsenas, Exec. Director, Cuyahoga Co. Planning Commission

STB

FD

33388

3-30-98

K

CITITES



CAPITAL DISTRICT TRANSPORTATION COMMITTEE

5 Computer Drive West, Albany NY 12205-1606
(518) 458-2161

Fax: (518) 459-2155

Chairman
Frederick G. Field, Jr.

Staff Director
John P. Poorman

Albany County
Michael G. Breslin
Charles E. Houghtaling

Rensselaer County
Henry F. Zwack
Neil J. Kallaker

Saratoga County
Jean Raymond
Robert L. Phillips

Schenectady County
Francis H. Potter
John DeGeorgio

City of Albany
Mayor Gerald D. Jennings

City of Cohoes
Mayor Robert D. Signoracci

City of Mechanicville
Mayor Thomas J. Higgins

City of Rensselaer
Mayor Lynn M. Ganance

City of Saratoga Springs
Mayor J. Michael O'Connell

City of Schenectady
Mayor Albert P. Jurczynski

City of Troy
Mayor Mark P. Pattison

City of Watervliet
Mayor Robert D. Carlson

Towns and Villages
Lawrence DeLoe, Halfmoon

Alternates
Mary E. Brizzell
Fred J. Wurtzenberger

Albany County
Airport Authority
John C. Egan

Albany Port
District Commission
Terrence P. Hurley

Capital District Regional
Planning Commission
Frederick G. Field, Jr.

Capital District
Transportation Authority
Dennis J. Fitzgerald

New York State Dept. of
Transportation
Joseph H. Boardman

New York State
Thruway Authority
John R. Platt

Non-Voting Members
Bonny J. Canley
NYSDOT Reg. 1

Thomas J. Ryan, FTA

Harold J. Brown, FHWA

ENVIRONMENTAL DOCUMENT

March 19, 1998

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

SUBJECT: STB Finance Docket No. 33388

The Capital District Transportation Committee (CDTC), the metropolitan planning organization for the Albany, New York area, hereby submits the following comments as relates to the economic merits of the proposed transaction for your consideration.

CDTC has ongoing concerns with the effective implementation of the safety integration plan, the accommodation of passenger trains over the long term (on-time performance, high-speed initiatives in NYS), negotiated competitive access to New England via Albany, and competitive freight access on the east side of the Hudson River to NYC. We will continue to monitor the private negotiations of these matters and STB proposed actions. There are, however, three matters on which STB conditions on the acquisition are warranted.

1) Extended Oversight: The Capital District Transportation Committee supports a 5-year oversight period. The benefits of increased accountability are substantial. The major move of dispatching operations from Selkirk, NY to Jacksonville, FL may occur outside of the three-year window, and the extended ability of the STB to impose conditions will insure a safe transition.

2) Livingston Avenue Bridge: The Livingston Avenue Bridge (LAB) connects the Rensselaer Amtrak Station to Albany. This Bridge is critically important to rail passenger travel in and through our region, and to local freight rail customers. CSXT will assume ownership of



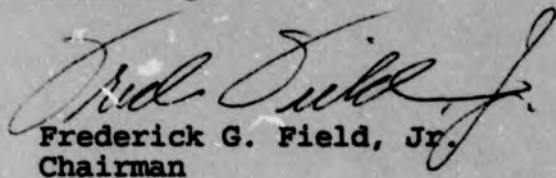
the bridge and must accept responsibility for this critical and strategic asset as a result. In 1995, Conrail placed the bridge on its System Map in Category 1 for abandonment study. There is a need for cooperation from CSXT with NYS, Amtrak, local municipalities, and other agencies to implement projects related to high-speed passenger operations along with providing proper and competitive freight service to a growing rail freight environment across the Livingston Avenue Bridge. CSXT as the future responsible party should be directed to make "fair share" contributions to needed infrastructure upgrades and ongoing maintenance, using negotiation to determine "fair share".

3) Stimulation of Intermodal Activity at the Port of Albany:

The Port of Albany is a regional economic asset that has the capacity to absorb increased freight traffic. CDTC is actively studying the relocation of the NYS Thruway Tandem operations from Exits 23 and 24 to the Port area. As part of the acquisition, CSXT will assume a 50% interest in the Albany Port Railroad. Both CSXT and Norfolk Southern (through its haulage rights agreement with CP Rail/D&H) can stimulate such activity by assuring equipment availability, competitive rates, and competitive access. There is strong regional support for increasing intermodal traffic to the Kenwood Yards and cooperation with the Port of Albany for bulk commodity market development.

Thank you for this opportunity to comment.

Sincerely,



Frederick G. Field, Jr.
Chairman

cc: CDTC Freight Task Force

STB

FD

33388

3-30-98

K

BUSINESS

ENVIRONMENTAL DOCUMENT

ARNOLD & PORTER

555 TWELFTH STREET, N.W.
WASHINGTON, D.C. 20004-1202

(202) 942-5000
FACSIMILE: (202) 942-5999

MARY GABRIELLE SPRAGUE
(202) 942-5773

March 30, 1998



Michael Dalton
Surface Transportation Board
Section of Environmental Analysis
1925 K Street, N.W.
Washington, DC 20423-0001

Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control
and Operating Agreements -- Conrail/
Cincinnati and Hamilton Ohio Grade Crossings

Dear Mr. Dalton:

The DEIS identified two grade crossings in Ohio which met the DEIS's criteria for grade crossing delay mitigation: Vine Street in Hamilton, Ohio and Township Avenue in Cincinnati, Ohio. DEIS Vol. 4 at 7-11 and 7-45; Supplemental Errata Table 7-7 (revised). The DEIS recommended that CSX consult with appropriate state and local agencies regarding the potential traffic delay problem at these crossings. In preparation for consultation, CSX made an effort to collate all information relevant to traffic delay at these crossings. As explained below, this information shows that the Transaction may actually have a beneficial effect on traffic delay at these crossings and that mitigation is therefore unwarranted at this time.

Both Ohio grade crossings preliminarily recommended for mitigation are on the Cincinnati to Hamilton, OH line segment (C-063). The CSX Operating Plan projects that traffic on that line segment will increase from 28.2 trains (1995 base) to 31.2 trains post-Transaction, a projected increase of only three trains per day. The increase in the average number of trains per day reflected in the CSX Operating Plan is based on the addition of two automotive trains serving the Honda plant at Marysville and two intermodal trains providing service between Cincinnati and Detroit, coupled with the reduction of two trains previously routed between Cincinnati and St. Louis which under the CSX Operating Plan will be routed through Indianapolis. These new train routings represent changes from the 1995 base year traffic flows as a result of the Transaction.

CSX previously questioned the appropriateness of considering any mitigation for a line segment with only a three train per day expected increase in traffic. CSX DEIS Comments at 91-93. Further analysis has shown that mitigation is definitely not warranted. It is very unlikely that there would be any perceptible effect in Cincinnati or

Michael Dalton
March 30, 1998
Page 2

Hamilton from such a small projected change in traffic volume. The actual number of trains on the Cincinnati-Hamilton line segment varies from day to day, from season to season, and from year to year. For example, the daily variation is as much as six to eight trains a day – a much greater variation than the change in “average trains per day” projected as a result of the Transaction. As another example, since 1995, in the course of normal business operations, about four trains that CSX previously moved Russell, KY–Cincinnati–Toledo or Chicago are now being routed Russell–Columbus–Toledo or Chicago. If one runs the DEIS’s formula for determining vehicle delay on the Cincinnati-Hamilton line segment using the same three train per day increase but subtracting four trains (24.2 trains pre-Transaction/27.2 trains post-Transaction), the level of service (“LOS”) for the Vine Street crossing is “C” both before and after the Transaction. See enclosed spreadsheet prepared by ICF Kaiser. An LOS of “C” does not require mitigation under the criteria of the DEIS. When the LOS for the Township Avenue crossing is recalculated, it still shows a change from “C” to “D” as a result of the three train per day increase, but just barely. While the DEIS’s delay formula may be a useful screening tool in some circumstances, it is not as useful where there is a small predicted increase in traffic. The formula produces different results when one inputs slightly different train counts within the range of normal variation. In such a case, a broader range of factors must be examined.

When additional factors are considered which are not taken into account in the formula used for calculating LOS, it is seen that the Transaction will not exacerbate any existing traffic delay problem at Vine Street or Township Avenue. SEA is correct that there is an existing problem with vehicle delays in the Cincinnati area. However, the delays are not primarily attributable to the trains moving over the Cincinnati-Hamilton line segment at normal operating speed, but to the trains operating very slowly or stopped because of capacity limitations at the CSX Queensgate Yard in Cincinnati. The CSX Operating Plan proposes to improve operations at Queensgate Yard. It is projected that Queensgate will handle about 400 fewer cars per day after the Transaction. CSX Operating Plan, Application Vol. 3A at 207-209. Queensgate will be refocused to handle north/south intermodal and automotive train traffic, while other traffic will be rerouted for classification at Indianapolis or Columbus. This change will “minimiz[e] the need for overflow classifications at outlying points” (*id.* at 209) and enhance CSX’s ability to maintain fluid train operations in the Cincinnati area, including on the Cincinnati-Hamilton line segment. The improved traffic flow should more than offset any effect of the projected three train per day increase in traffic on the Cincinnati-Hamilton segment after the Transaction.

It is worthy of note that neither Hamilton nor Butler County submitted comments in support of mitigation for traffic delay at Vine Street and neither Cincinnati nor

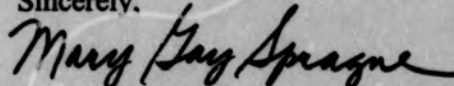
ARNOLD & PORTER

Michael Dalton
March 30, 1998
Page 3

Hamilton County submitted comments in support of mitigation for traffic delay at Township Avenue. The City of Cincinnati carefully studied the Transaction and identified a number of issues of concern to it, but notably expressed no concern regarding any increase in vehicle traffic delay as a result of the Transaction. See letter from W. Scott Oelslager to Elaine Kaiser dated September 23, 1997, transmitting June 18, 1997 and September 16, 1997 letters from the City of Cincinnati. The state agencies with responsibility for addressing rail/highway crossing delay problems in Ohio, the Ohio Rail Development Commission and the Public Utilities Commission of Ohio, specifically identified in their comments on the DEIS (at 32) a number of communities which they asserted might have traffic delay problems as a result of Transaction-related traffic increases, but did not include Cincinnati or Hamilton on their list. This is not surprising given the very small projected increase in traffic on this line segment and the proposed improvements in operations at Queensgate Yard.

Please let me know if you have any questions about this matter.

Sincerely,



Mary Gabrielle Sprague
Attorney for CSX Corporation and
CSX Transportation, Inc.

Enclosure

cc: Robert Allen
Carrie Clayton
David Coburn
Thomas Drake
Carl Gerhardstein
Michael Ruehling
Pamela Savage
Peter Shudtz
Stephen Watson

Bruno Maestri
Andrew Plump
Constance Sadler

Steven Lee

VEHICLE DELAY TIME CALCULATIONS FOR RAILROAD/HIGHWAY GRADE CROSSINGS USING DEIS METHODOLOGY

State	City	Segment ID	Segment Description	Crossing	Length of Train (ft)			Train Speed (mph)			Blocked Crossing Time for Trains D _i (minutes)			Revised Number of Trains per Day (N)			Average Daily Traffic (ADT) in DEIS	ADT (by available information)	No. of Road Lanes (NL)	Crossing Delay per Vehicle D _i (minutes)		Average Delay for all Vehicles (minutes)		Avg. Delay for all Vehicles (seconds)		Errata LOS		LOS (Using revised number of trains per day)	
					Pre	Post	Δ	Pre	Post	Δ	Pre	Post	Δ	Pre	Post	Δ				pre	post	pre	post	pre	post	pre	post	pre	post
OH	Hamilton	C-063	Cincinnati, OH to Hamilton, OH	Vine St.	6,000	6,200	200	20	20	0	3.91	4.02	0.11	24.2	27.2	3	7,030	NA	2	2.47	2.54	0.32	0.39	19.48	23.18	C	D	C	C
	Cincinnati	C-063	Cincinnati, OH to Hamilton, OH	Township Ave.	6,000	6,200	200	20	20	0	3.91	4.72	0.11	24.2	27.2	3	9,270	NA	2	2.70	2.78	0.35	0.42	21.27	25.32	C	D	C	D

CROSSING-SPECIFIC NOTES BASED ON REROUTING OF 4 TRAINS OFF OF CINCINNATI-HAMILTON LINE:

Township Avenue- Cincinnati, OH: LOS C includes an average delay for all vehicles of from 15 to 25 seconds. LOS D includes an average delay for all vehicles of from 25 to 40 seconds. The LOS for Township Ave. barely exceeds (by 0.32 seconds) the LOS threshold between LOS C and LOS D.

STB

FD

33388

3-30-98

K

CITIES



STB

FD

33388

3-26-98

K

PUBLIC

Belknap Freeman, PE

**ENVIRONMENTAL
DOCUMENT**

24 March 1998

119 HICKORY LANE
ROSEMONT, PENNSYLVANIA 19010

(610) 527-0146

Office of the Secretary
Case Control Unit
STB Finance Docket 33388
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Attention :
Elaine K. Keiser
Environmental Project
Director
Sect. of Environmental
Analysis



Re: Comments - Draft EIS Proposed Conrail Acquisition

Dear Ms. Keiser:

Help !!!!

On the 16th of March, I left an inquiry on your "Hot Line" (1-888-869-1997) concerning "New Information" relative to the Draft EIS, as indicated by the "Legal Notice" published in the Philadelphia Inquirer of 12 March 1998.

On the 23rd of March, I received a return call from a pleasant individual attending to the above mentioned "hot line". During our conversation, he searched his computer terminal and indicated any prior response I might have made, relative to the "Draft EIS" **was not in the system.**

It was suggested, that if I still wanted my views **considered**, that it would be appropriate to forward another copy, along with proof that I had submitted it prior to the original cut off date for comments, therefore:-

Attached are two items as follows:

1. Xerox copy of "Return Receipt" from STB Dated January 23, 1998, the original package of individual comments on the Draft EIS having been sent Certified Mail, 7 446-376-075.

2. A duplicate copy of my original letter of 19 January 1998 to include its attachments, previously submitted.

I intended my comments to be constructive, and do indeed want them to be considered by the Surface Transportation Board's (STB) "Section of Environmental Analysis"

As I happen to have forwarded copies of my submission on the Draft EIS to both the Norfolk Southern and CSX Chairman of the Board and CEO's, your "section" should be aware of what additional information they have received.

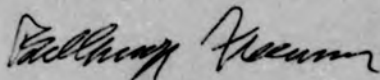
As I happen also, to be retired from Amtrak (Senior Engineer Communications, Signals and Electric Traction), I also forwarded a copy to the Vice Pres-Chief Engineer of the National Railroad Passenger Corporation (As they become impacted by the Draft EIS in several respects).

As my comments concern "ommissions" as well as possible "errors", I believe it would be to the advantage to the "Section of Environmental Analysis" to consider those items that have already been passed on to other parties who are impacted, and in some instances, in an adverse position, by original parts of the original Draft EIS.

I would appreciate receipt of confirmation that my earlier submission of comments concerning the Draft EIS will be considered; rather than to have been possibly side tracked, as implied by my being told by the "Hot Line" monitor, that there is no record to show, on the computer, that my prior comments will be presented for consideration.

Sent Curt Ried
P 54B-016-653
Return Receipt

Very truly yours,



cc:
Hon. Curt Weldon, MC
Congressman, 7th Dist, Penna.
2454 Rayburn House Office Building
Washington, DC 20515-3807

As Information!- It is frustrating when one originally, with only a short time to respond, after wading through 8 1/2 inches of tightly bound material, to be subsequently told that the material previously submitted, is not in the computer for consideration; in spite of the "Section of Environmental Analysis" previously requested comments by Public Notice. (Our Government at Work??).

A copy of the original submission of comments of 19 January attached. You and/or your staff might find some of the issues of interest as outlined in the individual exhibits.

You will note, I indicated certain sections of the Draft EIS appeared to subject the Norfolk Southern and CSX to be hostage to Bureaucratic Blackmail.

I certainly hope the STB's "Section of Environmental Analysis", in requesting "Public Comment", does not "ditch" those constructive and/or opposing comments, that they might have difficulty responding to, if they do not happen to fit or match their "agenda".



Belknap Freeman, PE

19 January 1998

119 HICKORY LANE
ROSEMONT, PENNSYLVANIA 19010
(610) 527-0146

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

Attention:

Elaine K. Kaiser
Environmental Project
Director
Section of Environmental
Analysis

DUPLICATE

Re: Comments - Draft EIS Proposed Conrail

Z 446 376 075

Dear Ms. Kaiser:

In conjunction with Section 6.3.3 Period", Column 4, chapter 6, Page 6-14, the Draft Environmental Impact State "Proposed Conrail Acquisition"; that wh comments arranged as individual exhibits six volumes of the Draft EIS, it is felt multitude of isolated specific case defeating, as in the limited time frame in a "Final EIS", would cause a large number would become lost. Also, the major points focused in this submission would lose the

The attached seven exhibits; which comments, and part of my response, are as

Exhibit I Rail Highway Crossing
Exhibit II Electric Traction Iss
Exhibit III Federal Railroad Admini
Exhibit IV Taking of Property Rights
Exhibit V Mitigation Rules
Exhibit VI Environmental Justice Analysis

US Postal Service

Receipt for Certified Mail

No Insurance Coverage Provided.

Do not use for International Mail (See reverse)

Sent to <i>Surface Transportation Board</i>	
Street & Number <i>1925 K Street NW</i>	
Post Office, State, & ZIP Code <i>Washington DC 20423-0001</i>	
Postage	\$ <i>3.00</i>
Certified Fee	<i>1.35</i>
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to Whom & Date Delivered	
Return Receipt Showing to Whom, Mail Recipient's Address	
TOTAL Postage & Fees	\$ <i>4.35</i>

RECEIVED JAN 23 1998

SENDER:

- Complete items 1 and/or 2 for additional services.
- Complete items 3, 4a, and 4b.
- Print your name and address on the reverse of this form so that we can return this card to you.
- Attach this form to the front of the mailpiece, or on the back if space does not permit.
- Write "Return Receipt Requested" on the mailpiece before the article is mailed.
- The Return Receipt will show to whom the article is delivered and the date delivered.

3. Article Addressed to:

*Surface Transportation Board
Office of the Secretary
Finance Docket 33388
1925 K Street NW
Washington, DC 20423-0001*

I also wish to receive the following services (for an extra fee):

- ☐ Addressee's Address
- ☐ Restricted Delivery

Consult postmaster for fee.

4. Service Type

- ☒ Certified
- ☐ Insured
- ☐ COD
- ☐ Registered Mail
- ☐ Return Receipt for Merchandise

7. Date of Delivery

1-23-98

5. Received By: (Print Name)

6. Signature: (Addressee or Agent)

X

8. Addressee's Address (Only if requested and fee is paid)

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Thank you for using Return Receipt Service.

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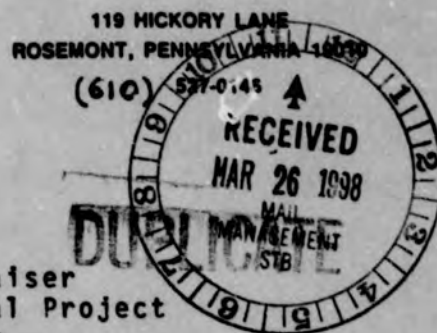
Belknap Freeman, PE

19 January 1998

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

Attention:

Elaine K. Kaiser
Environmental Project
Director
Section of Environmental
Analysis



Re: Comments - Draft EIS Proposed Conrail Acquisition

Dear Ms. Kaiser:

In conjunction with Section 6.3.3 Draft EIS "Comment Period", Column 4, chapter 6, Page 6-14, December 1997, of the Draft Environmental Impact Statement relative to "Proposed Conrail Acquisition"; that which follows are comments arranged as individual exhibits. In review of the six volumes of the Draft EIS, it is felt a response to a multitude of isolated specific cases would be self defeating, as in the limited time frame involved to develop a "Final EIS", would cause a large number of such comments would become lost. Also, the major points on which I have focused in this submission would lose their significance.

The attached seven exhibits; which cover the gist of my comments, and part of my response, are as follows:

- Exhibit I Rail Highway Crossings
- Exhibit II Electric Traction Issues and Clearances
- Exhibit III Federal Railroad Administration Report
- Exhibit IV Taking of Property Rights
- Exhibit V Mitigation Rules
- Exhibit VI Environmental Justice Analysis
- Exhibit VII Abandonments -Military Infrastructure

Overall, consider the Draft EIS an overkill in respect to its contribution in any respect towards assisting to making an improved self sustaining transportation system. (Yes there are a few constructive comments). One must recognize that both NS and CSX are competitive enterprises; both by design with each other; and more significantly, being unable to raise rates against their competition by trucks and other means of transportation. One must exercise prudent judgement as to the luxury of being able to accomplish every thing one might want to accomplish and in addition, every thing others think one should do as well; keeping in mind the shipper has the option of taking his business else where or even site his business at another location.

Receipt of a "final" copy of the EIS will be appreciated when it is published.

If someone is offended by my style, sorry; for it at times is harsh to force ones attention to what I am saying.

Thanking you in advance, I remain,

Very truly yours,


Belknap Freeman, PE

Enclosures:

Seven Exhibits.

Sent Certified
Return Receipt

Ten copies included to insure appropriate distribution.

Exhibit I Rail Highway Crossings

Draft EIS Proposed Conrail Acquisition Docket 33388

Comments - Letter 19 January '98 to SEA of STB

In the "Section of Environmental Analysis" (SEA) text, all the way through the report, suggested mitigation strategies to address significant highway/rail at grade crossings problems, to the casual reader, place the onus on the railroads. There are few who would read, say foot note 4, at the bottom of page 7-7 of Volume 4, which reads in part:

"...Therefore, it is not SEA's intent at this time to recommend that the Board require a separated grade crossing where the local community finds this approach undesirable or is unwilling to fund an appropriate share."

As the Surface Transportation Board is an outgrowth of the former Interstate Commerce Commission, in the realm of "Safety", as related to Rail Highway Crossings at Grade, under the heading of References" as laid out starting on Page R-1 of Volume 4 of the Draft EIS, it is of concern to note the failure to include the Interstate Commerce Commission's Docket # 33440 of February 1964, titled "Prevention of Rail Highway Grade Crossing Accidents Involving railway Trains and Motor Vehicles".. In order to refresh ones memory, and motivate one to go back to "square one" prior to attempting to "reinvent the wheel", of the Docket's Findings, the 13th of 14 is cited from its page 87 of the docket, as follows:

"(13) That highway users are the principal recipients of the benefits flowing from rail-highway grade separations or from special protection at rail highway grade crossings. For this reason, the cost of installing and maintaining such systems and protective devices is a public responsibility and should be financed with public funds the same as highway traffic devices."

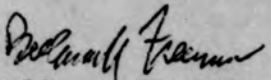

Belknap Freeman, PE
Rosemont, PA 19010
19 January '98

Exhibit II Electric Traction Issues and Clearances
Draft EIS Proposed Conrail Acquisition Docket 33388
Comments Letter 19 January '98 to SEA of STB

Scattered throughout the various Volumes of the Draft Environmental Statement are references to "actions" to be taken to improve overhead clearances. As an example, attention is invited to Table 5-DC-11 (Page DC-21, Volume 3B) where it states "CSX has proposed to increase the clearance of the Virginia Avenue Tunnel as part of a long standing project". In Volume 3B, Page VA -3, "NS plans significant capacity improvements on its Shenandoah Corridor, including raising clearances between Riverton and Roanoke". Now prior to any concept of acquisition of Conrail, jointly by NS & CSX, Conrail had accomplished considerable work, partly paid for by the State of Pennsylvania, to raise overhead clearances on the former Main Line of the original Pennsylvania Railroad. In addition to these efforts, Conrail also paid Amtrak to raise the height of the electric traction catenary where possible at various tight sites (e.g. Across the Perryville Bridge over the Susquehanna River - MP 60).

Now comes Business Development of Amtrak, who have commissioned LTK Engineering Services, to accomplish various studies to determine how Amtrak might maximize the opportunity of obtaining an additional revenue stream from the assets of its right of way. The principal scenario has the "vision" of eliminating the need for Amtrak's existing 138,000 Volt 25 Hertz transmission lines (Which net the New York - Washington together as one continuous system - without interruptions to trains and as seen by the utilities, a benign load), and to reuse the existing space to build new transmission lines that may be employed to "wheel electric power". To implement such a proposal would involve expenditure of redistributed tax dollars to convert Amtrak's existing 25 Hertz 12,500 Volt catenary to a concept of 60 Hertz catenary at 25,000 Volts.

Further, as height of the electric traction catenary is already a limiting factor on use of doubler stack container loads, Business Development would in one step decrease the existing overhead clearance almost a foot all over the New York - Washington and Harrisburg Routes (As added spacing would be required between the catenary and its supports from overhead structures such as overhead bridges and tunnels, and additional clearance would be required between the catenary contact wire and the dynamic height of the vehicle below). One might cite specific overhead clearance figures at assorted spots here and there on a before and after basis; but that would be "hog wash", for the overall clearance would be reduced every where.

Besides the risk of Amtrak's Business Development ever attempting to implement its "vision", there are two other electric traction issues that might be mentioned as involving the Draft EIS.

The Table 2-4 "Shared Assets Rail Line Segments that might exceed the Broad Thresholds For Environmental Analysis" Page 2-21 of Volume 1 of the Draft EIS more than substantiate that there is an anticipated increase use of the existing NE Corridor of Amtrak (As well as numerous other references such as Table 4-7 on Page 4-25 of Volume 1).

On page 197 and 204 of Volume 2 (NS Safety Integration Plan, reference is made to NS crews operating over the NE Corridor should be qualified on the operating rules of Amtrak. In such a situation, it should be highlighted that besides qualification in NORAC Operating Rules, that qualification in the "Electrical Operating Instructions" (AMT-2) be specifically mentioned, as not to be overlooked.

On page 221 of Volume 2, as well as page 44 of the DOT Preliminary Comments, mention is made of the necessity to resolve the software and compatibility of various computer systems on the various properties. When operating under the catenary system, it is imperative that such computer systems identify in an accurate manner, car height, car height and specific features of a load such as use of a tarpaulin cover. (When the NE Corridor, pre Amtrak days, really carried a major volume of freight, "Height Detectors" were employed in the area of MP 83, in advance of the last freight yard before the tunnels in Baltimore, such as to have the opportunity to drill "excess height cars" that might have inadvertently got by the system. It was essential to maintain excellent track surface at the site of the "height detector" to prevent vertical bounce [dynamic clearance] and tarpaulin covered loads were always a problem as they fluttered in the wind or air stream as a result of the trains travel).

As CSX has its own right of way somewhat parallel to the Corridor, and NS is at risk to being subject to loss of available overhead clearance in their use of the Amtrak NE Corridor, by possible mischief on the part of Business Development, so much for competition !!!! (This is particularly significant when one considers "container and trailer loads" are a major area for rail traffic growth when competitive service times are possible).

Belknap Freeman

Belknap Freeman, PE
Rosemont, PA 19010
19 January 1998

Exhibit III Federal Railroad Administration

Draft EIS Proposed Conrail Acquisition Docket 33388

Comments - Letter 19 January, '98 to SEA of STB

The Federal Railroad Administration (FRA), under the umbrella or caption of the United States Department of Transportation, submitted Preliminary Comments, in their submission of October 21, '97, as presented in Volume 2 "Safety Integration Plans", in particular, the verified statement of Edward R. English.

Not to nit pick; but to improve the text of the FRA preliminary comments, that which follows are intended to be constructive.

On page numbered 19 of English's paper, in the caption relating to "NORAC Rule Book", as many of the Northeast facilities such as Metro North, NJ Transit, Amtrak and SEPTA are arranged with electric traction facilities, for emphasis as to its importance, both for operating safety and the safety for the individual; that qualification in Electric Traction Operating Rules (e.g. Amtrak's AMT-2) be included just as well as reference to NORAC Operating Rules.

This same comment applies in other sections of the FRA preliminary report such as its paragraph "c) Railroad Operating Rules" as found on its page numbered 30.

On page 36 there is reference to increased levels of double stack intermodal traffic anticipated by NS, yet expanding this to the entire acquisition effort, it can be recognized the concept of "increased clearance height" is an extensive issue else where. (Prior comments in Exhibit II of this critique). Attention is invited to the issue, that the FRA, in their oversight of the Northeast Corridor Improvement Program have been supportive of the same mischief credited to Business Development of Amtrak, in Exhibit II, with the "vision" of converting the electric traction facilities of the NE Corridor New York to Washington from their present versatile 25 Hertz benign configuration to a "cheap and dirty" 60 Hertz configuration. The ultimate outcome of such a proposal would be to decrease all overhead clearances by approximately a "foot"; thus to restrict further any opportunity for expansion of high loads than even as presently existing..

The FRA Preliminary report on its page 39, raises many questions as to the application of continuous cab signals and train and/or speed control concepts on the various systems (or lack thereof). The report ought to support an evaluation of the use of a sixty hertz track code as contrasted with use of 100 Hertz (particularly in today's realm of 100 Hertz inverters) (e.g. Immunity from induced

energy from commercial sources, the improved selectivity of higher carrier frequency making it possible to add aspects, rather than be limited to a simple "stop" or "go". The ability to improve coupling with the track rails, thus carry across track discontinuities in the track structure, etc.

The FRA have not faced the issue of use of 60 Hertz in association with rule books which state the "cab signal" does not apply when negotiating track crossovers, not has the FRA addressed the issue of Amtrak locomotives operating in the Northwest in their cab signal territory, being forced to disable or cut out their "speed control" feature; yet over a period of years, spending both the taxpayers money and that of the railroads involved as well [in the millions] in the quest for a more exotic system, which at best has yet been recognized only as a non vital system, dependent upon existing wayside signal systems for ultimate safety].

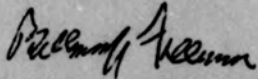
In paragraph e) S & T C Concerns- Other, the reports page 41, there are three issues which might well be expanded.

The concept of any Positive Train Control concept must be examined not only from the standpoint of where it is going, maintenance and obsolescence to be considered as well as cost; but whether it could be successful in being able to handle existing rail traffic levels as experienced else where (e.g. the six track configuration west of Elizabeth, NJ, of Amtrak) to say nothing of increased growth. Also how it might stack up with and compare with such developments as the nine aspect continuous cab signal system presently in service, say in Amtrak's New England territory. After all the FRA touts "interoperability").

The concept of signalman's territory is interesting and for "horror stories" Miami, Fla, comes to mind, with a maintained from Atlanta, GA (No body local wanting territory, low seniority, to hold job must travel) Who is to cover on week-ends in reasonable time? What on the impact of, or intent of the hours of service rules, involved with the time required to commute from Atlanta, GA to Miami? (Part 218 of Title 49 CFR).

The reference to "CSAO Areas" raise numerous concerns as the FRA report mentions; but to add emphasis, certain issues ought to also be considered. One is the issue of control of "hours of service" under the hours of service rules for signal forces. The second is concern for the organizational characteristics and responsibility for signal plans and implementation of the FRA's rules and regulations, record keeping, et al, especially in light of such statements --(In the report, the comment was made that signal and communications work tasks at CSAO's would be accomplished by contractors, with no mention as to whom or where would the coordination, supply of and review of plans and specifications would be handled in such an environment).

In its section , page 48, in the FRA report, leans heavy on the subject of Rail Highway Crossings. It conveys the impression of a heavy burden of cost on the railroads, and fails to recognize such historic background as exemplified by the earlier ICC Order in their Docket 33440 (Which is not known to have been declaimed null and void). [Previously mentioned in Exhibit 1 of this set of comments in response to the Draft EIS.].



Belknap Freeman, PE
Rosemont, PA 19010
19 January '98

Exhibit IV Taking of Property

Draft EIS Proposed Conrail Acquisition Docket 33388

Comments Letter 19 January '98 to SEA of STB

The Draft Environmental Impact Statement in several individual instances, brings up the subject of Cultural and Historic Resources; for example, on page 7-17 of Volume 4, when it reads:

"13. NS shall undertake no construction or modification of the Shellpot Bridge near Wilmington, Delaware, until completion of the Section 106 process of the Historic Preservation Act (16 USC 470f as amended)."

[see also page DE-12 of Volume 3A, where it states the Delaware State Historical Society has determined that the Shellpot Bridge is eligible for inclusion in the National Register of Historic Bridges, and the proposed rehabilitation may effect the bridge.] (See also Page 204 of NS Safety Intergration Plan, Volume 2, where it indicates NS would intend to rehab the bridge and associated branch to by-pass the Amtrak Main Line through the Wilmington Station Area).

I find such a restriction, "taking of property". Not a building with only local utilization; but rather a facility that serves a wider purpose in Interstate Commerce, particularly as it serves to by pass freight trains around another establishment that was blessed with the anointment of being a Historic Facility. (Remember back a few years, before Amtrak chased the freight off the Corridor, that was a function the bridge previously served).

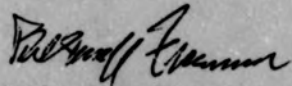
It is repugnant to impose a delay to a logical problem only on the basis that "just now" it is considered a possible eligible structure for inclusion in the National Register of Historic Bridges and may be impacted by any rehabilitation needs.

If this seems a harsh attitude towards "Federal Supremacy" and the bureaucrats who tend to such matters; maybe it is because of my continued dislike of a situation some twenty years ago concerning the redistribution of tax dollars I was involved with to relocate an entire telephone exchange and its associated cable plant out of the Wilmington Train Station within a critical time frame, allegedly only because we had previously raised the floor some 4 inches than the original station floor that was to be restored, as part of preservation of a historic site.

Now that the effort to restore the station to its original appearance, are we risking its status as ~~we~~ delay

the use of the Shellpot as a means to keep freights away from the terminal? As a result, are we going to experience a displaced load on a freight train that passing through the station, will serve to damage the overhanging platform shelter structures??

The rationale' of these comments also apply to other sites, such as Illinois, where suddenly we have a problem associated with a historic place, evidently not of sufficient importance to have been addressed previously; but now all of a sudden a big problem. Is it a case of one seeing an opportunity only now to make an issue of an object only when one might hold a project hostage as a means to accomplish ones own agenda????



Belknap Freeman, PE
Rosemont, PA 19010
19 January 1998

Exhibit V Mitigation Rules

Draft EIS Proposed Conrail Acquisition Docket 33388

Comments Letter 19 January 1998 to SAE of STB

In Volume 4, "SEA's Preliminary Recommended Environmental Mitigation" as outlined in Chapter 7, page 7-12, under caption "7.2.2 Recommended Regional Mitigation", sub title "Safety: Passenger Operations", reads in part:

"By establishing those passenger trains as "superior", trains moving in the same or opposite direction on the same ~~track~~ ^{freight train} would be clear of the track at least 15 minutes before and 15 minutes after the expected arrival of a passenger train at any point. This requirement would not apply when any is moving in the opposite direction, away from a passenger train."

This is a proposed rule that is capable of creating massive delays; also it is poorly written. It is obvious, its author has never been in the situation on a locomotive of a passenger train, say # 574, operating in "manual block territory", receiving a train order which read: "Train 574 you are running 2½ hours late" - which interpreted, says, as you are 2½ hours late, stay that way - do not try to make up scheduled time Why?? Because in "Manual Block Territory", where there are "Yard Limits", a yard crew, who by the rules must clear up 15 minutes prior to the scheduled time of arrival of a "passenger train", is given the same train order "Train 574 you are running 2½ hours late"; thus allowing the yard crew the additional time to complete or continue his work.

Now the "SEA" paragraph as written employs the word "expected" -- what if the passenger train is running late?? And how does he stay that way?? And how does the freight train know??

To implement the SEA proposed rule could cause a considerably longer delay than a half hour (15 minutes before and 15 minutes after) as the track layout and specific train were matched to get him in the right place in order to execute the minimum of 15 minutes.

In a manual block operation, the only unit delayed is the local "switcher" within a well defined limit for the "yard limits". In a manual block territory, it is only that way because there is insufficient traffic to justify an installation of an appropriate signal system.

When one starts to place serious arbitrary cumulative delays on through freight trains, one overlooks the impact

that many such moves have schedules; scheduled times to pass blocks of cars for "meets" for other through freight trains with coordination of schedule critical times, et al. (I have lived through the situation where our BNY 16 had a higher priority than our passenger train - account of the guaranteed delivery of Ford Motor's cars of "roof panels" in the train every night and the General Supt of Transportation knew how to find me if I managed to screw it up).

The proposed SEA rule as it is presented in the Draft EIS lacks the opportunity to determine just what impact it has as a mischief maker as the listing of track segments that precede the rule as presented on page 7-12, fail to indicate type of operation (CTC, Automatic Block, Manual Block, APB, Train Order, etc.) or number of tracks, sidings, siding length, et al. (The listings in Volume 3A, Chapter 5 "State Settings, Impacts and Proposed Mitigation" Pages 5-14 to 5-47 inclusive, provide no clue as to the extenuating circumstances surrounding such a requirement).

In Volume 3B, Pages MI-8 and MI-9, the infinite wisdom and significance of "Federal Supremacy" unfolds when the SEA, in the middle of page MI-8 state in part:

"Given the limited number of passenger train accidents, SEA was unable to accurately predict either the severity, location or timing of actual accidents. SEA therefore focused on estimating the potential risks of accidents..."

Out of this admission of "bankruptcy" as to ones qualification to be an "oracle"; as stated in the next to last sentence of the first paragraph of page MI-9, the SEA go on to state:

"....It is SEA's preliminary recommendation that all freight trains, both opposing, and moving in the same direction as passenger trains, be clear of the main tracks at least 15 minutes prior to the estimated arrival of the passenger train..."

This further demonstrates that in the pious dignity of all the SEA's outpourings, we say one thing in one part of a Volume and something else in the same Volume. For example, on page MI-9 as cited above, we employ the words "estimate arrival", while on page 5-28 of the same Volume, we state "expected arrival", which represents two different situations if taken literally.

Has anyone made a study of siding lengths, spacing of sidings, type of control, number of following trains, impact on hours of service of crews, et al???

Robert A. Belknap
Belknap Free,man, PE
19 January 1998

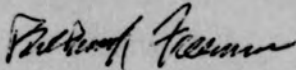
Exhibit VI Environmental Justice Analysis

Draft EIS Proposed Conrail Acquisition Docket 33388

Comments Letter 19 January '98 to SEA of STB

Appendix K is an interesting document in several respects. Firstly it is not conducive to good race relations in its singling out and defines areas that are given a stigma of being below par. There is an impression of building "expectations", yet not identifying anything constructive as a consequence of what any increased activity might be, such as added jobs from the area in say a "yard activity".

It does provide as a useful tool, as an indication where a higher level of security may be required; but it does not define the extent of exposure to "mother's little darlings" who are turned out on their own, to wander, and at times are injured or cause injury or damage to a railroad property. (At times, to even bring a lawsuit against the railroad for its failure to provide what the plaintiff defines as an appropriate "baby sitting function" in having failed to prevent their being injured and/or to protect them from their own folly. (There is no cap on the limits of liability for a railroad in some of these situations).



Belknap Freeman, PE
Rosemont, PA 19010
19 January 1998

Exhibit VII Abandonments -- The Military Infrastructure

Draft EIS Proposed Conrail Acquisition Docket 33388

Comments Letter 19 January '98 to SEA of STB

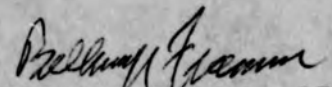
In a review of Volume 6 "Abandonments", on the NS references, there are comments as to clients who will have to resort to "trucks". (But no depth of data as to just what type shipper is involved).

As a personal matter, my interests include the military, and am sufficiently naive as to still believe rail access to a military facility is still a national asset; especially with the down grade and de-activation of a major number of military facilities in recent years.

The format of the Environmental Impact Statement covers many areas, which would enter the category of "who cares" if we were to become involved in another World War II type conflict, where our very existence was at stake. Yet in the format of the EIS, there is no mention, even a negative response, as to abandonment of any form of military support infrastructure in the EIS.

Our movement of troops and supplies by air in today's activity is highly vulnerable to supply of fuel, aircraft and pilots; not an arrangement adopted to a lengthy engagement.

(As late as last week, in a trip to McGuire Air Force Base (and its adjacent Fort Dix facility) it is still with concern, to drive over a former rail-highway crossing area with the evidence of the former rail right of way extending through the trees). Having spent almost five years on Active duty in WW II in Panama, England Africa and Italy, originally having been originally drafted prior to the start of the War, and after 26 active years in the Reserve Program, now a retired Colonel, one must recognize my strong feelings in this area.


Belknap Freeman, PE
Rosemont, PA 19010
19 January '98

STB

FD

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3-26-98

K

PUBLIC

ENVIRONMENTAL DOCUMENT

March 19, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001



RE: Finance Docket No. 33388 CSX Corporation and Norfolk Southern Railway
Company – Control and Operating Leases/Agreements – Conrail, Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 64 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Howard A. Harmon".

Howard A. Harmon
2105 Superior Avenue
Whiting, Indiana 46394

STB

FD

33388

3-26-98

K

PUBLIC

ENVIRONMENTAL March 19, 1998
DOCUMENT

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N. W.
Washington, D. C. 20423-0001



Re: Finance Docket No. 33388 CSX Corporation, Norfolk Southern Corporation — Control and Operating Lease Agreements — Conrail Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Gary, Ind. for 53 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of our residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

STB

FD

33388

3-25-98

K

CITIES



City of Cleveland
Office of the Council

JAY WESTBROOK
President of City Council



March 10, 1998

**ENVIRONMENTAL
DOCUMENT**

ATTN: Elaine K. Kaiser
Environmental Project Director
Office of the Secretary
Surface Transportation Board
1925 K Street
Washington, DC 20423

Dear Ms. Kaiser

I am writing to invite your participation in a joint hearing of the Cleveland City Council Aviation and Transportation Committee and Public Safety Committee regarding the proposed merger of the Norfolk Southern and CSX railroad companies and its impact on Cleveland neighborhoods.

The hearing will begin at 1:00 PM, Wednesday, March 18th, 1998 in the City Council Committee Room 217, City Hall.

The intent of the hearing is to meet with the representatives of the railroad companies to express the concerns of Council on the proposed railroad merger, and review the proposed alternatives as presented by the City. Additionally, the hearing will provide an opportunity for citizens to express their concerns with the merger, and show support for the proposed alternatives.

Certainly you recognize such change in railroad operations is of historic proportions and many persons are interested in the process. It is our belief that many citizens of Cleveland will be affected by the railroad's proposals and have a stake in the outcome of the merger.

It is my sincere hope that your office will be represented at this hearing. I am available to you at 216-664-2941, as is Council staff person Bryan Gillooly at 216-664-4579. We look forward to hearing from you.

Sincerely

Jay Westbrook
Council President and Chairman
Aviation and Transportation Committee



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3-25-98

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ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 2-423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 50 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,


Maryann Karczewski
6348 Monroe Avenue
Hammond, IN 46324

ENVIRONMENTAL DOCUMENT

March 19, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001



RE: Finance Docket No. 33388 CSX Corporation and Norfolk Southern Railway
Company – Control and Operating Leases/Agreements – Conrail, Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond since 1966. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marie Harmon".

Marie Harmon
2105 Superior Avenue
Whiting, Indiana 46394

ENVIRONMENTAL
DOCUMENT

March 19, 1998



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: Finance Docket No. 33388 CSX Corporation, Norfolk Southern
Corporation - Control and Operating Lease Agreements - Conrail Inc.

Dear Ms. Kaiser:

Pursuant to the above referenced Finance Docket No. 33388, I am writing this letter to inform you that I'd be very much disappointed and disgusted if such measurements were taken in this City that I've resided in for over forth (40) years.

Not only would I be opposed to such actions, but would strongly recommend that passage would be detrimental to the City as well as its' citizens.

The passage of the proposed merger with the railroads would not only add to the already impassable access to our fire and police, as well as, ambulance and other medical emergencies but those persons who are attempting to navigate through those specific areas to their jobs.

You must take action to ensure that northwest Indiana is protected for additional disasters, which are not an act of God.....

Thank you for your help and consideration in this matter.

Sincerely

Ethel M. Smith
1584 Garfield Street
Gary, IN 46404

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

This letter is to inform you of the very serious problems my
community faces because of the excessive amounts of local railroad
traffic.

I have been a resident of Hammond, IN for 30 years. Unfortunately, my
community has been for 30 years, and still is suffering from the high
levels of railroad traffic that go through our City. Our roads are
constantly clogged with motor vehicle waiting for long trains that
are either standing still or passing through. The quality of our air
suffers, and the safety of residents and their children are being put
in great jeopardy. Using the most recent tragedy, on February 8,
1998, two young men were killed when their pick-up truck was hit by a
railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in
northwest Indiana. Such increase must be opposed. We are already
suffering enough from the existing high levels of railroad traffic,
and we just cannot stand any further increase in such traffic.

Please, you must take the necessary action to ensure that northwest
Indiana is protected from further harm as a result of additional
railroad operations. Thank you for your consideration of this
letter.

Sincerely

Robert Allen

Robert Allen
Resident of Northwest Indiana

ENVIRONMENTAL DOCUMENT

March 17, 1998

Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001



RE: FINANCE DOCKET NO. 33388 CSX CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for thirty-seven (37) years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two (2) young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations.

Thank you for your consideration of this letter.

Sincerely,

James Kontrik
4326 Torrence Avenue
Hammond, IN 46327

STB

FD-33388

3-25-98

K

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ENVIRONMENTAL
DOCUMENT

March 17, 1998

Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
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Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "James Kontrik".

James Kontrik
4326 Torrence Avenue
Hammond, IN 46327

ENVIRONMENTAL
DOC



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
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Robert Allen
Resident of Northwest Indiana

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March 19, 1998



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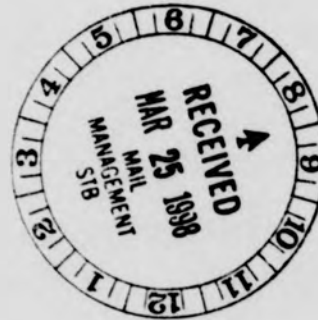
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Sincerely,

Marie Harmon
2105 Superior Avenue
Whiting, Indiana 46394

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 2-423-0001

Re: Finance Docket No. 33388 CSX Corporation and
Norfolk Southern Railway Company - Control and
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Sincerely,

Maryann Karczewski
6348 Monroe Avenue
Hammond, IN 46324

ENVIRONMENTAL
DOCUMENT



March 19, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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Sincerely,

Howard A. Harmon
2105 Superior Avenue
Whiting, Indiana 46394

STB

FD-33388

3-25-98

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ID-CITIES



City of Cleveland

Office of the Council

JAY WESTBROOK
President of City Council



March 10, 1998

ENVIRONMENTAL
DOCUMENT

ATTN: Elaine K. Kaiser
Environmental Project Director
Office of the Secretary
Surface Transportation Board
1925 K Street
Washington, DC 20423

Dear Ms. Kaiser

I am writing to invite your participation in a joint hearing of the Cleveland City Council Aviation and Transportation Committee and Public Safety Committee regarding the proposed merger of the Norfolk Southern and CSX railroad companies and its impact on Cleveland neighborhoods.

The hearing will begin at 1:00 PM, Wednesday, March 18th, 1998 in the City Council Committee Room 217, City Hall.

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It is my sincere hope that your office will be represented at this hearing. I am available to you at 216-664-2941, as is Council staff person Bryan Gillooly at 216-664-4579. We look forward to hearing from you.

Sincerely

Jay Westbrook
Council President and Chairman
Aviation and Transportation Committee



STB

FD-33388

3-24-98

K

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ENVIRONMENTAL
DOCUMENT

March 18, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
Attn: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001



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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that the City of Hammond, Indiana faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 45 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase their operations in Northwest Indiana. I oppose these increases. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

Please take action to ensure that Northwest Indiana, and Hammond, is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter. I would also appreciate a written reply to my concerns.

Sincerely,

Patricia A. Gonsiorowski
Patricia A. Gonsiorowski
4408 Hohman Avenue
Hammond, Indiana 46327

STB

FD

33388

3-24-98

K

PUBLIC

ENVIRONMENTAL
DOCUMENT

March 18, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
Attn: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001



Re: Finance Docket No. 33388 CSX Corporation & Norfolk Southern Railway Company
- Control and Operating Leases/Agreements - Contrail, Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that the City of Hammond, Indiana faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 45 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase their operations in Northwest Indiana. I oppose these increases. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

Please take action to ensure that Northwest Indiana, and Hammond, is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter. I would also appreciate a written reply to my concerns.

Sincerely,

A handwritten signature in cursive script that reads "Patricia A. Gonsiorowski".

Patricia A. Gonsiorowski
4408 Hohman Avenue
Hammond, Indiana 46327

STB

FD-33388

3-23-98

K

ID-PUBLIC

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: FINANCE DOCKET NO. 33388 CSX CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for forth-five (45) years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two (2) young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations.

Thank you for your consideration of this letter.

Sincerely,

John Gordish
6536 Nevada Avenue
Hammond, IN 46323

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: FINANCE DOCKET NO. 33388 CSX CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for thirty-two (32) years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two (2) young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations.

Thank you for your consideration of this letter.

Sincerely,

Mark A. Gordish
7638 Montana Avenue
Hammond, IN 46323

ENVIRONMENTAL DOCUMENT



March 17, 1998

Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: FINANCE DOCKET NO. 33388 CSX CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for ten (10) years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two (2) young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations.

Thank you for your consideration of this letter.

Sincerely,

Cathy Navejas
4402 Elm Avenue
Hammond, IN 46327

ENVIRONMENTAL
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March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

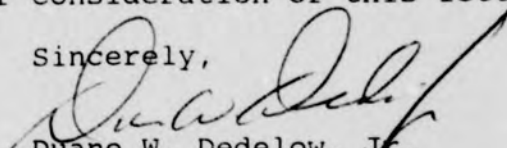
I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for thirty five years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,


Duane W. Dedelow, Jr.
5925 Calumet Ave.
Hammond, IN 46320

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for fifty years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Mrs. Beverage
Diana Beverage
2435 - 169th Street
Hammond, IN 46323

ENVIRONMENTAL DOCUMENT



March 17, 1998

Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: FINANCE DOCKET NO. 33388 CSX CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for thirty-nine (39) years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two (2) young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations.

Thank you for your consideration of this letter.

Sincerely,

Mike Vanes
1503 - 173rd Place
Hammond, IN 46324

ENVIRONMENTAL
DOCUMENT

March 17, 1998



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of HAMMOND for 29 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Mrs. Sharon Townsend

MRS. SHARON TOWNSEND
6550 ALABAMA AVE.
HAMMOND, IN. 46323

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March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for fifty-two years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Mr. Beverage
Donald L. Beverage
2435 - 169th Street
Hammond, IN 46323

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March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for twenty-eight years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Jeffrey Starkey
Jeffrey Starkey
2720 - 162nd Place
Hammond, IN 46323

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March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:


I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for four years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,


John Lloyd
41 Glendale Park
Hammond, IN 46320

ENVIRONMENTAL
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March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 2-423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 27 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Jean M. Starkey
Jean Starkey
2720-162nd Place
Hammond, IN 46323

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for seventy-one years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Dick Moldrawski
4545 Henry
Hammond, IN 46327

ENVIRONMENTAL
DOCUMENT

March 17, 1998



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of HAMMOND for 55 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Judith A. Harper".

JUDITH A. HARPER
1023 - 169TH PLACE
HAMMOND, IN 46324
219/932-4311

ENVIRONMENTAL
DOCUMENT

March 18, 1998



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of HAMMOND for 22 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Theresa Adorjan
7011 Kennedy Avenue
Hammond, IN 46323

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March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 38 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Denise L. Sejna
1436 Roberts
Whiting, IN 46394

ENVIRONMENTAL
DOCUMENT

March 18, 1998



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 21 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Jessica Stok
Jessica Stok

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for twenty-eight years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Denise Johnson
939 Eaton
Hammond, IN 46320

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for twenty-four years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Wozniak".

Jennifer Wozniak
29 Detroit Street
Hammond, IN 46320

ENVIRONMENTAL DOCUMENT



March 17, 1998

Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

RE: FINANCE DOCKET NO. 33388 CSX CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for thirty-one (31) years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two (2) young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations.

Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Cindy Gordish".

Cindy Gordish
7638 Montana Avenue
Hammond, IN 46323

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for 34 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Sharon Daniels".

Sharon Daniels
6848 Parrish Avenue
Hammond, IN 46327

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for forty-nine years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads 'Stanley J. Dostatni'.

Stanley J. Dostatni
1505 Amy Avenue
Whiting, IN 46394-1109

ENVIRONMENTAL
DOCUMENT



March 17, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of Hammond for forty years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in Northwest Indiana. Such increases should be opposed. We are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further increases.

You must take action to ensure that Northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

Tom Golfis
5925 Calumet
Hammond, IN 46320

STB

FD-33388

3-23-98

K

ID-BUSINESS

ENVIRONMENTAL DOCUMENT

ARNOLD & PORTER

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

MARY GABRIELLE SPRAGUE
(202) 942-5773

NEW YORK
DENVER
LOS ANGELES
LONDON

March 23, 1998



VIA HAND DELIVERY

Michael Dalton
Surface Transportation Board
Section of Environmental Analysis
1925 K Street, N.W.
Washington, DC 20423-0001

Re: Finance Docket No. 33388, CSX and Norfolk Southern –
Control and Operating Agreements – Conrail/
CSX Consultation Regarding Illinois Grade Crossings

Dear Mr. Dalton:

As recommended in the Draft Environmental Impact Statement ("DEIS") (Vol. 4 at 7-16, ¶11), CSX has consulted with the Illinois Department of Transportation ("IDOT") regarding three grade crossings that the DEIS preliminarily identified as potentially warranting mitigation for vehicle delay. These crossings are Dixie Highway in Blue Island, Broadway-135th Street in Blue Island and 95th Street in Evergreen Park. As explained in the enclosed letter from Merrill L. Travis of IDOT to Thomas G. Drake of CSX, dated March 10, 1998, IDOT acknowledges the improvements planned by CSX for the Chicago area and does not believe that any further action is warranted at this time.

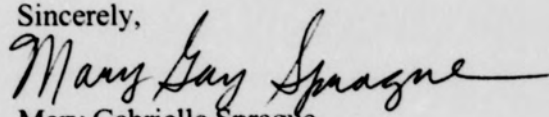
In addition, as recommended in the DEIS (Vol. 4 at 7-18, ¶19), CSX has also consulted with local officials regarding the two crossings in Blue Island. On March 6, 1998, Mr. Drake and Donald Reardon of CSX met with Donald Peloquin, (the Mayor of the City of Blue Island), the Mayor's Chief of Staff, and Patrick O'Malley, the Illinois State Senator for Blue Island. Mr. Drake and Mr. Reardon explained that, although a traffic increase is projected for the Barr Yard-Blue Island line segment, CSX expects that capital and operating improvements CSX plans to make throughout the Chicago area in general and at Barr Yard and Blue Island Yard in particular will not exacerbate and could even reduce traffic delays at the Dixie Highway and Broadway-135th Street grade crossings. It was concluded at this meeting that no further action is warranted at this time.

ARNOLD & PORTER

Michael Dalton
March 23, 1998
Page 2

Based on this consultation, and information provided by CSX in its Comments on the DEIS (at 89-93), CSX believes that the Final EIS should acknowledge that capital and operating improvements in the Chicago area proposed in the CSX Operating Plan should improve the flow of train traffic through Chicago. No other mitigation for vehicle delay is warranted. The Illinois DOT and other state and local officials will be monitoring the implementation of the CSX and NS operating plans and will be able to address any transportation issues through their normal processes should any problems arise in the future.

Sincerely,


Mary Gabrielle Sprague

Enclosure

cc (w/enc.): Robert Allen
David Coburn
Thomas Drake
Carl Gerhardstein
Pamela Savage
Peter Shultz

Bruno Maestri
Andrew Plump
Constance Sadler

Steven Lee

**Illinois Department of Transportation**

Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 10, 1998

Mr. Thomas G. Drake
Regional Vice President - State Relations
CSX Transportation
12780 Leavan Road
Livonia, Michigan 48150

Dear Mr. Drake:

The Illinois Department of Transportation appreciated the opportunity to meet and consult with CSX regarding transportation and environmental issues that affect both railroads and highways in Illinois. We should be able to resolve future transportation concerns through the same planning process.

We understand the Surface Transportation Board's (SEA section) concerns with the safety issues and environmental impacts associated with the three highway/rail at-grade crossings located in the Chicago area. The SEA mitigation recommendation was "consultation" for Dixie Highway and Broadway - 135th Street in Calumet Park and 95th Street in Evergreen. As our Highways and Railroads staff informed you at our last meeting, we will continue to monitor these crossings, but do not believe that any action is necessary at this point. We hope that the capital projects proposed by CSX for this area will have a positive impact on crossing delays, etc. and will evaluate the effect of these actions before deciding on other options.

We are in agreement with the SEA that CSX and IDOT should continue to meet and consult on all unresolved transportation issues as we have in the past. Since we have had a long and positive working relationship, I see no reason that this will not continue.

Sincerely,

Merrill L. Travis
Chief
Bureau of Railroads

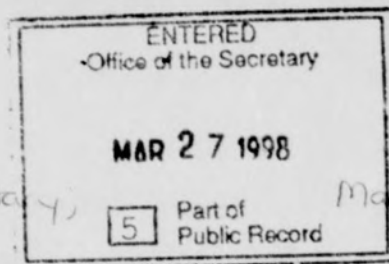
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ID-186640



Dear office of the Secretary,

March

I am aware of the June 4th oral argument in which final issues of the proposed acquisition of the Consolidated Rail Corporation by CSX and Norfolk Southern.

My name is Christopher Michael Klemick and I am from Jersey Shore, Pa. I recently sent a copy of a three page letter I wrote addressing my concerns over the proposal to Linda J. Morgan. I also sent this letter to about three dozen other locations including Pa State Representative; Arlen Specter, Pa Operation Lifesaver Coordinator; TJ Garvie, Pa Senator; Rick Santorum, NISTB Chairwoman; Linda J. Morgan, Conrail CEO; David M. LeVan, and a list of others, who have all replied. (encack and)

However it was Mrs. Morgan who stated that she was making my letter, "a part of the Public Docket in this proceeding."

I would like a seat at the presentation on June 4th 1998 in the Hearing Room in Washington, DC.

I would also like to have my letter a part of the hearing and made available to all who attend.

I anxiously await your reply and I hope to have the opportunity to speak, or, reserve a seat at the meeting. I thank you board for your time, and wish you consider me as a participant in the case.

Sincerely,

Christopher Michael Klemick

From: .

Kristopher Michael Klemick
RR#3 Box 101-15
Jersey Shore, Pa 17740-9309
(717) 398-1536
E-mail: kklewick_97@hotmail.com



Date: March 17, 1998

Sub: Oral argument, interested party

To: Office of the Secretary
Attn: Board

Enclosed:

- 1 original & 25 copies of request (letter of...)
- 26 copies of <3 page> letter (material for presentation)
- Cover page

STB

FD_33388

3-23-98

K

ID-CITIES

LOUIS COVELLI, *Fire Chief*
KARL SHAKE, *Deputy Chief*

ENVIRONMENTAL DOCUMENT

DUANE W. DEDELOW, JR., *Mayor*



CITY OF HAMMOND, INDIANA 46320

6110 CALUMET AVENUE

PHONE (219) 853-6416
FAX (219) 853-6319

March 17, 1998

Ms. Elaine K. Kaiser, Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001



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

Dear Ms. Kaiser:

I have been informed that the railroads have intentions to increase their operations in Northwest Indiana. Although I recognize the need for transportation, I must oppose such action due to the vast amount of rail traffic within our city presently.

I represent the Hammond, Indiana Fire Department and on behalf of the department, the firefighters and the citizens we serve, I extend my most sincere concerns. Train traffic presently causes our responding units delays which is critical in health emergencies as well as Fire, Hazardous Material and extrication emergencies. Arrival Time is critical in our profession, therefore I am requesting your assistance in this matter.

MISSION STATEMENT

The City of Hammond, Indiana, provides equal access to efficient, high-quality, professional services. As a municipal corporation, we are committed to maintaining a team of dedicated, well trained employees who are responsive to the needs of our residents, businesses, and visitors. We promote a spirit of cooperation that allows all people in our community an opportunity to participate, prosper and grow.

Ms. Elaine K. Kaiser

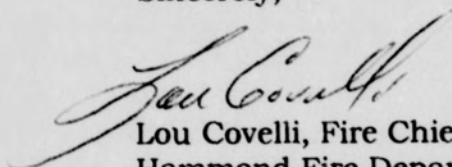
March 17, 1998

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

Page two

Your understanding, consideration and cooperation in this matter is greatly appreciated.

Sincerely,



Lou Covelli, Fire Chief
Hammond Fire Department

LC:jad

cc: Mayor Duane W. Dedelow, Jr.
Mr. Dennis Terry, Chief of Staff
Deputy Chief Karl Shake

98-C-141



STB

FD-33388

3-23-98

K

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N. E. Ohio Regional Sewer District
- William M. Repke, Commissioner**
Geauga County Board of Commissioners
- Mildred M. Teuscher, President**
Lake County Board of Commissioners
- Edward L. Thelmann, Mayor**
Village of Walton Hills
- Vincent M. Urban, Mayor**
City of Avon Lake
- Mary Jo Vasi, President**
Lorain County Board of Commissioners
- Michael R. White, Mayor**
City of Cleveland
- Ex officio Members:**
David J. Coyle, Director
Ohio Department of Transportation
District-12
- William T. Skowronski**
Chief, Northeast District Office
Ohio Environmental Protection Agency
- Howard R. Maier, Executive Director**
Northeast Ohio Area-wide
Coordinating Agency
- Executive Committee Members**

NORTHEAST OHIO AREA-WIDE COORDINATING AGENCY

Serving all county, municipal and township governments in Cuyahoga, Geauga, Lake, Lorain and Medina Counties

ENVIRONMENTAL DOCUMENT

March 18, 1998

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

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

Dear Ms. Kaiser:

The proposed rail acquisition of Conrail by CSXT and Norfolk Southern (NS), at a reported cost of \$10.4 billion, will have a significant impact on Ohio and other states throughout the eastern United States. We recognize that this acquisition presents the Surface Transportation Board with a very challenging and complex decision, made difficult by the many issues which must be given careful consideration prior to the final determination.

Our comments on the attached NOACA Governing Board Resolution No. 98-009 dated February 13, 1998 are offered in a cooperative context, designed to assist the STB in its deliberations.

Sincerely,

Howard R. Maier
Executive Director

HRM/JVH/mal/0886t

Enclosure

c: (See attached list)



Attention: Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
March 18, 1998
Page -2-

c: The Honorable Bill Clinton, President of the United States
Mr. Thomas O'Leary, Ohio Rail Development Commission
Mr. David Good, Cleveland Police Department
Mr. John W. Snow, President & CEO, CSX Corporation
Mr. William DeVan, CONRAIL
The Honorable John H. Glenn, U.S. Senator
The Honorable Michael D. DeWine, U.S. Senator
The Honorable Dennis J. Kucinich, U.S. Representative, 10th District
The Honorable Louis Stokes, U.S. Representative, 11th District
The Honorable Sherrod Brown, U.S. Representative, 13th District
The Honorable Steven C. LaTourette, U.S. Representative, 19th District
The Honorable C.J. Prentiss, State Representative, 8th District
The Honorable Barbara H. Boyd, State Representative, 9th District
The Honorable Troy Lee James, State Representative, 10th District
The Honorable Peter Lawson Jones, State Representative, 11th District
The Honorable Vermel M. Whalen, State Representative, 12th District
The Honorable Barbara C. Pringle, State Representative, 13th District
The Honorable Edward Jerse, State Representative, 14th District
The Honorable Michael Wise, State Representative, 15th District
The Honorable Edward F. Kasputis, State Representative, 16th District
The Honorable Dan Brady, State Representative, 17th District
The Honorable Rocco J. Colonna, State Representative, 18th District
The Honorable Ronald Milton Mottl, Jr., State Representative, 20th District
The Honorable G. Daniel Metelsky, State Representative, 61st District
The Honorable William Taylor, State Representative, 63rd District
The Honorable Jamie Callender, Jr., State Representative, 70th District
The Honorable Alan J. Zaleski, State Senator, 13th District
The Honorable Robert A. Gardner, State Senator, 18th District
The Honorable Jeffrey D. Johnson, State Senator, 21st District
The Honorable Grace L. Drake, State Senator, 22nd District
The Honorable Patrick A. Sweeney, State Senator, 23rd District
The Honorable Gary C. Suhadolnik, State Senator, 24th District
The Honorable Judy B. Sheerer, State Senator, 25th District
The Honorable Antony A. Latell, Jr., State Senator, 32nd District
The Honorable John R. Bender, State Representative, 62nd District
The Honorable Ronald Young, State Representative, 69th District
Mr. Ronald Tober, General Manager, GCRTA
Mr. Frank Polivka, General Manager, LAKETRAN
Mr. David Goss, Director, Greater Cleveland Growth Association
Mr. David Miller, Medina County Engineer

**AMENDED RESOLUTION NO. 98-009
(Requesting Conditions for Acquisition of Conrail)**

**RESOLUTION OF THE GOVERNING BOARD
OF THE
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

WHEREAS, Norfolk Southern (NS) and CSX Transportation (CSXT) have proposed the acquisition and distribution of the assets of Consolidated Rail Corp. (Conrail); and

WHEREAS, the proposed acquisition is currently being considered by the Surface Transportation Board (STB), the federally constituted body authorized to act on the proposal; and

WHEREAS, a Draft Environmental Impact Statement has been made available for public review and comment as part of the STB process; and

WHEREAS, this document is currently being reviewed by numerous interested parties in the northeast Ohio area in order to determine the present and future impact the proposed acquisition may have on the region as a result of revised operations; and

WHEREAS, the Governing Board has heard presentations about the adverse impacts on the people of Northeast Ohio from NOACA staff as well as from the City of Cleveland; and

WHEREAS, the operations proposed by the two railroads create hardships and injustices to residents of Northeast Ohio; and

WHEREAS, there may be alternatives to the railroads' plans that are acceptable to the railroads, the communities of Northeast Ohio, and to the State of Ohio; and

WHEREAS, the Executive Director has sent the attached letter to the Surface Transportation Board before the DEIS deadline date of February 2, 1998.

NOW, THEREFORE, BE IT RESOLVED by the Governing Board of the Northeast Ohio Areawide Coordinating Agency that:

Section 1. The NOACA Board, representing 2.1 million residents in five counties of Northeast Ohio, the 20th largest metropolitan area in the U.S., wishes to notify the Surface Transportation Board of its concern that as proposed, the acquisition of Conrail by NS and CSXT will have a significant adverse impact on the residents of Northeast Ohio.

Section 2. The NOACA Board hereby requests the Surface Transportation Board to enforce the following three conditions on approving the takeover of Conrail:

AMENDED RESOLUTION NO. 98-009
(Requesting Conditions for Acquisition of Conrail)

-2-

1. The operating plan submitted by the railroads is not acceptable to the communities of Northeast Ohio. As a condition, before approval, NOACA requests that the Surface Transportation Board demand that both Norfolk Southern and CSXT negotiate with and find an operating plan that is acceptable to the City of Cleveland, the Ohio Rail Development Commission, all members of Congress representing Northeast Ohio, U.S. Senators from Ohio, and the NOACA Governing Board.
2. As a condition of an acceptable operating plan, NOACA requests that the railroads negotiate with the affected communities, the State of Ohio and the NOACA Governing Board that appropriate protection, including appropriate grade separations, be ensured for all grade crossings, and particular concern should be given to those crossings which have been identified by the Ohio Rail Development Commission.
3. Also, as a condition of approval of an acceptable operating plan, NOACA requests that the railroads be required to work with local public officials to mitigate severe noise, vibration, and other quality of life impacts on affected neighborhoods.
4. Should the Surface Transportation Board approve the Conrail takeover, then the approval should be conditional on a plan of deliberate implementation with clearly identified steps, so that logistics and safety problems that have occurred in the western United States do not happen in Ohio.

Section 3. The Executive Director is hereby authorized to transmit a certified copy of this resolution to Norfolk Southern, CSXT, Conrail, the Surface Transportation Board, the Ohio Rail Development Commission, the Greater Cleveland Regional Transit Authority, LAKETRAN, the Greater Cleveland Growth Association, state and federal legislators, the President of the United States and any other parties in the region interested in the impact this acquisition will have on Northeast Ohio.

Certified to be a true copy of a Resolution of the
Governing Board of the Northeast Ohio Areawide
Coordinating Agency adopted this 13th day of Feb-
ruary, 1998.

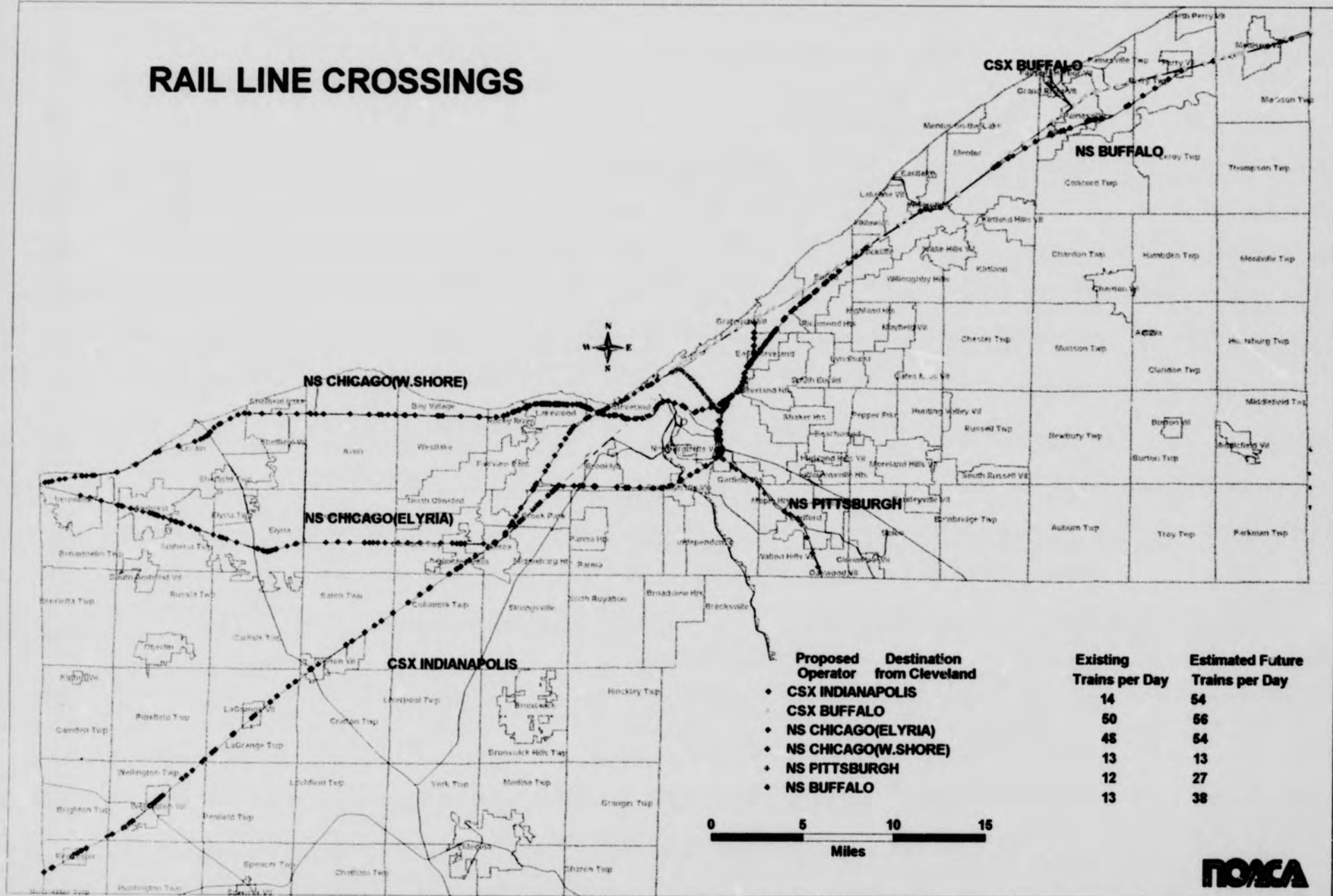
Secretary:

Date Signed:

 E. W. Ruhl, Sec.

Feb. 13, 1998

RAIL LINE CROSSINGS



Proposed Operator	Destination from Cleveland
• CSX INDIANAPOLIS	
• CSX BUFFALO	
• NS CHICAGO (ELYRIA)	
• NS CHICAGO (W. SHORE)	
• NS PITTSBURGH	
• NS BUFFALO	

Existing Trains per Day	Estimated Future Trains per Day
14	54
50	56
48	54
13	13
12	27
13	38

NOACA

STB

FD-33388

3-17-98

K

ID-CITIES



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
FD-33388
(Environmental)

March 17, 1998

The Honorable Emmanuel W. Onunwor
Mayor
City of East Cleveland
14340 Euclid Avenue
East Cleveland, Ohio 44112

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and
Acquisition -- Conrail: Response to March 11, 1998 letter

Dear Mayor Onunwor:

I have received your letter of March 11th regarding a visit to the Cleveland area by Elaine Kaiser, Chief of the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA). This response should clear up any misunderstandings that you might have in this regard.

In your letter, you stated that it was your understanding that Ms. Kaiser would be attending a "Stop the Trains" rally organized by Cleveland Mayor Michael White. As Ms. Kaiser has informed your Chief of Staff, Eric Brewer, she was in Washington, D.C. on that date. She did not attend such a rally, and never had any plans to attend such a rally.

Ms. Kaiser was scheduled to visit the Cleveland area on March 10th and 11th to conduct a site visit related to the proposed Conrail acquisition in Cleveland, East Cleveland, Berea, Olmsted Falls, Brook Park, the West Shore communities, and other surrounding suburbs. Her planned visit to the Cleveland area, which she canceled, was also in response to a request from the City of Cleveland to meet with staff and officials. Ms. Kaiser, like other responsible Federal employees, sometimes meets with state and local officials, when they ask her to do so.

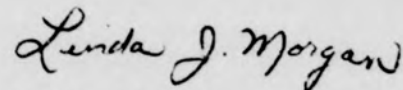
With regard to your concerns over the credibility of Ms. Kaiser and the Board, I assure you that I and my fellow Board Member, Ms. Kaiser, and all other Board employees, remain completely impartial in this matter, as they are in all matters before the Board, and will continue to conduct their analyses with total objectivity. SEA is considering comments from all potentially affected communities, government agencies and officials, and interested parties. SEA is committed to conducting a balanced and objective environmental analysis before submitting any final recommendations to the Board Members. In making 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 hold an open voting conference on June 8, 1998, and plans to issue its final written decision on July 23, 1998.

In this regard, pursuant to her discussion with Mr. Brewer, Ms. Kaiser, I understand, has sent a copy of the Draft Environmental Impact Statement (Draft EIS) and additional informational materials to your office via overnight mail. As part of our public outreach efforts in December 1997 and early January 1998, SEA mailed copies of the Draft EIS to the county, and to local East Cleveland library branches, and distributed informational fact sheets to community organizations in the East Cleveland area.

The misunderstanding about Ms. Kaiser's activities is unfortunate, and it is also unfortunate that your press release reflected the misunderstanding. Please be assured that the Board is always available to correct any misinformation or confusion. Also, if you have any additional questions regarding environmental issues or the environmental review process for the proposed Conrail acquisition, please call Ms. Kaiser at (202) 565-1538. I am having your letter and press release, along with my response, placed into the public record for this proceeding.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan

cc: The Honorable Rodney Slater, Secretary - U.S. Department of Transportation
The Honorable William J. Clinton, President of the United States
The Honorable Al Gore, Vice President of the United States
Jeremiah Johnson, President, East Cleveland City Counsel



The City of East Cleveland

14340 EUCLID AVENUE • EAST CLEVELAND, OHIO 44112 • 216/681-5020

ADMINISTRATION

EMMANUEL W. ONUNWOR
Mayor

March 11, 1998

Linda Morgan, Chairwoman
Surface Transportation Board
19252 K. Street, N.W., Suite 820
Washington, D.C. 20423

VIA TELEFAX

Dear Ms. Morgan:

It is my understanding that Elaine Kaiser will be attending a carefully staged "Stop the Trains!" rally with Cleveland Mayor Michael White this evening. The rally Ms. Kaiser will be attending is one of a series of staged anti-train rallies that Mayor White has held throughout the City of Cleveland in his quest to force CSX and Norfolk Southern to accept his proposed rail routing plan.

Ms. Morgan, I say the rally is "staged" because it is my understanding that Mayor White has coerced city employees into attending his previous rallies, and has pressured them into distributing "anti-train" cards throughout the area. Mayor White's rallies are not "open" discussions in which parties representing **both** points of view have an opportunity to present their case directly to the groups affected by the rail companies' plans; they are carefully staged media events attended by city employees which give him a platform to "shout down" arguments from the other side. I fear that Ms. Kaiser - a public employee who's objectivity should always be above question - will severely damage her own credibility and the credibility of the Surface Transportation Board ("STB") should she attend his single-dimensional rally.

Throughout the CSX/Norfolk Southern/Conrail takeover discussions, I have noticed that "open dialogue" about the issue has not been forthcoming from those opposed to the three companies' plans. There have been numerous instances where information has been distorted, and still other instances where opponents have outright lied and used inflammatory language to state their positions. At one regional planning meeting, Mayor White and Commissioner Tim Hagan blasted the train companies, but failed to invite them to the meeting with regional officials so their side could be heard. Even

COUNCIL MEMBERS

JEREMIAH JOHNSON
President

O. MAYS
Vice President

SARATHA GOGGINS

NATHANIEL MARTIN

H. ELIZABETH GUNAR

CHAIRMAN MORGAN
MAR 16 5 05 PM '98
SURFACE TRANSPORTATION BOARD



during a meeting at Ohio Rail Development Commission ("ORDC") Chairman James Betts' office, mayors supporting the rail companies' plans were conveniently not invited. I was somewhat outraged when I learned that ORDC executive director Tom O'Leary was speaking as if he represented my city when he has never, ever called to discuss any facet of the rail companies' plans.

It is for reasons like those I have described that I decided not to participate in the bellicose-like strategies Mayor White was pursuing with CSX and Norfolk Southern. I invited CSX into my city to talk directly to members of East Cleveland City Council, my cabinet and residents at a well-attended town hall meeting. Instead of allowing Mayor White to set the tone of our discussions and give the appearance that we supported his "anti-train" rhetoric, I decided that the responsible course of action to take was to open communications directly with CSX and Norfolk Southern to find a workable solution to the issues that plagued us. CSX has met our terms and we are in discussion with representatives from Norfolk Southern.

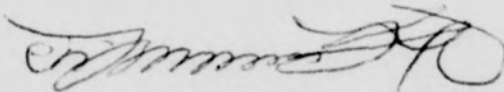
No one from the STB, including Ms. Kaiser, has ever contacted me to discuss my city's views about the plans of the rail companies. To learn that she is visiting Cleveland and, to the best of my knowledge, playing a supporting role in Mayor White's anti-train campaign is an insult to the mayors and council members in the other communities who have decided to exercise a degree of independence in negotiating for the best interests of their residents. Although Mayor White has espoused the "global fix" rhetoric that seems to play well with some reporters, his plan has major flaws that are burdensome to the other communities, costly and will jeopardize the proposed economic development benefits to be derived from the CSX intermodal yard. It also benefits Cleveland only and omits any benefits to the City of East Cleveland.

Several communities have agreed to work with CSX and Norfolk Southern. Others are beginning to recognize the wisdom in having an open dialogue with the companies instead of joining another one of Mayor White's "fights." Each community has legitimate issues that have been ignored for years by the STB, the Ohio Rail Development Commission, and the City of Cleveland. Mayor White's plan does not address those issues and his "global fix" is not a fix at all. It is simply a catchy media phrase.



Ms. Kaiser, as a public employee purporting to represent a federal decision-making public agency, should not participate in staged media events which gives the impression that she has chosen sides. I implore you to direct your employee to avoid the appearance of impropriety that her actions will signal, and direct her to remain neutral in these discussions by canceling her plans to attend Mayor White's staged media event. While she is here, Ms. Kaiser has an ethical obligation to visit with cities representing **both** sides of these discussions before she offers any recommendations to STB board members.

Sincerely,



Mayor Emmanuel W. Onunwor

xc: Rodney Slater, Secretary - U.S. Department of Transportation
Al Gore, Vice President of the United States
William Clinton, President of the United States
Jeremiah Johnson, President, East Cleveland City Council



City of East Cleveland

News Release

For Immediate Release
March 11, 1998

Contact: Eric Brewer
216-681-2209

Mayor Emmanuel Onunwor wants federal transportation officials to cancel a federal employee's appearance at a Cleveland "anti-train rally"

EAST CLEVELAND - In a letter to the chairwoman of the Federal Surface Transportation Board ("STB") in Washington, D.C., Mayor Emmanuel Onunwor is asking Linda Morgan to direct STB employee Elaine Kaiser to stay away from one of Cleveland Mayor Michael White's staged "stop the train" rallies tonight at East Mount Zion Baptist Church. Mayor Onunwor blasted the rallies as being nothing more than staged single-dimensional "shout down" sessions that Mayor White stacks with city employees and supporters.

"Ms. Kaiser will be charged with making a recommendation to the Surface Transportation Board about the proposed operating plans of CSX and Norfolk Southern. By attending one of Mayor White's staged media events, she is giving the impression that she has already chosen sides," Mayor Onunwor said. "I fear she will place her credibility and the credibility of the agency she represents in jeopardy should she attend this event."

In his letter, Mayor Onunwor described Mayor White's "stop the train" tactics as "bellicose-like" and said they were the main reason he decided not to let his colleague negotiate with the rail companies for his community.

"I decided that the responsible course of action to take was to open communications directly with CSX and Norfolk Southern to find a workable solution to the issues that plagued us," Mayor Onunwor said.

He said Kaiser should meet with mayors representing more than one point of view regarding the CSX/Norfolk Southern routing plan rather than limiting her discussions about the issue to Mayor White and his supporters.

"Ms. Kaiser has an ethical obligation to visit with the cities representing both sides of the discussions before she offers any recommendations to the STB members," Mayor Onunwor wrote.

Mayor Onunwor criticized Mayor White's operating plan, saying that it did not represent a "global fix" for the affected communities. Mayor Onunwor described Mayor White's "global fix" as nothing more than a "catchy media phrase."

- 30 -



STB

FD-33388

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ID-BUSINESS



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
JD-33388
(Environmental)

March 16, 1998

Mr. Joe Obema
The Freight Connection
1915 Orangewood Avenue
Suite 200
Orange, CA 92868

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and
Acquisition -- Conrail

Dear Mr. Obema:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse affect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

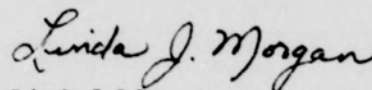
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



California National Accounts Office

1915 Orangewood Avenue, Suite 200
Orange, California 92868
(714) 939-5556 Fax (714) 939-5557

February 25, 1998

The Hon. Linda Morgan
Chairman
SURFACE TRANSPORTATION BOARD
1925 K Street, NW
Suite 820
Washington, D.C. 20423

Dear Hon. Linda Morgan:

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CHAIRMAN MORGAN

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Thank you for your assistance.

Sincerely,

Joe Obema
National Accounts Executive
The Freight Connection

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
FD-33388
(Environmental)

March 16, 1998

Mr. Tim Moore
The Freight Connection
1915 Orangewood Avenue
Suite 200
Orange, CA 92868

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and Acquisition -- Conrail

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Linda J. Morgan
Linda J. Morgan



February 25, 1998

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Chairman
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CHAIRMAN MORGAN

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Thank you for your assistance.

Sincerely,

Tim Moore
National Accounts Executive
The Freight Connection

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
FD-33388
(Environmental)

March 16, 1998

Mr. Bud Lang
The Freight Connection
1915 Orangewood Avenue
Suite 200
Orange, CA 92868

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and Acquisition -- Conrail

Dear Mr. Lang:

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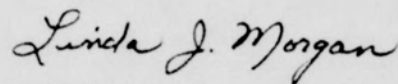
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Linda J. Morgan

FD-33388



California National Accounts Office
1915 Orangewood Avenue, Suite 200
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February 25, 1998

The Hon. Linda Morgan
Chairman
SURFACE TRANSPORTATION BOARD
1925 K Street, NW
Suite 820
Washington, D.C. 20423

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BOARD
MAR 3 1 21 PM '98
LINDA MORGAN

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
FD-33388
(Environmental)

March 16, 1998

Mr. Kevin Kightlinger
The Freight Connection
1915 Orangewood Avenue
Suite 200
Orange, CA 92868

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and
Acquisition -- Conrail

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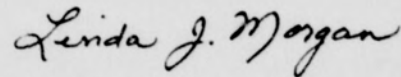
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JD-33388

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CHAIRMAN'S OFFICE

California National Accounts Office

1915 Orangewood Avenue, Suite 200
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February 25, 1998

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Chairman
SURFACE TRANSPORTATION BOARD
1925 K Street, NW
Suite 820
Washington, D.C. 20423

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Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
ID- 33388
(Environmental)

March 16, 1998

Mr. Michael Evans
The Freight Connection
1915 Orangewood Avenue
Suite 200
Orange, CA 92868

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and
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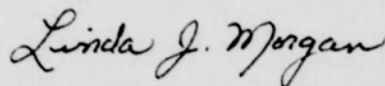
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CHAIRMAN MORGAN

February 25, 1998

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One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other railroad. This "flip," and the inherent conflict it creates, will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail east/west rail customers will see transit times increase compared to what's experienced today.

To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" -with unavoidable traffic curfews-

HEADQUARTERS LOCATION

12900 Dupont Circle, Tampa, FL 33626

800 332-5004, FAX 813 855-2767



California National Accounts Office

1915 Orangewood Avenue, Suite 200
Orange, California 92868
(714) 939-5556 Fax (714) 939-5557

and train queuing east, west, north and south – would be devastating to efficient rail operations. In short, the creation of another “Houston,” with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland’s proposal.

Should the “flip” be adopted and service quality affected, neither railroad will be able to compete as effectively with trucks, resulting in lost opportunity to relieve traffic congestion and make important environmental gains. CSX estimates alone identify more than eight-million truck miles to be diverted from the highways to the rails on an annual basis in the greater-Cleveland area.

The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most-effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,

Michael Evans
National Accounts Executive
The Freight Connection

HEADQUARTERS LOCATION

12900 Dupont Circle, Tampa, FL 33626

800 332-5004, FAX 813 855-2767

STB

FD-33388

3-13-98

K

ID-BUSINESS



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
JD-33388
(Environmental)

March 13, 1998

Mr. James P. Fitzgerald
Properties Manager
Austin Powder Company
25800 Science Park Drive
Cleveland, OH 44122

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and
Acquisition -- Conrail

Dear Mr. Fitzgerald:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse affect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

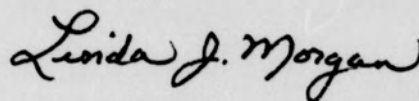
The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail Acquisition. As part of its environmental review, SEA issued a Draft Environmental Impact Statement (EIS) on December 12, 1997 which addressed various environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. Chapter 5 of the Draft EIS focused on the concerns relating to increased rail traffic in Ohio, especially the northeast Ohio and Cleveland areas. SEA recommended numerous mitigation measures to address the potential environmental impacts in that area, including railroad consultations with affected communities to discuss their concerns and possible solutions.

SEA is fully aware that these issues are of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA has attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA has also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final 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.

If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan

.....

AUSTIN POWDER COMPANY



CLEVELAND, OHIO 44122

February 18, 1998

The Hon. Linda Morgan, Chairman
Surface Transportation Board
1925 K Street, NW Suite 820
Washington, DC 20423

RECEIVED
SURFACE TRANSPORTATION
BOARD
FEB 20 2 22 PM '98
LINDA MORGAN

Reference: Cleveland, Ohio Rail Operations

Dear Ms. Morgan:

The Austin Powder Company is concerned about the politics involved between the City of Cleveland and their opposition to the proposed acquisition of Conrail by CSX and NS, concerning increased train traffic through residential communities.

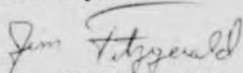
For many years, we have utilized the rail system (particularly CSX) to haul millions of pounds of raw material to our various plants. Safety is our number one goal. Working personally with CSX, I know *Safety* also heads their list. We have worked with the railroad companies over the years to establish safe rail sidings in order to improve service from them to our customers. We have found them to provide very timely, reliable service.

If Cleveland's proposed "flip" of the rail lines between CSX and NS is imposed by the federal Surface Transportation Board, we feel it will create bottlenecks that will ultimately affect the timely delivery of our product to our customers. These delays would seriously hamper our ability to service them and could result in increased operating costs and a loss of business for us.

The railroad, as most businesses, must consider the safest, best operational way of doing business. I have reviewed the controversy, and noted where CSX plans to add \$70 million for new, quieter tracks, landscaping, and sound barriers. With these actions, and the opportunity for Cleveland to create more jobs, our Company is supporting the railroads' position. This project does not entail turning land into rail or rail yards, but concentrates on improving existing rail and improving the railroad's service to thousands of customers.

Therefore, please consider the railroads' operational perspective when reviewing this issue.

Sincerely,


James P. Fitzgerald
Properties Manager

JPF/k

cc: R. Slater, J. Molitoris, G. Voinovich, J. Anderson
File-3

c:\austin\doc\leases\csx\clever.doc

STB

FD-33388

3-13-98

K

ID-PUBLIC



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

Finance Docket
JD-33388
(Environmental)

March 13, 1998

Ms. Glenda Neal
3500 North Hullen
Metairie, LA 70002

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and Acquisition -- Conrail

Dear Ms. Neal:

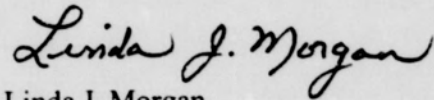
Thank you for your recent letter expressing your opposition to the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse affect on public safety resulting from the proposed increased rail traffic, including the transport of hazardous materials.

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 issued a Draft Environmental Impact Statement (EIS) on December 12, 1997 which addressed various environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. SEA extensively reviewed the safety area, including freight and passenger rail operations, hazardous materials transport, and highway/rail at-grade crossing safety. SEA recommended numerous mitigation measures to address the potential environmental impacts in these areas.

After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final 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.

If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan

JD-33388

February 13, 1998

Chairman Linda J. Morgan
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-001

CHAIRMAN MORGAN

FEB 23 2 43 PM '98

RECEIVED
SURFACE TRANSPORTATION

Dear Ms. Morgan:

Please be advised that I work with a group of people who were injured and evacuated from their homes from a catastrophic explosion on September 9, 1987.

The explosion was caused by leaking butadiene and the failure of the railroad to properly inspect and detect the leaking butadiene. The explosion caused property damage and a mass evacuation through the smoke and toxic chemicals that filled the neighborhood. People were coughing and choking, their eyes were irritated, their skin was breaking out in rashes and they feared for their lives.

After the explosion the responsible parties CSX and Norfolk Southern turned their backs on the community.

Finally ten years later a judgement in excess of 3.5 billion dollars was awarded against them. The jury, I believe awarded this amount because of the indifference the railroad company showed for the safety of our community.

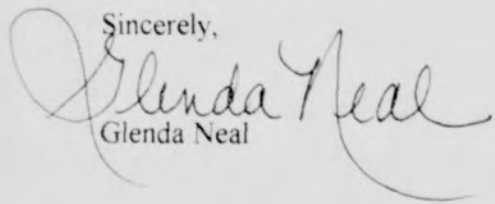
Now the same two companies want to assume operation of Conrail with no consideration to their past safety record. To allow them to do so is sending a message that it is alright to damage property and cause injury and then turn your back on the damages and injuries you have caused! This is an extremely dangerous messages to send to a railroad company.

The people I work with in Gentilly/New Orleans want to know how they can stop this?

Please call me at 504-456-8656 or write me and let me know how we can participate.
My address is 3500 North Hullen, Metairie, LA 70002.
Fax # is 504-456-8624.

Thank you for you time.

Sincerely,


Glenda Neal

STB

FD-33388

3-13-98

K

ID-CITIES



City of Muncie

300 North High Street • Muncie, Indiana 47305

ENVIRONMENTAL
DOCUMENT



March 10, 1998

Office of the Secretary
Attention: Elaine K. Kaiser, Environmental Project Director
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, D. C. 20423-0001

Re: Support of Norfolk Southern Acquisition of Conrail

Dear Director Kaiser:

On February 20, 1998 I met with an official from Norfolk Southern Corporation as part of its public outreach efforts to provide information on the Conrail transaction. We had a frank discussion on issues and concerns of importance to my community. Norfolk Southern has agreed to work with us on these issues in order to find common ground. We have agreed to exchange information and maintain lines of communication.

Because Norfolk Southern has agreed to maintain dialogue to address local concerns pertaining to the transaction, the City of Muncie, Indiana supports the proposed Conrail acquisition by NS and CSX.

Sincerely,

Dan C. Canan
Mayor
City of Muncie

DCC:ara

STB

FD-33388

3-12-98

K

ID-CITIES



Founded 1875

Village of LaGrange

355 South Center Street
LaGrange, Ohio 44050

March 10, 1998



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

Dear Ms. Kaiser,

The Village of LaGrange and LaGrange Township still have unresolved issues concerning the increased rail traffic proposed for our community.

As stated in our letter dated January 29, 1998, our Fire Department and Rescue Squad is manned by volunteers with the Firestation located North of the railroad tracks. In an emergency situation with a train blocking access to the southern section of our community, our residents are put at an unreasonable risk. To resolve this problem, an additional building to house emergency vehicles should be built South of the tracks. The property to do so is available. We ask that our community be provided with the funds to build this satellite station in order that we may adequately provide the necessary equipment on both sides of the track in the event of an emergency.

We also request that an additional Fire Equipment Truck be provided to our residents so that those to the south of the railroad tracks are not kept from the needed lifesaving equipment due to inaccessibility of equipment. As stated in our prior letter, time delays for our emergency services can mean the difference between life or death.

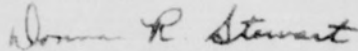
We must also insist on a car overpass for the Wheeler Road Crossing. With all area hospitals located to the North of the tracks, an overpass would insure that our emergency vehicles would be able to continue North in the event of blocked crossings.

With the increased rail traffic, it is our consensus that the Whitney Road, Biggs Road, Crook Street and Wheeler Road crossings should have 4 warning lights and gates. This would be safer for our residents using these crossings.

Our request for a written Emergency Response Plan for Rail Personnel and Local Service Providers should also be implemented. Joint training must be provided annually with the cost incurred by the Railroad.

Our concerns must not be ignored. The safety of our citizens must not be compromised by the Conrail acquisition. The needs of the residents of our community must be protected in this process. We believe that our requests are not unreasonable and that they should be honored.

Respectfully,



Donna R. Stewart
Mayor, Village of LaGrange

CC: Ohio Rail Development
Gov. George V. Voinovich
State Sen. A. Zaleski
State Sen. Dr. B. Taylor
Fed. Sen. J. Glenn
Fed. Sen. M. DeWine
Rep. Paul Giltmor

Encl.: Letter dated January 29, 1998

LML



Founded 1875

Village of LaGrange

355 South Center Street
LaGrange, Ohio 44050

January 29, 1998

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

Dear Ms. Kaiser,

I would like to voice several concerns on the proposed Conrail Acquisition. Rail traffic will increase in our small municipality from 14 to 54 trains per day. We object to that great an increase.

Our Fire Department and Rescue Squad is manned by volunteers. Our Village has a full-time Police Force. The increased rail traffic and increased length of trains will isolate one side of our Village/Township from their emergency vehicles and/or emergency personnel. This can become a life threatening situation if needed personnel or equipment cannot get to a disturbance, an accident or fire scene in a timely manner. I would like to remind you that minutes, if not seconds, can mean life or death in many situations. For safety reasons we must state that we disapprove of the increased traffic.

On the same note, we believe there is a need for flashing lights at our Township Railroad Crossings. These crossings are dangerous now. If the increased rail traffic is allowed, they will become deadly.

We also must insist that if this plan is permitted to go forward, that a written Emergency Response Plan for Rail Personnel and Local Service Providers be implemented with joint training provided and funded by the railroad on an annual basis.

We need to have our concerns addressed. We do not feel that the time period for voicing our concerns is long enough for us to review all the issues which would affect our community, therefore, with due respect we request an extended hearing time period so that we and our citizens may respond to the railroad's request for this expansion.

It is hoped that you will take our concerns under advisement.

Respectfully,

Donna R. Stewart
Mayor, Village of LaGrange

STB

FD

33388

3-11-98

K

BUSINESS

ENVIRONMENTAL DOCUMENT



908 STATE STREET - P.O. BOX 778
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(518) 393-2175 / 1-800-339-2175
FAX (518) 393-0792

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MARCH 9, 1998



VERNON A. WILLIAMS, SECRETARY
SURFACE TRANSPORTATION BOARD
12TH AND CONSTITUTION AVENUE, N.W.
WASHINGTON DC 20423

RE: CSX AND NORFOLK SOUTHERN CONTROL-CONRAIL
STB FINANCE DOCKET NO. 33388

DEAR SECRETARY WILLIAMS:

I WISH TO EXPRESS MY STRONG SUPPORT FOR THE PLANNED CONTROL
OF CONRAIL BY CSX CORPORATION AND NORFOLK SOUTHERN CORPORATION
AS PROPOSED IN THE ABOVE REFERENCED DOCKET.

FASTER, LESS COSTLY AND MORE RELIABLE RAIL SERVICE IS A MUCH-
NEEDED ADVANTAGE FOR THE ECONOMIC DEVELOPMENT AND JOB GROWTH
OF OUR REGION AND THE ENTIRE STATE OF NEW YORK.

I URGE THE SURFACE TRANSPORTATION BOARD TO APPROVE THE CONTROL
APPLICATION AS PROPOSED.

SINCERELY,

A handwritten signature in black ink, appearing to read "John B. Simoni".

JOHN B. SIMONI, PRESIDENT

JBS/JJ

