January 30, 1998

Reverend David Wheeler, B.O.L.D.
Reverend C.J. Matthews, United WE-CAN!
Reverend Luther Cooper, SCCOPE
C/o Broad-Faith Organizing for Lorain’s Development
2700 E. 79th Street
Cleveland, OH 44104

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

Dear Reverends Wheeler, Matthews, and Cooper:

Thank you for your recent letter concerning the public meeting in Cleveland, Ohio on January 31, 1998, which will be co-sponsored by B.O.L.D., United WE-CAN!, and SCCOPE. I appreciate your interest and participation in the Proposed Conrail Acquisition.

I understand that Ms. Elaine Kaiser, who is Chief of our Section of Environmental Analysis (SEA), called Ms. Ann Pratt, Lead Organizer for B.O.L.D., regarding this meeting and discussed with her the environmental review process for the Proposed Conrail Acquisition. She also informed Ms. Pratt that four representatives from SEA’s Cleveland Outreach Team will attend the January 31st meeting. They are Bill Novak, Steve Lee, Julie Ortiz, and Joe Jakobsche.

If you have any additional questions, please call Ms. Kaiser at (202) 565-1538. Also, to assist the public, SEA has established a toll-free environmental hotline for the Proposed Conrail Acquisition at 1-888-869-1997.

Sincerely,

Linda J. Morgan

Linda J. Morgan
December 15, 1997

Chairman Linda J. Morgan
U.S. Surface Transportation Board
Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001

Dear Chairman Morgan,

The members of three faith based community organizations in NorthEast Ohio, United WE-CAN! in Cuyahoga County, B.O.L.D. in Lorain County and SCCOPE in Summit County, would like to meet with you regarding the proposed acquisition of Conrail. We will be holding a Regional Conference on transportation issues facing our communities on Saturday, January 31st. Given the enormous impact of the proposed acquisition on our region, and your central role in the decision, it is of the greatest importance we meet with you.

United WE-CAN!, BOLD and SCCOPE have 50 member congregations and represent over 100,000 people. These organizations have taken dramatic steps to address systemic issues, which undermine the health and vitality of their cities. United WE-CAN! initiated and won a School Governance change which calls for the Mayor of Cleveland to take control of the Cleveland Public School system. This governance change will link the fate of the city to the public school system, generate greater accountability for the system’s performance and provide opportunities for drastic changes in the ailing public school system. BOLD is working with key public and private officials in Lorain County in transforming how housing and commercial development will occur over the next 10 years. SCCOPE in Summit County is a newly formed project that will take action in the next year.

It is clear to us that the work we do in our individual cities and counties must include and address a regional analysis. The decisions regarding transportation, as it relates to the movement of both people and goods, is at the center of understanding and acting on our regional analysis. The proposed acquisition will significantly impact public expenditures, safety and quality of life and overall access to public transportation. The future of our region’s health and vitality hinge on how this decision is made.
All of our organizations belong to the Gamaliel Foundation, a national training and organizing institute representing faith communities across the Midwest. Representatives from these cities, (including Chicago, Ill., Gary, Indiana, Detroit, Michigan; Milwaukee Wisconsin, and Buffalo, NY ) will be present to witness and participate in the event.

We look forward to working with you on this vital issue. We will be contacting you in the next few weeks.

Sincerely,

Rev. David Wheeler, B O.L.D.
First Congregational Church
Lorain, Ohio

Rev. C. J. Matthews, United WE-CAN!
Mt. Sinai Baptist Church
Cleveland, Ohio

Rev. Luther Cooper, SCCOPE
Mt. Zion Baptist Church
Akron, Ohio
MEMORANDUM

TO:       Elaine Kaiser
          U.S. Surface Transportation Board

FROM:    Reverend Charles J. Matthews; Reverend David Wheeler
          United WE-CAN!, BOLD and United Pastors in Mission

RE: Conrail Acquisition

DATE: January 28, 1998

On behalf of United WE-CAN!, BOLD and United Pastors in Mission we want to inform you of recent developments in the Conrail acquisition, and to submit a request. Although there has been intensive dialogue and negotiations between several communities within the region, solutions have not been forthcoming. In addition, we see our region being divided, with one community pitted against the other.

Given the Board's request that all affected parties work towards mutually agreeable settlements on this issue, we propose that a Regional Rail Summit, co-convened by our organizations with the City of Cleveland, City of Lorain and other key stakeholders, be held within the next 30 days. The purpose of this Summit would be to have all of the most adversely impacted communities meet together and forge a unified response to the acquisition. Following the Summit, meetings with rail companies executives would be arranged.

We are requesting that the results, agreements and consensus put forth by this Rail Summit be included as part of the EIS. We request that the STB revise its procedural schedule and extend its comment period to accommodate for the Regional Rail Summit. We ask that the results from this Summit, and the subsequent agreements reached with the Rail companies, be included as official conditions of the acquisition proposal. We would hope that your representatives attending our January 31st meeting could make an official announcement regarding this request.

We want to thank you for your commitment and dedication to public outreach in these proceedings. We acknowledge the enormity of the task before you. We encourage you to view our work in regards to the Regional Summit as a means towards the most effective and broad-ranging mitigation for this area.

We look forward to your response.
TO: Congressional Representatives; Key Mayoral and State Representatives from Cuyahoga and Lorain Counties; and the Chief Executive Officers of Norfolk Southern and CSX

FROM: United WE-CAN!; BOLD; and United Pastors in Mission

RE: January 31st, 1998 Public Meeting on the Conrail Acquisition; Signing onto a Regional Position Paper

DATE: January 26, 1998

CONTACT: Faith Based Organizing for Northeast Ohio

(216) 881-2344

Members of three faith-based community organizations in Northeast Ohio are requesting your participation in opposing the proposed Conrail acquisition currently before the U.S. Surface Transportation Board. As you already know, we are sponsoring a Regional Public Meeting on this issue to be held Saturday, January 31st from 2:00 pm – 4:00 pm at Mt. Sinai Baptist Church in Cleveland. At this event, we will present the enclosed position paper. This position paper serves as the foundation for our opposition to this acquisition.

We are asking that you consider and reflect upon this position paper and publicly declare your support of the document at the January 31st meeting. We expect quite a few public officials to attend and speak, therefore, we ask that you prepare a 5 minute presentation that focuses on the following: 1) specific response to points of the position paper; 2) your commitment to participate in a Rail Summit convened by Faith Based Organizing in Northeast Ohio and; 3) additional ideas and reflections you have on this issue. We will provide you the opportunity to officially sign on to the position paper on January 31st.

We look forward to your immediate response.
REGIONAL POSITION PAPER
CSX and N/S Acquisition of Conrail

As congregations who are members of United WE-CAN!, United Pastors in Mission, and BOLD, we join in the following declarations of faith and purpose:

- The call to justice in the public arena comes from God who leads us to “do justice, love kindness and walk humbly with our God.” (Micah 6.8)
  We stand together called by God to move people of faith powerfully into the public arena to create economic and social justice for all.

- We commit ourselves to overcome barriers that divide us. We know that racial and economic segregation throughout our region drives powerful wedges between Black and White, wealthy, middle class and poor people. The result is an unstable region where Black and Latino people are trapped in concentrated poverty, mature suburbs struggle with declining tax bases and services, and a select few communities receive public and private investments for massive development at the expense of valuable open space.

We pledge to organize and take public action to seek the greater good of the metropolitan region. Therefore, we are called to address the following issue:

CSX and Norfolk Southern (NS) railroads want to spend $10.3 billion to acquire and operate the most profitable Conrail rail lines. The proposed acquisition involves 44,000 miles of rail track spanning from New York to Illinois and from Philadelphia to Florida. Of all affected states, Ohio will be the most adversely impacted by this proposal, with the Northeast Ohio Region experiencing the most severe negative consequences.

We cannot afford, as a region, to proceed with a “business as usual” approach to resolving issues related to the proposed acquisition of Conrail by CSX and Norfolk Southern Railroads.

In this case, communities are pitted against one another, fear is appealed to rather than justice, and a “divide and conquer” strategy is taken. This strategy further fragments cities, suburbs and counties from one another.

The result is a dangerous threat to a unified regional vision and strategy that strengthens the viability of the entire metropolitan region.

As people of faith, United WE-CAN!, United Pastors in Mission and BOLD oppose the acquisition and call for the resolution of the following points:

1. **SAFETY AND QUALITY OF LIFE**
   Because the re-routing of train traffic by CSX and NS will dramatically increase traffic through our communities, increasing volume of up to 785% through densely populated areas; and because this train traffic will adversely affect the health, safety and quality of life of people who live in these communities; and because the federal, state and local
Governments have no standards which seek to protect the quality of life within these communities as it relates to railroad commerce;

Therefore, be it resolved that the U.S. Surface Transportation Board, U.S. Congressional Representatives and state and local officials draft industry wide environmental justice standards designed to protect the health, safety and quality of life within the communities impacted by the railroad commerce. These standards should include specific limits on the number of trains allowed to travel through densely populated urban and suburban communities.

2. PUBLIC SUBSIDIES
Because CSX and NS are expecting to make more than $1.6 billion in yearly profits as a result of this acquisition (as reported by Standard and Poor’s Stock Reports); and because this dramatic increase in yearly profits will more than cover the anticipated infrastructure costs and improvements associated with this acquisition; and because federal laws exempt rail companies from any and all real estate tax obligations;

Therefore, be it resolved that the State of Ohio does not use any of its public transportation dollars to subsidize the NS and CSX rail improvements.

3. COMMUTER RAIL ACCESS
Because access to CSX and NS rail lines for proposed future commuter rail projects is jeopardized; and because the future health and vitality of this region depends upon accessible, affordable and equitable transportation for all people who live and work within this region;

Therefore, be it resolved that CSX and NS guarantee access to their rail lines for proposed future commuter projects, and that NS guarantees access to the rail lines from Lorain-Westshore-Cleveland for the proposed commuter project; and be it further resolved that the U.S. Surface Transportation Board includes these guarantees as a condition of the acquisition approval.

4. HAZARDOUS MATERIAL TRANSPORT AND JOBS
Because CSX and NS reported an increase of hazardous materials through Cuyahoga and Lorain Counties totaling 611% and 261% respectively; and because these increases will occur in conjunction with the elimination of 490 safety and maintenance jobs by CSX and NS; and because the Federal Rail Administration have only 380 rail inspectors for 1 million rail cars and 300,000 miles of track;

Therefore be it resolved that the U.S. Surface Transportation Board imposes a moratorium on the elimination of any and all safety and maintenance jobs by CSX and NS as a result of this acquisition.

5. CALL FOR REGIONAL SOLUTION
Finally, because rail companies are actively taking advantage of the diverse and fragmented interests of local mayors and public officials representing our communities;

Be it resolved that all elected officials, pertinent planning agencies and community stakeholders participate in a Rail Summit within the next 30 days to create a specific regional response to this acquisition. The Rail Summit will be convened by Faith Based Organizing in Northeast Ohio.
Honorable Michael R. White  
Mayor  
City of Cleveland  
601 Lakeside Avenue, Suite 202  
Cleveland, OH 44114

Ke: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor White:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segments from Mayfield to Marcy, Quaker to Mayfield, and Short to Berea, Ohio. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable Joyce A. Savocchio  
Mayor, City of Erie  
626 State Street, Room 500  
Erie, PA 16501-1128


Dear Mayor Savocchio:

As you know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential traffic delay impacts at highway/rail at-grade crossings in Erie. SEA understands from a proposed mitigation plan recently provided by NS that it plans to reroute its train traffic through Erie onto the CSX right-of-way in order to alleviate traffic delay. At this time, SEA recommends that NS and CSX consult with your community while they develop this alternate routing plan. Your participation in this consultation process is important in helping to address this potential environmental impact of the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion concerning your State in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable Roxanne Quails
Mayor
City of Cincinnati
801 Plum Street, Suite 150
Cincinnati, OH 45202

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Qualls:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Cincinnati to Hamilton, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Richard M. Daley
Mayor
City of Chicago
City Hall, Room 507
121 North La Salle Street
Chicago, IL 60602

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Daley:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts at the CSX 59th Street Intermodal Facility in Chicago, Illinois. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Honorable Barbara O'Keefe  
Mayor  
City of Wellington  
115 Willard Memorial Square  
Wellington, OH 44090

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Conrail and Acquisition –  
Conrail: Draft Environmental Impact Statement

Dear Mayor O'Keefe:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable Thomas L. Jelepis
Mayor
City of Bay Village
350 Dover Center Road
Bay Village, OH 44140

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Jelepis:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermillion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Stanley J. Trupo  
Mayor  
City of Berea  
11 Beren Commons  
Berea, OH 44017  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Trupo:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSA rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Mr. Virgil Muntean  
County Administrator  
Lorain County  
226 Middle Avenue  
Elyria, OH 44035  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mr. Muntean:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Mr. Russell L. Sword  
County Administrator  
Huron County  
180 Milan Avenue  
Norwalk, OH 44857-1168  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mr. Sword:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segments from Berea to Greenwich and Greenwich to Willard, Ohio. Also, SEA is recommending that CSX consult directly with communities along the potentially affected rail line segments. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Honorable Chris Redfern, Chair
Board of County Commissioners
Ottawa County
315 Madison Street, Room 103
Port Clinton, OH 43452-1993

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Commissioner Redfern:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Oak Harbor to Bellevue, Ohio. Also, SEA is recommending that NS consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable David J. Forgatsch, President
Board of Commissioners
Sandusky County
100 North Park Avenue
Fremont, OH 43420-2454

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -
Conrail: Draft Environmental Impact Statement

Dear Commissioner Forgatsch:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern
Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire
Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis
(SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the
potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment.
In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line
segment from Oak Harbor to Bellevue, Ohio. Also, SEA is recommending that NS consult directly
with communities along the potentially affected rail line segment. Your participation in this
consultation process is important in helping to address potential environmental impacts that could result
from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken
where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within
your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS.
Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential
environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager
for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Mr. Frank Weston  
Trustee  
Township of Eaton  
12200 South Durkee  
Grafton, OH 44044  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

December 23, 1997

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Honorable Donna Stewart  
Mayor  
Village of Lagrange  
355 South Center Street  
P.O. Box 957  
Lagrange, OH  44050  

Re:  Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement  

Dear Mayor Stewart:  

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.  

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.  

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.  

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.  

Sincerely,  

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable Dennis M. Clough
Mayor
City of Westlake
27216 Westlake Boulevard
Westlake, OH 44145

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Clough:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermilion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable David Dickey
Mayor
City of Weston
P.O. Box 352
Weston, OH 43590

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Dickey:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Maurice Fishbaugh  
Mayor  
Village of Greenwich  
21 Townsen Street  
Greenwich, OH 44837

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Fishbaugh:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segments from Berea to Greenwich and Greenwich to Willard, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Honorable George Thuransky  
Mayor  
City of West Newton  
112 South Water Street  
West Newton, PA 15089

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Thuransky:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Cumberland to Sinns, Pennsylvania. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable Donald Tussing
Mayor
City of Deshler
101 E. Main St.
Deshler, OH 43516

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Tussing:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Anthony Vacco  
Mayor  
City of Evergreen Park  
9418 Kedzie  
Evergreen Park, IL 60805

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Vacco:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Blue Island Junction to 59th Street, Chicago, Illinois. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable Frank F. McDonald II  
Mayor  
City of Evansville  
Administration Building  
One N.W. Martin Luther King Jr. Blvd.  
Evansville, IN 47708

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor McDonald:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Vincennes to Evansville, Indiana. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

Section of Environmental Analysis

December 23, 1997

Honorable Anthony Vacco
Mayor
City of Evergreen Park
9418 Kedzie
Evergreen Park, IL 60805

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Vacco:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. The Draft EIS identifies potential environmental impacts along the CSX rail line segment from Blue Island Junction to 59th Street, Chicago, Illinois. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dallon, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Mark Zchowski
Mayor
City of Rossford
133 Osborn Street
Rossford, OH 43460

Re: Finance Docket No. 33388 - CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Zchowski:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Donald Umerley
Mayor
City of Rocky River
21012 Hilliard Boulevard
Rocky River, OH 44116

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Umerley:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermilion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Reeve Kelsey
Mayor
City of Perrysburg
201 West Indiana Avenue
Perrysburg, OH 43551

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Kelsey:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

Honorable Tom Jones  
Mayor  
City of Olmsted Falls  
9722 Columbia Road  
Olmsted Falls, OH 44138

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Jones:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Honorable Ronald L. Gardner
Mayor
City of Newark
P.O. Box 390
Newark, DE 19715-0390

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Gardner:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Wilsmere to Baltimore, Maryland. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Honorable Patrick Cassidy  
Mayor  
City of New London  
115 East Main St.  
New London, OH 44851  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Cassidy:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Honorable Don Canan  
Mayor  
City of Muncie  
300 North High Street  
Muncie, IN 47305

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Canan:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Alexandria to Muncie, Indiana. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Honorable Madeline Cain  
Mayor  
City of Lakewood  
12650 Detroit Avenue  
Lakewood, OH  44107

Re:  Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Cain:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermilion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable Dave Heath
Mayor
City of Lafayette
20 North 6th Street
Lafayette, IN 47901

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mayor Heath:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Lafayette Junction to Tilton, Indiana. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Honorable Thomas Nye  
Mayor  
City of Hamilton  
20 High Street  
Hamilton, OH 45011

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Nye:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Cincinnati to Hamilton, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable Sherri Kemer
Mayor
City of Grafton
1009 Chestnut Street
Grafton, OH 44044

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Kemer:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Ms. Linda Amos  
County Executive  
Wood County  
1 Courthouse Square  
Bowling Green, OH 43402  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement  

Dear Ms. Amos:  

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.  

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.  

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.  

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.  

Sincerely,  

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

Honorable James R. Wehsoliek
Mayor
City of Alexandria
125 North Wayne Street
Alexandria, IN 46001

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Wehsoliek:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Alexandria to Muncie, Indiana. Also, SEA is recommending that NS consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Mr. Charles Londo  
County Administrator  
Monroe County  
125 E. Second Street  
Monroe, MI 48161-2110  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mr. Londo:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX/NS rail line segment from Carleton to Ecorse, Michigan. Also, SEA is recommending that CSX/NS consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
Mr. Edward McNamara  
County Executive  
Wayne County  
600 Randolph, 3rd Floor  
Detroit, MI 48226-2831  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mr. McNamara:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

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For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable Christopher S. Bond  
United States Senate  
Washington, DC 20510-2503

Re:  Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Bond:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable John D. Ashcroft
United States Senate
Washington, DC 20510-2504

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition
– Conrail: Draft Environmental Impact Statement

Dear Senator Ashcroft:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Strom Thurmond  
United States Senate  
Washington, DC 20510-4001

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Thurmond:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable Richard C. Shelby  
United States Senate  
Washington, DC 20510-0103  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement  

Dear Senator Shelby:  

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.  

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If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1540 or me at (202) 565-1538.  

Sincerely,  

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable Jeff Sessions
United States Senate
Washington, DC 20510-0104

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator Sessions:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Paul S. Sarbanes  
United States Senate  
Washington, DC  20510-2002

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator Sarbanes:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable John D. Rockefeller, IV
United States Senate
Washington, DC 20510-4802

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Rockefeller:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

The Honorable Daniel P. Moynihan
United States Senate
Washington, DC 20510-3201

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Moynihan:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 7, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Dear Senator Moseley-Braun:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
December 23, 1997

The Honorable Mitch McConnell
United States Senate
Washington, DC 20510-1702

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator McConnell:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA’s analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Trent Lott  
United States Senate  
Washington, DC 20510-2403  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator Lott:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA’s analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable Joseph I. Lieberman
United States Senate
Washington, DC 20510-0703

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator Lieberman:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Carl Levin  
United States Senate  
Washington, DC 20510-2202  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement  

Dear Senator Levin:  

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable Frank R. Lautenberg
United States Senate
Washington, DC 20510-3002

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Lautenberg:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Mary L. Landrieu  
United States Senate  
Washington, DC 20510-1804  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement  

Dear Senator Landrieu:  

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.  

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.  

Sincerely,  

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable Edward M. Kennedy
United States Senate
Washington, DC 20510-2101

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Kennedy:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

[Signature]

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Ernest F. Hollings  
United States Senate  
Washington, DC 20510-4002  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement  

Dear Senator Hollings:  

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA’s analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable Jesse A. Helms  
United States Senate  
Washington, DC 20510-3301  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement  

Dear Senator Helms:  

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,  

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable William H. Frist  
United States Senate  
Washington, DC  20510-4205

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator Frist:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable Wendell H. Ford
United States Senate
Washington, DC 20510-1701

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Ford:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Dear Senator Byrd:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Max Cleland  
United States Senate  
Washington, DC 20510-1005

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Cleland:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable Daniel Coats  
United States Senate  
Washington, DC 20510-1403  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement  

Dear Senator Coats:  

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

[Signature]

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
December 23, 1997

The Honorable Thad Cochran
United States Senate
Washington, DC 20510-2402

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Cochran:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis
The Honorable Paul R. Coverdell  
United States Senate  
Washington, DC 20510-1004  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator Coverdell:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable Christopher J. Dodd  
United States Senate  
Washington, DC 20510-0702  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement  

Dear Senator Dodd:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997 and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable Richard J. Durbin  
United States Senate  
Washington, DC 20510-1304  

Re: Finance Docket No. 3338S - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Durbin:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
The Honorable Spencer Abraham  
United States Senate  
Washington, DC 20510-2203  

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Abraham:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA’s analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA’s Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

[Signature]

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis
SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 23, 1997

Mr. J. Justin Murphy
Murphy Law Firm
7150 Indianapolis Blvd.
Hammond, IN 46324

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mr. Murphy:

As you know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed copies of the Draft EIS to you and the Mayors of the Four City Consortium (Gary, East Chicago, Whiting, and Hammond), for review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along CSX and NS rail line segments in these communities. At this time, SEA is recommending that CSX and NS consult directly with representatives of the Four City Consortium. The Four City Consortium’s participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA’s analysis and identification of potential environmental impacts within these communities, please review the discussion pertaining to your State in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA’s preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.
If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis

cc:  Mayor Robert A. Pastrick- City of East Chicago
     Mayor Scott King- City of Gary
     Mayor Robert J. Bercik- City of Whiting
     Mayor Duane W. Dedelow, Jr.- City of Hammond
Mr. Dennis Frinzl
President
Lakeside Area Development Corp.
5309 Hamilton Avenue
Cleveland, OH 44114

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

Dear Mr. Frinzl:

Thank you for sending me a copy of your letter to Transportation Secretary Rodney Slater dated November 13, 1997, expressing 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,

Linda J. Morgan

Enclosure
November 13, 1997

The Honorable Rodney Slater
Secretary
US Dept of Transportation
400 7th Street, SW
Washington, DC. 20590

Dear Secretary Slater:

The Lakeside Area Development Corporation, a business retention and expansion organization in Cleveland, requests your attention to the upcoming Conrail Corporation sale to CSX and Norfolk-Southern. Our service area lies in a general industry zoning classification and is home to approximately 200 manufacturers and ancillary small businesses. In this near downtown Cleveland location, the LADCO area has three rail lines which traverse our geography.

In order to be supportive of the conditions of the upcoming sale, LADCO recommends that the US Dept of Transportation and the Surface Transportation Board take the initiative to insist on the following assurances:

**Improved track maintenance system, such as ongoing trackage and siding repair or removal for existing lines and a strategy for cleanup coordinated with the City of Cleveland to further the infrastructure development of this in-town industrial park.

**Widening of bridges at East 33rd and East 55th Sts., as well as embankment repair and maintenance routine along the routes;

**Attention to the speed of trains, which cause vibration and danger at crossings;

**Honoring of current leases, as well as a system of marketing off-line real estate which presently causes blighted conditions.

Enclosed, for your information is a LADCO organizational brochure. We look forward to updated information as you proceed on your decision regarding Conrail Corporation. Thank you, in advance, for your kind attention.

Sincerely,

Dennis Finzls
LADCO President

cc: The Honorable Linda J. Morgan  
The Honorable Louis Stokes  
The Honorable Michael R. White
Lakeside Area Development Corporation

LADCO
Industrial Community

Lakeside Area Development Corp.
5309 Hamilton Avenue
Cleveland, Ohio 44114
(216) 881-0808
The Lakeside Area Development Corporation is an integral part of Cleveland's new working spirit. In fact, LADCO has been laying groundwork for Cleveland's revitalization since its inception in the mid-1970s. Clevelanders familiar with the local business community consider LADCO synonymous with the city's northern business district, east of downtown and west of Martin Luther King Drive. The hundreds of industrial and commercial businesses peppering this region have relied on LADCO for years to promote infrastructure improvements, effective police and fire protection, business vitality, and a sense of community among businesses that otherwise would have struggled in isolation against economic storms. Now, as businesses re-examine their goals and priorities in terms of a global economy, LADCO is helping lead its constituents into a new era, an era that glimmers with promise not only for Cleveland's businesses, but for thousands of employees and potential employees.

WHAT IS LADCO?

LADCO is a not-for-profit organization of commercial and industrial business and property owners located in its service area. Supported by member contributions, LADCO promotes a healthy climate for the growth and activities of its extensive, in-town "industrial park," the non-residential district comprising the northern portion of the city's central east side.
service area reflects the renewed businesses within it. The lakeside area business/manufacturing community will enter the 21st Century as an upgraded, specially designated industrial/commercial district, recognizable both to Northern Ohio businesses and businesses outside of this region. The area’s premier lakefront location and access routes lend themselves particularly well to today’s reinvestment strategies.

**THE BOTTOM LINE**

LADCO’s members know that their success is strongly linked to the environment in which they operate. While they work to enhance their products, sales and revenues, LADCO is working to enhance their environment — to keep it safe and attractive, and to promote its distinctive characteristics. These activities are in keeping with Cleveland’s new working spirit that encourages cooperation as well as competition, teamwork as well as individual effort, and long-term planning as well as daily problem-solving. Because this spirit is contagious, LADCO’s work has a ripple effect: the energy flowing into the lakeside area industrial community resonates throughout Northeast Ohio.

---

**LAKESIDE AREA DEVELOPMENT CORPORATION**

5309 Hamilton Avenue  
Cleveland, Ohio 44114  
(216) 881–0808
WHAT DOES LADCO DO?

LADCO's program embraces two objectives. The first is maintaining and enhancing its service area's infrastructure and other vital resources. The second is the promotion of the area to governments, private citizens, and businesses outside the region.

LADCO promotes a healthy climate for the growth and activities of its extensive, in-town "industrial park," the non-residential district comprising the northern portion of the city's central east side.

Specifically:

1. LADCO serves as a liaison between member businesses and the city of Cleveland. Over the years, LADCO has successfully worked for more police involvement, better street lighting, major building repairs, immediate attention to utility problems, and paving and other street improvements. LADCO and the city of Cleveland have forged a strong relationship based on a shared agenda and a joint commitment to the revitalization of Cleveland's central city.

2. LADCO unifies the lakeside area business/industrial community into a single, dynamic entity. LADCO's monthly board meetings are lively forums for discussions about members' concerns. LADCO also holds workshops on subjects of vital interest to the business/industrial community. Business and industry representatives come together at LADCO events to exchange information, put priorities in perspective, talk shop, and design solutions to shared problems.
LADCO promotes the lakeside area business/industrial community to the rest of the city and country. Many members are active in the Greater Cleveland Growth Association, which is the local chamber of commerce. LADCO disseminates information about the lakeside area business/industrial community to out-of-town businesses interested in relocating to a prime location in a re-energized city. LADCO also informs community leaders, agencies and institutions throughout Greater Cleveland about progress and issues in its service area.

4. LADCO works with other commercial development organizations to improve and energize local business districts between Downtown and University Circle. LADCO is a partner in the activities of the Cleveland Industrial Retention Initiative (CIRI), which consists of city-wide organizations dedicated to job retention and improving conditions for local industries. LADCO has the advantage of savvy and experienced staff who understand the importance of sharing information, cooperative planning and pooling resources to advocate change for member businesses.

LADCO LOOKS AHEAD

U.S. industrial areas are enjoying a gradual rebirth. After a period of stagnating, downsizing, and reorganizing, thousands of industries are greeting the global marketplace with state-of-the-art planning, management and production methods. Recognizing this, LADCO is making sure that the image of its

LADCO's work has a ripple effect: the energy flowing into the lakeside area industrial community resonates throughout Northeast Ohio.
service area reflects the renewed businesses within it. The lakeside area business/ manufacturing community will enter the 21st Century as an upgraded, specially designated industrial/commercial district, recognizable both to Northern Ohio businesses and businesses outside of this region. The area's premier lakefront location and access routes lend themselves particularly well to today's reinvestment strategies.

**THE BOTTOM LINE**

LADCO's members know that their success is strongly linked to the environment in which they operate. While they work to enhance their products sales and revenues, LADCO is working to enhance their environment — to keep it safe and attractive, and to promote its distinctive characteristics. These activities are in keeping with Cleveland's new working spirit that encourages cooperation as well as competition, teamwork as well as individual effort, and long-term planning as well as daily problem-solving. Because this spirit is contagious, LADCO's work has a ripple effect: the energy flowing into the lakeside area industrial community resonates throughout Northeast Ohio.
LADCO PARTNERSHIPS

SAFETY
Police Department
Emergency ........................................... 911
Mini-Station ........................................... 348-7113
Third District ........................................ 623-5305
(west of East 55th)
Sixth District ........................................ 623-5600
(east of East 55th)

Fire Department
Emergency ........................................... 911
Reports ........................................... 621-1223

CITY SERVICES
Mayor's Action Center ................................ 664-2900
Building Permits .................................... 664-2910
Code Violations ...................................... 664-2929
Water Department .................................... 664-3060
Sewers, Catch Basins ................................. 664-2513
Traffic Engineering ................................... 664-3194
Engineering/Construction............................ 664-2381
Streets ........................................... 664-2150
Bureau of Sidewalks ................................. 664-2474
Parks Maintenance (dumping) ....................... 664-2485

UTILITIES
Cleveland Public Power ................................ 664-3156
Illuminating Company ................................ 861-9000
East Ohio Gas ......................................... 361-2345
Ameritech .......................................... 1-800-572-4747
Conrail Rail Service .................................. 268-7130

HEALTH SERVICES
Eastside Occupational Health Cntr ................. 431-0927

JOB PLACEMENT
Private Industry Council (PIC) .................... 664-2466
Vocational Guidance Services ...................... 431-7800

ECONOMIC DEVELOPMENT
FINANCING RESOURCES
Cleveland ED Department ........................... 664-2406
Ohio Dept of Development .......................... 787-3240
Greater Cleveland Growth Assn ................... 621-3300

CLEVELAND CITY COUNCIL
City Hall ........................................... 664-2848
Ms. Kathryn Jaksic  
President  
St. Clair-Superior Coalition  
6408 St. Clair Avenue  
Cleveland, OH 44103

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

Dear Ms. Jaksic:

Thank you for your letter dated November 7, 1997, expressing 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,

[Signature]

Linda J. Morgan

Enclosure
November 7, 1997

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

Dear Secretary Slater:

The St Clair Superior Coalition is requesting your attention to the upcoming sale of Conrail Corporation to Norfolk-Southern and CSX Corporation. Conrail has been an integral part of our neighborhood, particularly as it serves the industrial portion of our lakefront boundary and its mainline. Coming from the south, is another set of overhead tracks, which ties into the mainline at East 26th St.

Our concern is the divestment in terms of service and maintenance which has already occurred when Conrail Corporation moved its Division headquarters from Cleveland leaving track and bridge maintenance to the wayside. It has been very difficult to contact railroad officials when dumping has occurred or when bridge embankments are deteriorating. Our only resort has been to call the already strained City Public Service Department in hopes that there is time on their schedule.

We hope that you will take these issues into consideration from our neighborhood’s standpoint and that maintenance issues be addressed as a condition of the upcoming sale with its new rail-line configuration. We trust that you will heed the overall issues raised by the City of Cleveland for a more regional approach to this rail planning opportunity.

Sincerely,

Kathryn Jaksic, President
St. Clair Superior Coalition

cc: The Honorable Louis Stokes
    The Honorable Linda Morgan
    The Honorable Michael R. White
    file

Not one of us is as strong as all of us together
Dear Executive Director Rensel:

Thank you for sending me a copy of your letter to Transportation Secretary Rodney Slater dated October 29, 1997, expressing 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.

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If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Enclosure
October 29, 1997

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

Dear Secretary Slater:

The Cleveland Neighborhood Development Corporation (CNDC), the trade association for forty-four (44) nonprofit community development corporations in the City of Cleveland, wishes to express deep concern over the proposed acquisition of Conrail by the CSX and Norfolk Southern Corporations currently pending before the Surface Transportation Board.

A study recently conducted by the City of Cleveland reveals that this acquisition could have a devastating effect on the neighborhoods of Cleveland. Neighborhoods in the vicinity of rail lines can expect a 114% to 118% increase in rail traffic if the acquisition is approved. These astounding increases raise serious issues that have yet to be addressed, including safety and emergency services, environmental justice, quality of life, and pollution, noise, and congestion.

Cleveland’s community development corporations have made great strides over the past several years in rebuilding our neighborhoods. Cleveland has seen a record-breaking volume of reinvestment and development since 1990, with more than $100 million in new or restored housing developments, over $16,729,761 in renovated storefronts, and over 10,000 jobs retained or created through financial incentives offered to Cleveland businesses.

The proposed acquisition of Conrail will seriously set back the progress made to date throughout Cleveland’s neighborhoods. We urge you to strongly consider the adverse impacts associated with this acquisition.

Sincerely,

Mikelann Ward Rensel
Executive Director

cc: The Honorable Linda J. Morgan
    The Honorable Dennis J. Kucinich
    The Honorable Louis Stokes
    The Honorable Michael R. White
Ms. Kathleen H. Crowther  
Executive Director  
Cleveland Restoration Society  
Statler Office Tower Suite 458  
1127 Euclid Avenue  
Cleveland, OH 44115-1601

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

Dear Ms. Crowther:

Thank you for your letter to me, and copies of your letters to other officials, dated November 4, 1997, expressing 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.

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If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Enclosure
Dear Ms. Kaiser:

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 64-city, 10-county Atlanta Region: (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties). ARC also is the designated Metropolitan Planning Organization (MPO) under the Intermodal Surface Transportation Efficiency Act (ISTEA). It is in these capacities that we offer the following comments on the Draft Environmental Impact Statement (EIS) on the “Proposed Conrail Acquisition.”

1. The Atlanta Region plus the adjoining counties of Paulding, Forsyth, and Coweta comprise a 13-county non-attainment area under the Clean Air Act Amendments. The Region’s current problem is nitrogen oxides. The State of Georgia and the Atlanta Regional Commission are working very hard to meet air quality standards. The Draft EIS states that while there are localized increases in emissions, “the increases are not likely to affect compliance with air quality conformity.” Any additional increases in nitrogen oxides are significant. In addition, we also are concerned about increases in volatile organic compounds, particulate matter, and carbon monoxide. Therefore, we request that the Final EIS more fully analyze this matter, particularly nitrogen oxides, on the Atlanta Region.

2. As the Atlanta Region attempts to meet air quality standards, commuter rail will be important to us as an alternative mode of travel. The Draft EIS should examine all opportunities for cooperation on commuter rail and both CSX and Norfolk Southern should be required to work with State Departments of Transportation on such opportunities as a part of the acquisition agreement.

3. At present both CSX and Norfolk Southern are proposing new intermodal facilities in the Atlanta Region--CSX in South Fulton County and Norfolk Southern in the City of Austell in Cobb County. We do not find reference in the Draft EIS to these proposed facilities and whether the acquisition will affect the impact of these facilities on the Atlanta Region.
4. A concern pointed out by DeKalb County, one of our member counties, is that the total increase of hazardous materials traveling through DeKalb and the State of Georgia would more than double after the acquisition. Their recommendations (find attached) include bringing CSX rail line segments into compliance with the Association of American Railroads standards and practices for hazardous materials and to require CSX to develop Hazardous Materials Emergency Response Plan with the participation of county and municipal governments.

We appreciate the opportunity to comment on the Draft EIS and request that the Surface Transportation Board respond to the comments.

Sincerely,

Harry West
Director

Enclosure
January 26, 1998

Atlanta Regional Commission  
3715 Northside Parkway  
200 Northcreek, Suite 300  
Atlanta, Georgia 30327

RE: Draft EIS on Proposed Conrail Acquisition by CSX/NS

Thank you for the opportunity to review the Draft EIS on the proposed Conrail acquisition. As a result of the proposed acquisition, the railroads would change the routing of many car loads of hazardous materials. While some rail lines would carry increased volumes of cars containing hazardous material, other lines would experience a shift of hazardous materials from one rail line to another. **The total increase of hazardous materials traveling through DeKalb County (and the state) would more than double after the acquisition.**

Both preliminary mitigation recommendations should be required to be completed before the acquisition is approved. The first recommendation is to bring CSX rail line segments into compliance with the Association of American Railroads standards and practices for hazardous materials. The second recommendation, that CSX develop a Hazardous Materials Emergency Response Plan with the participation of county and municipal governments, also should be required.

Another area of concern is with the air quality analysis. The Draft EIS states that while there are localized increases in emissions, "the increases are not likely to affect compliance with air quality." As the Atlanta region struggles with its Regional Transportation Plan (RTP) to meet air quality conformity, any additional increases in nitrogen oxides, volatile organic compounds, particulate matter, and carbon monoxide are significant. Although no details are given for the air quality analysis, conformity is an important issue for the region and some sort of mitigation should be recommended.

Sincerely,

Raymond H. White, Planning Director
November 25, 1997

Ms. Elaine K. Kaiser  
Section of Environmental Analysis  
Surface Transportation Board  
Washington, DC 20423

RE: Acquisition of Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), Statewide

Dear Ms. Kaiser:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended).

We have reviewed the information submitted and must inform you that there are likely many depots and other buildings eligible for listing in the National Register of Historic Places along this rail line, which is one of the oldest in the state. In addition, the line itself is likely to be eligible for listing. It does not appear that any effort has been made to identify and evaluate the properties along the line or the line itself. However, due to the nature of the undertaking (acquisition), we concur with your assessment that the above referenced project will have “no effect” on any historic properties along the railroad lines. Therefore, we have no objection to the initiation of project activities.

If you have any questions, please contact Ms. Laura Sparks at (573) 751-9501.

Sincerely,

HISTORIC PRESERVATION PROGRAM

[Signature]

Claire F. Blackwell  
Director and Deputy State  
Historic Preservation Officer

CFB:lls

c: Tom McCulloch
November 25, 1997

Ms. Elaine K. Kaiser
Section of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

RE: Acquisition of Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), Statewide

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If you have any questions, please contact Ms. Laura Sparks at (573) 751-9501.

Sincerely,

HISTORIC PRESERVATION PROGRAM

Claire F. Blackwell
Director and Deputy State Historic Preservation Officer

CFB:lls

c: Tom McCulloch
The consideration being afforded to the Norfolk and Southern Railroad Corporation's increased-traffic proposal is being very kind to an unconscionable idea.

The factors of objection are manifold; all are worthy arguments. But big money will have its way. How then, to compromise?

Until recently, my intended proposal seemed unattainable. It was to construct a tunnel through the communities of Cleveland's northwestern suburbs, allowing track space for a future Regional Transit Authority expansion to the west and freight service to be hushed but expanded.

Reassuringly, I read a New York Times editorial (Nov. 9, 1997): in Brooklyn, NY, "Regional planners and local politicians seem to be far ahead of the city and state in offering ideas for revitalizing the city... connecting Brooklyn to the national rail system with a freight tunnel".

To extend the notion, now with precedent, the existing road beds could convert to a bike and hiking path to further expand our Emerald Necklace park system. Let's call it the NS Path to the 21st century.

Now, that kind of press they couldn't buy.

Sincerely yours,

[Signature]

John D. Hogan

P.S. The funding would be shared by RTA and Cleveland's Park System.

C/O Federal Surface Transp. Board
Ms. Elaine K. Kaiser  
Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
Washington, DC 20423-0001

RE: Surface Transportation Board - Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Final Scope of the Environmental Impact Statement  
SAI: FL9707090579CR

Dear Ms. Kaiser:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The South Florida Water Management District (SFWMD) notes that it reserves the right to further comment on the consistency of the project after review of the draft environmental impact statement. Please refer to the enclosed SFWMD comments.

Based on the information contained in the final scope of the environmental impact statement and the enclosed comments provided by our reviewing agencies, the state has determined that the above-referenced project is consistent with the Florida Coastal Management Program. Comments received from several of the regional planning councils are also enclosed for your review.
Ms. Elaine K. Kaiser  
December 2, 1997  
Page Two

Thank you for the opportunity to review the final scope of the environmental impact statement. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (904) 922-5438.

Sincerely,

Ralph Cantral, Executive Director  
Florida Coastal Management Program

RC/cc

Enclosures

cc: Ricky Keck, Central Florida Regional Planning Council  
    Teri Bryant-Hunalp, East Central Florida Regional Planning Council  
    Steven Dopp, North Central Florida Regional Planning Council  
    Wayne Dyess, Northeast Florida Regional Planning Council  
    Ron Tindall, South Florida Regional Planning Council  
    Wayne Daltry, Southwest Florida Regional Planning Council  
    John Meyer, Tampa Bay Regional Planning Council  
    Liz Gulick, Treasure Coast Regional Planning Council  
    Vivian Whittier, Withlacoochee Regional Planning Council
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

To: Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

☐ No Comment
☐ Comments Attached
☐ Not Applicable

From:
Division/Bureau: FCO- MGT/Off of Intergov. Programs
Reviewer: [Signature]
Date: 10/27/97
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

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EO. 12372/NEPA

Federal Consistency

☐ No Comment
☐ Comments Attached
☐ Not Applicable
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:
Division/Bureau: Office of Environmental Services
Reviewer: Brian Barrett
Date: 10/20/97
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

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Project Description:

Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

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Tallahassee, FL 32399-2100
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(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

☐ No Comment
☐ Comments Attached
☐ Not Applicable
☐ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:
Division/Bureau: OTTED
Reviewer: 
Date: 10/21/97
COUNTY: State
Message:

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Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(904) 414-0479 (FAX)

EO. 12372/NEPA
Federal Consistency

☐ No Comment
☐ Comments Attached
☐ Not Applicable
☐ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:
Division/Bureau: Historical Resources
Reviewer: "Signature"
Date: 10/27/97
MEMORANDUM

Date: October 31, 1997

To: State Clearinghouse

From: Robert G. Hebert, Jr.
Administrator-Ports/Intermodal
Florida Department of Transportation
SC 994-4546 FAX SC 292-4942

Copies: FDOT ICAR Coordinator w/att., Public Transportation Manager-District 2, Florida Coastal Management Director (DCA), File

Subject: ICAR Federal Consistency Project Review Process
CSX Leases/Agreements - CSX/NS Merger
SAI# FL9707090579C

In accordance with departmental procedure 525-010-205, and State Clearinghouse requirements for review and comment on potential federal projects that may affect state programs and objectives, please be advised that the above-referenced proposed study or project:

___ Does influence and impose a potential impact on existing state programs or objectives under Rail Office jurisdiction to the extent noted in the following comments:

X Does not influence or impose a potential impact on existing state programs or objectives under Rail Office jurisdiction at this time, and no comments or recommendations are required.

Should further information or explanation be required, please feel free to contact the Rail Office at (850) 414-4500.

RGH/
Attachment
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
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**Project Description:**

Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

---

**To:** Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

**EO. 12372/NEPA**  
☐ No Comment  
☐ Comments Attached  
☐ Not Applicable

**Federal Consistency**  
☒ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

---

**From:**  
Division/Bureau: FDOT - Rail Office  
Reviewer:  
Date: 10/31/97
The District has reviewed the subject application and attachments in accordance with its responsibilities and authority under the provisions of Chapter 373, Florida Statutes. As a result review, the District has the following responses:

**ACTION**

- [x] No Comment.
- [ ] Supports the project.
- [ ] Objects to the project; explanation attached.
- [ ] Has no objection to the project; explanation optional.
- [ ] Cannot evaluate the project; explanation attached.
- [ ] Project requires a permit from the District under_____.

**DEGREE OF REVIEW**

- [x] Documentation was reviewed.
- [ ] Field investigation was performed.
- [ ] Discussed and/or contacted appropriate office about project.
- [ ] Additional documentation/research is required.
- [ ] Comments attached.

**SIGNED**

Duncan Jay Cairns  
Chief, Bur. Env. & Res. Ping.
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- **Federal Assistance to State or Local Government (15 CFR 930, Subpart F).** Agencies are required to evaluate the consistency of the activity.

- **Direct Federal Activity (15 CFR 930, Subpart C).** Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

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**Project Description:**
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**To:** Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438  
(904) 414-0479 (FAX)

**EO. 12372/NEPA**  
☐ No Comment  
☐ Comments Attached  
☐ Not Applicable

**Federal Consistency**  
☐ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

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**From:** NWFWMD  
Division/Bureau: Natural Resource Management  
Reviewer:  
Date: 28 October 97
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F).
  Agencies are required to evaluate the consistency of the activity.
  - Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
  - Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
  - Federal Licensing or Permitting Activity (15 CFR 930, Subpart E). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

**To:** Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

**EO, 12372/NEPA**

- No Comment
- Comments Attached
- Not Applicable

**Federal Consistency**

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

**THE SF WMD RESERVES THE RIGHT TO FURTHER COMMENT ON**
**THE CONSISTENCY OF THIS PROJECT AFTER REVIEW**
**OF THE DRAFT EIS.**

From:  
Division/Bureau: REGULATION DEPT.  
Reviewer: JIM GOLDEN  
Date: 10/30/97
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

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2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

From:
Division/Bureau: Policy & Planning
Reviewer: Margaret H. Spontak
Date: October 23, 1997
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

To: Florida State Clearinghouse
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Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

[ ] No Comment
[ ] Comments Attached
[ ] Not Applicable
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- **Federal Assistance to State or Local Government (15 CFR 930, Subpart F)**. Agencies are required to evaluate the consistency of the activity.

- **Direct Federal Activity (15 CFR 930, Subpart C)**. Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

- **Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E)**. Operators are required to provide a consistency certification for state concurrence/objection.

- **Federal Licensing or Permitting Activity (15 CFR 930, Subpart D)**. Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

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**To:** Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

**From:**  
Division/Bureau: [Redacted]  
Reviewer: [Redacted]  
Date: 10/17/97

---

**Project Description:**

Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.
October 22, 1997

Florida State Clearinghouse
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399-2100

RE: SAI#: FL9707090579C

The Central Florida Regional Planning Council staff has reviewed the above referenced project in accordance with the provisions of the State of Florida's Coastal Management Program/Federal Consistency Process procedures and input from affected local jurisdictions.

Based on this review, the CFRPC staff has no adverse comments on the above referenced application.

Sincerely,

Ricky L. Keck, CECM
Senior Program Manager

Enclosure
PROJECT DESCRIPTION
Surface Transportation Board - Notice of Intent to Prepare an Environmental Impact Statement and Request for Comments on Proposed EIS Scope in STB Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation

ROUTING:

- Apalachee RPC
- X Central FL RPC
- E Central FL RPC
- N. Central Florida RPC
- NE Florida RPC
- SW Florida RPC
- South FL RPC
- Tampa Bay RPC
- Treasure Coast RPC
- West Florida RPC
- Withlacoochee RPC

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED: ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 07/30/97

NO COMMENTS: ✓

(If the RPC does not receive comments by the deadline date, the RPC should contact the local government to determine the status of the project review prior to forwarding the response package to the clearinghouse.)

NOTES:

All concerns or comments regarding the attached project (including any RPC comments) should be sent in writing by the due date to the clearinghouse. Please attach this response form and refer to the SAI # in all correspondence.

If you have any questions regarding the attached project, please contact the State Clearinghouse at (904) 922-5438 or Suncom 272-5438.
SAI #: FL9707090579CR

AREA OF PROPOSED ACTIVITY: COUNTY: State

FEDERAL ASSISTANCE [X] DIRECT FEDERAL ACTIVITY [ ] FEDERAL LICENSE OR PERMIT [ ] OCS

PROJECT DESCRIPTION
Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

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COMMENTS DUE TO CLEARINGHOUSE: 11/16/97

COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS:

(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES:
- No direct impacts to the CEF region.

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.
October 29, 1997

Ms. Keri Akers
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100

Re: FL 9707090579CR
    RE-98-06 EIS Conrail Acquisition

Dear Ms. Akers:

    In accordance with the Office of Planning and Budgeting Intergovernmental Coordination and Review Process, this office has conducted a clearinghouse review of the above referenced proposal.

    Based on this review, the Council offers the following comments and/or recommendations:

        The proposed project, as presented for review and when considered in its entirety, is consistent with the adopted Goals, Policies and Objectives of the East Central Florida Regional Planning Council.

    Should there be any questions concerning this review, please contact the Project Review Division at the Council Office.

Sincerely,

Teri Bryant-Hunalp
Technical Assistant
Planning Services
October 21, 1997

Keri Akers, Clearinghouse Coordinator
Coastal Management and State Clearinghouse
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

RE: Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc., and Consolidated Rail Corporation - Florida (SAI#: FL9707090579CR)

Dear Ms. Akers:

The North Central Florida Regional Planning Council functions as the Regional Clearinghouse for Planning District III as designated by the State of Florida pursuant to Presidential Executive Order 12372.

The following comment is submitted on the above-referenced item in accordance with State Clearinghouse procedures and Council rules.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan.

No comments on this item were requested by the Council from affected local governments, agencies, or organizations. A copy of the RPC Intergovernmental Coordination and Response Sheet is enclosed. Please do not hesitate to call if you have any questions concerning this matter.

Sincerely,

Steven Dopp
Senior Planner

enclosure
xc: Jasmine Raffington, DCA
FLOP'DA STATE CLEARINGHOUSE
RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET

SAI #: FL9707090579CR

DATE: 10/17/97

COMMENTS DUE TO CLEARINGHOUSE: 11/16/97

AREA OF PROPOSED ACTIVITY: COUNTY: State

☐ FEDERAL ASSISTANCE  ☑ DIRECT FEDERAL ACTIVITY  ☐ FEDERAL LICENSE OR PERMIT  ☐ OCS

PROJECT DESCRIPTION
Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

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COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS: ___

(If the RPC does not receive comments by the deadline date, the RPC should contact the local government to determine the status of the project review prior to forwarding the response package to the clearinghouse.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.
November 17, 1997

Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Att: Glenn Church


The Northeast Florida Regional Planning Council staff has reviewed the above Direct Federal Activity. No responses or comments were received from local governments.

Based on the information contained in the Project Description and after a review of the Comprehensive Regional Policy Plan goals and policies the staff finds the proposal to be “consistent” with the following regional policy:

Policy: 16.2.1. In order to preserve the region’s natural resources and quality of life, urban growth should take place where services are either existing or planned in an environmentally acceptable manner.

This Federal activity also generally conforms with the policies, plans, and programs of the Northeast Florida Regional Planning Council.

This letter signifies that the Northeast Florida Regional Planning Council staff has no objection to the above cited Direct Federal Activity.

Sincerely,

Wayne A. Dyess
Regional Planner
FLC IDA STATE CLEARINGHOUSE USE
RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET

SAI #: FL9707090579CR
COMMENTS DUE TO CLEARINGHOUSE: 11/16/97
AREA OF PROPOSED ACTIVITY: COUNTY: State
DIRECT FEDERAL ACTIVITY

PROJECT DESCRIPTION
Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

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COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS: ___
(If the RPC does not receive comments by the deadline date, the RPC should contact the local government to determine the status of the project review prior to forwarding the response package to the clearinghouse.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.
October 27, 1997

Ms. Elaine K. Kaiser, Env. Proj. Director
Office of the Secretary - Case Control Unit
Finance Docket No. 33388
1925 K Street, N.W.
WASHINGTON, DC 20423-0001

RE: IC&R Project #97-382
State Clearinghouse #FL9707090579CR

Surface Transportation Board - Final Scope of the EIS - Surface Transportation Board Finance Docket No. 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

Dear Ms. Kaiser:

The staff of the Southwest Florida Regional Planning Council reviews various proposals, Notifications of Intent, Preapplications, permit applications, and Environmental Impact Statements for compliance with regional goals, objectives, and policies, as determined by the Strategic Regional Policy Plan. The staff reviews such items in accordance with the Florida Intergovernmental Coordination and Review Process (Chapter 291-5, F.A.C.), and adopted regional clearinghouse procedures.

These designations determine Council staff procedure in regards to the reviewed project. The four designations are:

Less Than Regionally Significant and Consistent no further review of the project can be expected from Council.

Less Than Regionally Significant and Inconsistent Council does not find the project of regional importance, but will note certain concerns as part of its continued monitoring for cumulative impact within the noted goal area.

Regionally Significant and Consistent project is of regional importance, and appears to be consistent with Regional goals, objectives, and policies.
To: Ms. Elaine K. Kaiser, Env. Proj. Director  
Date: October 27, 1997  
Re: SWFRPC #97-382  
Page: 2

Regionally Significant and Inconsistent project is of regional importance and does not appear to be consistent with Regional goals, objectives, and policies. Council will oppose the project as submitted, but is willing to participate in any efforts to modify the project to mitigate the concerns.

The above referenced document has been reviewed by this office, based on the information contained in the document, and on local knowledge, has been found No Impact on our Region with adopted goals, objectives, and policies of the Strategic Regional Policy Plan. Should you or any other party request this finding to be reconsidered, please contact Nichole Gwinnett, IC&R Coordinator, with this request, or any questions concerning staff review of this item. This recommendation will be discussed at the next scheduled Council meeting. Should Council action differ from the staff recommendation, you will be notified.

Sincerely,

SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL

Wayne E. Daltry  
Executive Director

WED/NLG

cc: Keri Akers, Florida State Clearinghouse
November 12, 1997

Ms. Keri Akers
Florida State Clearinghouse
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Re: SFRPC #97-1036, SAI# FL970790579CR Notice of Intent to prepare an Environmental Impact Statement and request for comments on the proposed EIS scope in Surface Transportation Board Finance Docket Number 33388, Statewide.

Dear Ms. Akers:

Council staff has reviewed the above notice and has the following comments:

- The project, as proposed, is generally consistent with the goals and policies of the Strategic Regional Policy Plan for South Florida (SRPP), particularly those regarding land use and public facilities, regional transportation and economic development. Council staff believes the future productive use of the current CSX System in South Florida will further our goals for a more livable, sustainable, and competitive region.

- Council staff suggests that you incorporate into the EIS a Hazardous Material Management Plan (HMMP) to protect against accidental spills of toxic materials which will be transported over the former Conrail system and the proposed Seven Connections. The Draft EIS should identify the company representatives responsible for spill cleanup, the affected state departments charged with emergency spill response and those designated contractors, to be contacted, should a hazardous spill occur. Council staff requests the opportunity to receive the draft EIS for review and comment when it is completed as described in the Notice of October 1, 1997.

- When reviewing the Proposed EIS Scope (Notice), the following goals and policies of the SRPP should be considered.

**STRATEGIC REGIONAL GOAL 2.1**

2.1 Achieve long-term efficient and sustainable development patterns by guiding new development and redevelopment within the region to areas which are most intrinsically suited for development, including areas (1) which are least exposed to coastal storm surges; (2) where negative impacts on the natural environment will be minimal; and (3) where public facilities and services already exist, are programmed or, on an aggregate basis, can be provided most economically.
Regional Policies

2.1.1 Encourage the establishment of a uniform 20-year planning horizon encompassing the period 1995-2015 for the future land use element in all local government comprehensive plans in the region for the next update of those plans. Further encourage related long-range plans for the region such as, education, transportation and water supply, to provide a policy framework consistent with the same 20-year period.

2.1.6 Direct future development and redevelopment first to areas served by existing infrastructure and to other locations that are suitable for development, as identified in their comprehensive plans. In particular, local governments should coordinate with state officials to identify public transportation corridors and to promote development along those corridors by implementing investment strategies for providing infrastructure and services, which are consistent with them.

STRATEGIC REGIONAL GOAL 2.2

2.2 Revitalize deteriorating urban areas.

Regional Policies

2.2.4 Continue the development of the urban core concept and criteria in order to a) provide incentives for high density, urban centers; b) allow for flexibility in the expenditure of transportation system capital funds to create a more balanced mix of highways, transit and goods movement; and c) identify areas and corridors of high-quality transit service in which transportation levels of service standards may be based on person trips rather than vehicle trips.

2.2.13 In the development of the region’s multi-modal transportation system, give priority to enhancing access between existing and emerging employment centers and residential areas experiencing underemployment.

STRATEGIC REGIONAL GOAL 2.3

2.3 Enhance the economic competitiveness of the region and ensure the adequacy of its public facilities and services by eliminating the existing backlog, meeting the need for growth in a timely manner, improving the quality of services provided and pursuing cost-effectiveness and equitability in their production, delivery and financing.

Regional Policies

2.3.6 Local governments should consider providing for increased densities on their land use and zoning maps in those areas where excess capacity for public infrastructure exists, specifically where those densities will support regional public transportation plans and public transportation investments.

2.3.19 Permit new development only when and where adequate excess capacity exists, is programmed or where funding to expand that capacity is otherwise made available; considering new infill development or redevelopment approved Transportation Concurrency Exception Areas.
2.3.20 Encourage the clustering of places of employment in well-planned activity centers so as to elicit more efficient use of infrastructure and support services.

STRATEGIC REGIONAL GOAL 3.1

3.1 Eliminate the inappropriate uses of land by improving the land use designations and utilize land acquisition where necessary so that the quality and connectedness of Natural Resources of Regional Significance and suitable high quality natural areas is improved.

Regional Policies

3.1.1 Natural Resources of Regional Significance and other suitable natural resources shall be preserved and protected. Mitigation for unavoidable impacts will be provided either on-site or in identified regional habitat mitigation areas with the goal of providing the highest level of resource value and function for the regional system. Endangered faunal species habitat and populations documented on-site shall be preserved on-site. Threatened faunal species and populations and species of special concern documented on-site, as well as critically imperiled, imperiled and rare plants shall be preserved on-site unless it is demonstrated that off-site mitigation will not adversely impact the viability or number of individuals of the species.

3.1.2 Direct inappropriate uses of land that are not consistent with the protection and maintenance of natural resource values away from Natural Resources of Regional Significance and suitable natural resource areas.

3.1.19 Uses of the land shall be consistent with the sustained ecological functioning of the Natural Resources of Regional Significance and suitable adjacent natural buffer areas and will be based upon the radius required to provide protection to the natural system and associated inhabitants. The radius will vary in size depending upon the resource or species that is to be protected.

3.1.20 Include identified buffer areas into the land use planning process at the local government level and designate those identified areas for incorporation into the adjacent Natural Resources of Regional Significance.

STRATEGIC REGIONAL GOAL 3.2

Regional Policies

3.2 Develop a more efficient and sustainable allocation of the water resources of the region.

3.2.9 Require all inappropriate inputs into Natural Resources of Regional Significance to be eliminated through such means as; redirection of offending outfalls, suitable treatment improvements or retrofitting options.

3.2.10 The discharge of freshwater to Natural Resources of Regional Significance and suitable adjacent natural buffer areas shall be designed to imitate the natural discharges in quality and quantity as well as in spatial and temporal distribution.
3.2.11 Existing stormwater outfalls that do not meet or improve upon existing water quality or quantity criteria or standard, or cause negative impacts to Natural Resources of Regional Significance or suitable adjacent natural buffer areas shall be modified to meet or exceed the existing water quality or quantity criteria or standard. The modification shall be the responsibility of the outfall operator, permittee or applicant.

STRATEGIC REGIONAL GOAL 3.3

3.3 Achieve improved air quality throughout the region through a reduction of transportation related impacts and the increased use of natural plantings.

Regional Policies

3.3.1 Increase the use of alternative modes of transportation such as, but not necessarily limited to, carpooling, mass transit and commuter rail systems.

3.3.2 Increase the availability of alternative modes of transportation to further encourage their use.

3.3.7 Strengthen the coordination and understanding of the linkage between land use and transportation/air quality planning.

STRATEGIC REGIONAL GOAL 4.1

4.1 Achieve a competitive and diversified regional economy, including lower unemployment rate and higher per capita income than the state and national average for Dade, Broward and Monroe Counties through the achievement of cutting edge human resources, economic development infrastructure and other resources to ensure a sustainable regional community.

Regional Policies

4.1.10 Coordinate and develop a totally integrated, multi-modal regional transportation system whereby heavy and light rail transit, people movers, Tri-Rail Commuter Service trolleys, express and local bus service and other transit related travel play a more active role in the movement of people. When modernizing or creating new transportation system utilize land use/transportation strategies to reduce congestion and allow for sustainable growth in the Region.

4.1.12 Promote the coordination for seaports and airports with Tri-Rail, taxi, and other ground transportation through forums, workshops, seminars, etc., to facilitate information exchange and joint planning.

STRATEGIC REGIONAL GOAL 5.1

5.1 To achieve mutually supportive transportation planning and land use planning that promotes both mobility and accessibility in order to foster economic development, preserve natural systems, improve air quality, increase access to affordable housing and promote safety.
Regional Policies

5.1.16 Improve intermodal linkages among the various transportation systems in the region, including multimodal access to and connections between airports and seaports.

5.1.17 Support the development of a statewide rail network to improve inter-regional and intermodal linkages.

5.1.18 Enhance freight movement through the development of a multimodal regional transportation system with links between highway, rail, air and sea transportation.

5.1.19 Provide efficient, dependable, and cost-effective intermodal movement of goods and passengers to ensure the region's continued ability to compete for trade movements and cruise passenger business in the global economy.

STRATEGIC REGIONAL GOAL 5.2

5.2 To enhance the regional transportation system's role in system-wide preparedness for emergency situations.

Regional Policies

5.2.2 Develop high design, maintenance and inspection standards for the primary elements of the region's multimodal transportation system to enable the system's survival in the event of hurricanes or other natural disasters.

5.2.3 Provide access to regional, system-wide information, so that the populace, including the transit dependent, will be alerted to transportation system conditions and effective response and recovery information can be received.

5.2.4 Provide intermodal connections to primary evacuation facilities.

STRATEGIC REGIONAL GOAL 5.3

5.3 To achieve a coordinated transportation system planning process across jurisdictions and across issue-areas so that barriers are minimized and consistency across the region is achieved.

Regional Policies

5.3.1 Strengthen regional coordination regarding transportation planning and transportation improvements of regional significance through mechanisms such as the Council's Multimodal Regional Transportation System Committee and other committees.

5.3.2 Facilitate regional transportation policy and planning related research, distribution of data and educational information throughout the region, and utilization of proven technologies that supports a regional perspective and considers regional impacts.

5.3.3 Promote use of techniques and processes such as cross-acceptance and conflict resolution to improve coordination at the planning stage and encourage the participation of local governments.
5.3.5 Promote the participation of the private sector in transportation planning and ensure that public and private responsibilities for transportation improvements are determined equitably and on a fair share basis.

Thank you for the opportunity to comment. Please feel free to call me should you have any questions.

Sincerely,

[Signature]

Ron Tindall, AICP
Senior Planner

RT/kc
October 29, 1997

Ms. Cherie Trainor
Florida State Clearinghouse
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: IC&R #345-97, Railroad Consolidation Application Final Scope of the Environmental Impact Statement, SAI #FL9707090579CR, Statewide

Dear Ms. Trainor:

This letter constitutes acknowledgement and preliminary assessment of an application for the aforementioned project submitted under the provisions of Florida's Intergovernmental Coordination and Review (IC&R) process.

While we do find the proposal to be regionally significant, initial in-house review does not indicate the necessity for action by the Council. All member local governments will be notified of your application for any comments concerning local significance. You will be contacted if any local concerns are identified.

In accordance with staff findings, and subject to concurrence of the Tampa Bay Regional Council's (TBRC) Clearinghouse Review Committee and TBRC's full policy board, this project is considered to have met the requirement of Florida's IC&R process and no further review will be required by our agency. This letter constitutes compliance with IC&R only and does not preclude the applicant from complying with other applicable review/permit requirements or regulations.

If you have any questions, please do not hesitate to contact me.

Sincerely,

John M. Meyer, Principal Planner
Intergovernmental Coordination & Review

JMM/bj
FLORIDA STATE CLEARINGHOUSE
RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET

SAI #: FL9707090579CR
COMMENTS DUE TO CLEARINGHOUSE: 11/16/97
AREA OF PROPOSED ACTIVITY: COUNTY: State

PROJECT DESCRIPTION
Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Connex, Inc. and Consolidated Rail Corporation - Florida.

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COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS: 
(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.
TCRPC NUMBER: 97-FL-10-10 (SAl #FI.9707090579CR)

APPLICANT: Surface Transportation Board, Section of Environmental Analysis

PROJECT DESCRIPTION: Final Scope of the Environmental Impact Statement

The Surface Transportation Board is issuing a Notice of Intent to prepare an EIS for a proposed railroad control transaction involving 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. The proposal is for CSX corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company to acquire control of Consolidated Rail Corporation (Conrail) and authority for the subsequent division of Conrail's assets. The Board has determined that an EIS is warranted due to the nature and scope of environmental issues (such as inter-city passenger service and commuter rail service) that may arise. The draft EIS will be submitted in November 1997.

FUNDING AGENCY: No funding requested

RECOMMENDATIONS: This program contains work and efforts that could further SRPP Regional Goal 7.1, for a balanced and integrated transportation system.

AGENCIES CONTACTED: Indian River County
St. Lucie County
Martin County
Palm Beach County
FLC IDA STATE CLEARINGHOUSE USE
RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET

SAI #: FL9707090579CR
COMMENTS DUE TO CLEARINGHOUSE: 11/16/97
DATE: 10/17/97

AREA OF PROPOSED ACTIVITY: COUNTY: State

☐ FEDERAL ASSISTANCE ☑ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

PROJECT DESCRIPTION
Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

ROUTING:

Apalachee RPC
Central FL RPC
E Central FL RPC
N. Central Florida RPC
NE Florida RPC
SW Florida RPC
South FL RPC
Tampa Bay RPC
Treasure Coast RPC
West Florida RPC
X Withlacoochee RPC

STATE OF FLORIDA CLEARINGHOUSE

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS:

(If the RPC does not receive comments by the deadline date, the RPC should contact the local government to determine the status of the project review prior to forwarding the response package to the clearinghouse.)

NOTES: 11/10/97: See WRPC comments attached.

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.
November 10, 1997

Ms. Kerri Akers, Coordinator
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100

SUBJECT: SAI #: FL9707090579CR
Surface Transportation Board - Final Scope of EIS
Florida
WRPC ICR #: 58-F15-97-STB

Dear Ms. Akers:

WRPC staff contacted Michael Dalton, SEA Project Manager, Conrail Control Transaction, and was advised that no sites in Florida will be impacted at this time. However, as some hazardous materials may be transported by rail along the east coast of Florida, the following goals in the WRPC's adopted Strategic Regional Policy Plan may be applicable:

Regional Goal 3.1: All counties in the region will be prepared to respond to and recover from the impacts of all hazards.

Regional Goal 3.6: Local governments shall protect the public from hazardous materials releases.

We appreciate the opportunity to comment on this program.

Sincerely,

Vivian A. Whittier
ICR Procedural Coordinator

Enc. (SCH Response Sheet)
**RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET**

**SAl #: FL9707090579CR**

**DATE: 10/17/97**

**COMMENTS DUE TO CLEARINGHOUSE: 11/16/97**

**AREA OF PROPOSED ACTIVITY: **

**COUNTY: State**

- [ ] FEDERAL ASSISTANCE
- [x] DIRECT FEDERAL ACTIVITY
- [ ] FEDERAL LICENSE OR PERMIT
- [ ] OCS

**PROJECT DESCRIPTION**

Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

**ROUTING:**

- [x] Apalachee RPC
- Central FL RPC
- E Central FL RPC
- N. Central Florida RPC
- NE Florida RPC
- SW Florida RPC
- South FL RPC
- Tampa Bay RPC
- Treasure Coast RPC
- West Florida RPC
- Withlacoochee RPC

**PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.**

**COMMENTS DUE TO RPC: 11/07/97**

**NO COMMENTS: **

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**NOTES:**

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IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.
Dear Sirs:

I am writing to you to protest the approval of the CSX and Norfolk and Southern (NS) to acquire control of Conrail and to divest certain assets of Conrail between the two railroads, known as STB Finance Docket No. 33388.

My specific protest is that Norfolk Southern has a passing track over my driveway that is the only entrance to my farm and they park trains for two or three hours over my entrance preventing us from either getting in or out of our house and business. They also park their Roadrailer train there for up to two hours at a time, and they cannot cut them. We cannot get emergency vehicles in or out if we needed one and I am elderly and in poor health.

I understand that they intend to put on 8 additional trains per day and the line is already at capacity. Sometimes they stop here 4 or 5 times in one day.

I am asking you as a condition of the acquisition to order NS to build an underpass under their track so we can get in or out when trains stop, or to cut every train as soon as they stop in order to not stop the Roadrailers here.

My crossing + farm lane was here before the railroad was even built and the passing track + siding was built over my drive in 1941.

Hope you will consider my protest and act accordingly.

Sincerely,

Charles Roy
U. S. Surface Transportation Board
Attn: SEA-Finance Docket 33388
1925 K Street, NW
Washington, D. C. 20423

Dear U. S. Surface Transportation Board:

This letter is to once again convey our serious concern regarding a pending Norfolk Southern/CSX merger and the subsequent increase in rail traffic anticipated in Bay Village, Ohio.

Enclosed you will find a Resolution to Oppose an Increase in Train Traffic approved by our Board of Education on November 24, 1997. We respectfully request that the Transportation Board give serious deliberation to this issue. We implore you to explore alternative solutions to reduce the negative health and safety impact on our community. Thank you for your consideration of this important matter.

Sincerely,

Dennis C. Woods
Superintendent

John Cavalier, Jr.
Treasurer, Director of Business & Fiscal Services

enclosure (1)
A Resolution
to Oppose an Increase in Train Traffic

WHEREAS, the Norfolk Southern (NS) and CSX Transportation are proposing joint acquisition of Conrail Inc. and plan to increase the number of freight trains through the northwestern suburbs from 14 a day to 38 a day; and

WHEREAS, an increase in daily freight train traffic would create safety concerns for the students who enter the community to attend school at either St. Raphael School, Bay Village Montessori School or the Bay Village City Schools and for students who leave the city for co-curricular contests and academic field trips and competitions; and

WHEREAS, concerns regarding the safety of our students and staff members who ride over or near the train tracks as well as for those parents who drive students in and out of Bay Village would be greatly increased if train traffic were to nearly triple over its current rate; and

WHEREAS, increased freight train traffic would cause health and safety concerns and could, in fact, create a life or death situation for our students and staff if police, fire or emergency squad access to and away from our schools to medical facilities is impeded or rerouted around congested railway crossings, and

WHEREAS, an increase in rail traffic would negatively impact property values, which directly impact the school district operating budget; and

WHEREAS, an increase in daily freight train use would create environmental concerns regarding noise and air pollution as well as ongoing disruptions to the learning process within our schools; and

WHEREAS, concerns over health and safety due to potential increase in the transporting of hazardous materials which in case of derailment would require the evacuation of our schools within two to four miles of the tracks;

NOW, THEREFORE BE IT RESOLVED by the Bay Village Board of Education that the Board opposes the acquisition of Conrail, Inc. by Norfolk Southern and CSX Transportation, which would result in increased rail traffic through our community and increased safety risks to the students of Bay Village; and

BE IT FURTHER RESOLVED that the Board encourages other area school boards and parent organizations, including St. Raphael's and Bay Village Montessori School, to take similar action to send a clear message to the Federal Surface Transportation Board before they take action to approve this acquisition by June 1998; and

BE IT ALSO RESOLVED that a copy of this resolution be submitted to the Federal Surface Transportation Board.

Lawrence G. Elmore
President, Board of Education
Karen A. Lieske
Treasurer
Catherine H. Gilchrist
Carol S. Pancoast
Nancy M. Rodgers

Superintendent of Schools

[Signatures]
Dear Mr. Williams,

As a group of people concerned about making a sustainable economy in the United States, we are interested in the proposed sale of Conrail assets to Norfolk-Southern and CSX. Rail transportation, of both passengers and freight, is more energy efficient than either highway or air transportation. Therefore a viable rail system will be required for the future.

We have three major concerns about the proposed re-organization of railroad operations in the northeast quadrant of the United States. These points are listed below:

1. To reduce heavy truck traffic on through highways, it is essential that direct rail freight service be available to southern New England, Long Island, and New York City from the Southeast. At present, the southernmost freight tracks across the Hudson River are near Albany - which is like having to go to Baltimore and Washington by way of Harrisburg. Replacing the former car-float operations across New York harbor will be an expensive project, but it must be done. It involves running freight trains through Pennsylvania Station in New York, which has been "studied" for over 25 years and/or re-opening the Mid-Hudson rail bridge. The re-structured rail systems should be instructed to speedily implement direct trans-hudson freight service.

2. Better co-ordination between feeder lines and the long distance carriers must be arranged. There is concern that the plan to turn over all local freight tracks to short lines. All medium and large generators of freight should be served by rail sidings, including ship piers. In addition, there should be facilities intermodal transfer of small shipments to freight cars for inter-city movements. Local freight car movements on branch lines must also be allocated a fair share of the total transportation charge.

Imagine a sustainable future and ask, "Why not?"
Finally, if some competition is good, more is better. Each of the two strong routes from the New York - Northern Jersey area to the Mid-west was allocated to one of the suitors for Conrail. However, the weaker Erie-Lackawanna route through the Pocono Mountains and the Southern Tier counties of New York State should also be preserved, and used for a significant amount of freight traffic. If this route is offered to the Canadian Pacific or one of the large western railroads, with trackage rights to the Philadelphia area, there would be active three-way competition for Delaware Valley freight business.

Sincerely yours,

Ernest B. Cohen, PE & PhD

Copies:
President Clinton
Senator Santorum

SURFTRAN.97J
To Whom It May Concern:

As a member of the South Central Local Schools Community in Huron County, I am asking for your help. CSX Railroad is expanding their Willard yard and Greenwich connections without concern for public safety. Repeated attempts have been made by Huron County to get CSX to address this issue, but CSX has refused to commit to public safety.

Increased rail traffic, (80 to 100 trains per day) through Greenwich, Ohio, will virtually close all emergency response access to 2,067 residents of Greenwich Village, Ripley Township, part of Greenwich Township, and 923 students in the South Central school system (1/4 mile north of Greenwich)....THIS IS TOTALLY UNACCEPTABLE.

Huron County has requested that CSX install either an overpass or underpass for all three rail crossings on Townsend Street in Greenwich, Ohio. We cannot deny public safety to our residents and schools! Adding two more tracks will not lessen the blockage but only enhance it.

How can railroads do major expansions to enhance their profitability without any regard for public safety? I really need your help; my life and the lives of others, especially our children, depend on it!!!

Sincerely,

Kimberly A. Logan

[Signature]

Better Schools Make Better Communities
Dear Ms. Kaiser:

RE: Conrail Sale/Traffic Increases
Multiple Counties
97PR0090

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966.

Based upon this review, it is the SHPO’s opinion that your project will have No Effect upon cultural resources in or eligible for inclusion in the National Register of Historic Places.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Ruth L. Pierpont
Director, Historic Preservation
Field Services Bureau
Dear Sir or Madam:

I would like to go on record as one who is unalterably opposed to the proposed increase in the number of trains scheduled to run on the Norfolk and Southern tracks passing through Lakewood, Bay Village, Avon, Ohio and my own city, Rocky River.

The newspapers have informed us that the number of trains per day will increase from 20 to 38 or even 40! That would mean one train every half hour or so! This is unacceptable!

I live fairly close to the trestle -- fortunately in a sound-proof high-rise apartment building. Even so I have noticed how very long and noisy the trains are. I recently moved here (to Rocky River) from Lakewood where I was about 200 yards North of the track and was even more aware of the noise and the (mandatory, I presume) whistle blowing -- day and night. The engineers are only supposed to toot when they are approaching a crossing -- however some of them get carried away and lean on the horn as they traverse the trestle/bridge over the Rocky River. However that is just a minor point.

The main problem is that our lovely community is divided -- North of the tracks near Lake Erie (almost entirely upscale residential) and south of the tracks where businesses, churches, stores and more people dwell. It is also where the Community Services like the POLICE and FIRE DEPARTMENT not to mention the HOSPITALS are located. Do you begin to see the picture? Do you see, as I do, emergency vehicles being held up for extended periods of time (I forgot to mention that the Trains are usually at least one hundred cars long which means waiting considerable amounts of time when 5 minutes could mean life or death in the case of response time for the Paramedics or the Fire Department!)

I haven't even gone into such other considerations as the likelihood of increased train accidents, especially while carrying hazardous material -- we're not so naive as to think they don't carry stuff like that!

Rocky River, Ohio is a charming and desirable place to live. Please don't ruin it with more train traffic -- Get your experts to work on this problem I'm sure they can come up with an alternative. Put yourself in our position. Do the right thing.

Hopefully,

Helen T. Corns
DEAR BOARD MEMBERS:

ON BEHALF OF THE KEEP LAKWOOD BEAUTIFUL ADVISORY BOARD, A CHAPTER OF KEEP AMERICA BEAUTIFUL, I AM WRITING TO EXPRESS OUR STRONG OPPOSITION TO THE CURRENTLY PROPOSED ACQUISITION AND ALLOCATION OF THE ASSETS OF CONRAIL, INC. BY NORFOLK SOUTHERN AND CSX CORPORATION. UNDER THE PROPOSAL, NORFOLK SOUTHERN PLANS TO DIVERT AS MANY AS TWENTY-FIVE (25) TRAINS OR MORE TO ITS CURRENTLY-OWNED WESTSHORE LINE THAT RUNS THROUGH LAKewood.

THIS PROPOSAL IS TOTALLY UNACCEPTABLE TO OUR COMMUNITY AND POSES A SERIOUS THREAT TO THE SAFETY AND HEALTH OF THE RESIDENTS AND BUSINESS OF LAKewood. SPECIFICALLY, THE CURRENT PROPOSAL FAILS TO RECOGNIZE THE FOLLOWING CRITICAL FACTORS UNIQUE TO LAKewood:

- LAKewood has twenty-seven (27) crossings in three (3) miles and only one (1) underpass on the far west side of town whereby travelers may cross the City in a north-south direction without rail interruption;
- LAKewood is the most densely populated community between New York and Chicago, and any increase in daily freight train traffic would create serious health and safety risks by interfering with the ability of LAKewood Hospital, its ambulances and paramedic squads, to directly and timely respond to medical emergencies for any and all causes, whereby minutes in response time can often mean the difference between life and death;
- As a community of neighborhood schools in which the majority of LAKewood’s 9,000 pre-school and school-aged children walk to their school, any increase of freight trains increases the risk to our school children;
Any increase in daily freight trains will adversely impact the ability of all types of coordinated emergency response teams between Lakewood and other Westshore Communities to best use each others’ medical facilities and fire and police forces and equipment in a predictable and timely fashion;

The potential increases in the transporting of hazardous materials raises grave concerns for health and safety in the event of a derailment, which would necessitate the evacuation of residents of Lakewood within 2 to 4 miles of the train tracks, an area that encompasses the entire City of Lakewood;

Any increase in daily freight trains will interfere with the ability of Lakewood’s police and fire safety forces to directly and timely respond to fires, crime and natural disasters;

Any increase in freight trains will increase vehicular and pedestrian congestion, strangle the commercial health and generally lower the quality of life in our Community;

Any increase in freight trains will severely restrict traffic movements and congest traffic on numerous residential streets, thereby isolating the northern residential areas from Lakewood’s southern commercial areas and downtown;

The present proposal before the STB means the abandonment of plans to introduce commuter rail service to Lakewood and communities further west, a great loss to Lakewood in terms of positive economic development and improved regional transportation;

An increase in daily freight trains would create environmental concerns due to significantly elevated levels of noise and air pollution; and

The Norfolk-owned and operated Cleveland-Vermilion line bisects the heart of Lakewood’s densely populated residential neighborhoods.

For these and other reasons, we respectfully request you reject the present proposal that would triple the number of trains through Lakewood, Ohio and direct Norfolk Southern and CSX Corporation to develop alternatives that fully consider and reflect the unique position of our Community.

Very truly yours,

KEEP LAKEWOOD BEAUTIFUL BOARD

By: [Signature]

Niel MacDonald, Chairman
Mr. Robert Flores and Ms. Cindy Tausch  
1330 Cook Avenue  
Lakewood, OH  44107

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

Dear Mr. Flores and Ms. Tausch:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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 issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. 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 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.

SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board’s environmental review process. Information is also available on the Internet on SEA’s “Conrail Acquisition Web Site” at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
1330 Cook Avenue  
Lakewood, OH 44107  
October 14, 1997

In Reference: Docket No. 33388

Chairwoman Linda Morgan  
Surface Transportation Board  
1925 K Street, NW, Room 820  
Washington, DC 20423

Dear Madam Chairwoman:

We are writing to express our concerns regarding the proposed plans for the Northfolk Southern railroad that runs from Cleveland through the western suburbs. We are vehemently opposed to an increase in train traffic for several reasons. This letter will detail those concerns. We also would like to urge the Surface Transportation Board to come to Lakewood to do a physical inspection of the Norfolk Southern route and conduct a Public Interest hearing.

We live in Lakewood next to the train tracks (with an empty lot between us). Fortunately, we live on the "right" side of the tracks -- the south side, the same side as the hospital. One of our concerns is safety. The tracks cut Lakewood in half. With Lakewood being the most densely populated city in Ohio and having more train crossings than any other community, this is a recipe for disaster. Tripling the train traffic will more than likely increase the accidents. This will then decrease the safety of the residents on the "wrong" side of the tracks: we have seen the train stop for several hours after an accident. Safety personnel will then take longer to get to a resident in need and/or longer for them to get to the hospital.

We can attest to the fact that in the middle of the night some of the trains are traveling so fast we cannot even estimate their speed. This cannot be safe. We are concerned that if there is more train traffic, the trains will have to travel faster so they can get out of the way of the next train. This may lead to more accidents endangering whomever they may hit or increase the chance of a derailment with possible dangerous cargo.

If the train traffic triples, there will be approximately 31 trains that will travel through Lakewood. That breaks down to approximately one train every 46 minutes. Since they propose to use this rail line for the heavier, longer trains, what becomes the timeframe for when there is no train going through the community? Once again this is a concern for safety personnel who have to, in an emergency, decide if they should wait for the train to pass or try to go around it when responding to someone in need. Having such a heavy industrial use of the rail line through a densely populated residential community seems to be a mismatch.

Another more minor but personal concern is the noise level. The train horn is so loud that it must be breaking safe decibel levels. Some train engineers keep the horn on, rather than intermittent bursts, the entire time they travel through Lakewood. Cindy, at the age of 38, has some hearing loss that is not typical of someone her age. We can't say for sure that the train is to blame, but it cannot help.

If this tripling of train traffic is allowed to happen, those in the community who can afford to leave will. This will add to the economic burden already being felt by inner-ring suburbs. Those with resources will leave the community, leaving behind those individuals with limited resources and options. The city will then face increasing economic hardships.

We urge you to carefully consider the negative effects of increased train traffic through Lakewood and the western suburbs.

Sincerely,

Robert Flores

Cindy Tausch

cc: Mayor Madeline Cain
    Congressman Dennis Kucinich
Mr. Daniel J. Briggs  
890 Morewood Parkway  
Rocky River, OH 44116  

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

Dear Mr. Briggs:  

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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 issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. 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 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.

SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board’s environmental review process. Information is also available on the Internet on SEA’s “Conrail Acquisition Web Site” at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

\[Signature\]
Linda J. Morgan
Mr. Daniel J. Briggs
890 Morewood Parkway
Rocky River, Ohio 44116

October 15, 1997

Ms. Linda Morgan
Chairperson
SURFACE TRANSPORTATION BOARD
1925 K Street N.W.
Washington, D.C. 20423

Re: FD #33388

Dear Ms. Morgan,

Your position as Chairperson entitles you as the recipient of this correspondence, as well as scores of similar communications objecting to the proposed traffic increase along the Cleveland to Vermillion corridor by the Norfolk Southern Railroad. Please know this route as a heavily populated residential region.

I am fearful this letter will go unheard amid the blaring whistles and deafening roars of the endless stampeding "Iron Horses" through our otherwise peaceful communities in their quest for profitability.

Last week I experienced, first hand, the total disregard which Norfolk Southern expresses toward the safety of community members. I live on a corner lot, four houses from a Norfolk Southern crossing, employees of Norfolk Southern were resurfacing this crossing. One of the workers pulled his truck and trailer carrying a back-hoe along the side of my house. Recognizing the spot as the location where seven (7) young children, ages 5 through 7, would soon be boarding the school bus, I approached the construction worker and suggested he park closer to the tracks in consideration of the safety of the children. His indifferent reply was to leave the truck where it stood and proceed to unload the back-hoe. He couldn't be bothered by the issue; a blatant disregard for the citizens who live adjacent to the tracks.

Recognizing the influence available to this billion dollar corporate giant, I urge you to weigh the consequences attributable to this proposal and suggest, that if passed, the quality of life for the
the thousands of residents will be decimated. I beseech you to search your conscience to
determine whether the value of one life, sacrificed at the expense of corporate profitability, would
justify the decision to approve this docket.

I urge you to reject this proposal and further request that you deny Norfolk Southern further
transporting of any hazardous material and/or nuclear waste through our neighborhoods.

Sincerely,

Daniel J. Briggs
890 Morewood Parkway
Rocky River, Ohio 44116
Ms. Patricia Cowen  
17426 Woodford Avenue  
Lakewood, OH 44107  

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

Dear Ms. Cowen:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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 issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. 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 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.

SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board’s environmental review process. Information is also available on the Internet on SEA’s “Conrail Acquisition Web Site” at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
October 16, 1997

Ms. Linda Morgan, Chairperson
Surface Transportation Board
1925 K Street N.W.
Washington, DC 20423

Re: F.D. No. 33388

Dear Mr. Pena:

I am writing to express my concern over increased railway traffic through Lakewood and surrounding communities. I have been a resident of Lakewood for most of my 45 years, and have owned a home near the railroad tracks for over 20 years.

The safety of residents, especially children, concerns me most. Many children cross these tracks daily on their way to and from St. James School, Horace Mann School, and McKinley School. I have already noticed trains within 15 minutes of each other during peak hours when children are on their way to and from school. I am also concerned about the transporting of hazardous materials through such a populated area and the fact that emergency vehicles could be delayed by train traffic. To increase the traffic through such a populated area increases the risk of catastrophe.

I am accustomed to railroad traffic and have never been bothered by the noise or felt overly inconvenienced by the occasional waits to cross the tracks. We were obviously aware of the proximity of the railroad tracks when we purchased our house. Again, my concern is safety.

PLEASE, consider the effect on our communities over and above the effect on the profits of the Transportation Industry.

Sincerely,

Patricia Cowen
17426 Woodford Avenue
Lakewood, Ohio 44107
Ms. Noreen DeNuzzo, Mr. Jeffrey Myers, Mr. Anthony Myers  
1188 French Avenue  
Lakewood, OH 44107  

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

Dear Ms. Denuzzo, and Messrs. Myers:  

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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 issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
October 16, 1997

Linda J. Morgan, Chairwoman
U.S. Surface Transportation Board
1925 K Street NW, Room 820
Washington, DC 20423

Dear Madame Chairwoman:

This letter is being written in response to Norfolk Southern's proposal to increase train traffic through Lakewood and the West Shore area of Cleveland to an average of 38 trains per day. Because we take pride in our city and are interested in preserving the health and safety of our citizens, we ask that the Surface Transportation Board consider the following requests:

(1) Visit Lakewood to conduct an on-site inspection of Norfolk Southern tracks that are routed through our community; and,

(2) Conduct a public interest hearing to address our safety concerns.

With a population of approximately 60,000, Lakewood is the most densely populated city between Manhattan and St. Louis, with the tracks dividing the north and south sides of the city. Our community is opposed to an increase in rail traffic for the following reasons:

A. SAFETY CONCERNS

(1) Travel to and from Schools, Parks, Library

We are particularly concerned about the safety of our children. Many school-age children cross the tracks daily to go to school, the library, and the parks.

(2) Access to Hospitals, Fire, and Police Departments

An increase in train traffic will severely limit access to emergency service to individuals who are located on the north side of the tracks. The closest and largest fire department, the police department, and the only hospital in Lakewood are located south of the tracks. A stopped or slow-moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child or a loved one his or her life.
(3) **Carrying of Hazardous Waste**

Additional train traffic will increase the number of trains carrying hazardous waste from 254,834 cars per year to over 764,000 cars per year. Each car is a potential threat to our safety. The Agency for Nuclear Projects, Nuclear Waste Office in Nevada conducted a study using data from the U.S. Department of Energy. The Agency compiled the following statistic for the state of Ohio:

2,733 shipments of high-level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio. Of those 2,733 shipments, 2,063 shipments are likely to go through Lakewood and the West Shore area of Cleveland.

(4) **Evacuation From Schools**

There are no school buses in Lakewood. Should a train derail and spill hazardous cargo or another disaster occur, there is no easy way for our children to get out of the city.

B. **OTHER ISSUES OF MAJOR CONCERN**

(1) **Continued Increase of Rail Traffic**

Mr. Pat McCune, V.P., Public Affairs for Norfolk Southern Corporation said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 38 trains per day. As Norfolk’s business increases, it is more likely than not that the number of trains through Lakewood will continue to rise.

(2) **Property Values**

An increase in rail traffic will decrease property values and the tax base for our schools. An eventual flight of families from Lakewood will result in a general decline for our community.

This issue is one of great concern to all of us who live, work, or have children attending school in Lakewood. Please consider visiting our community so we can share our concerns with you.

Very truly yours,

Jeffrey Myers
Noreen DeNuzzo
Jeffrey Myers
Anthony Myers

cc: Madeline Cain, Mayor
City of Lakewood
Ms. Elizabeth Gear  
12803 Arliss Drive  
Lakewood, OH 44107

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

Dear Ms. Gear:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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.

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SEA is fully aware that these issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
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SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board’s environmental review process. Information is also available on the Internet on SEA’s “Conrail Acquisition Web Site” at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
October 18, 1997

Chairwoman Linda J. Morgan  
Surface Transportation Board  
1925 "K" Street, NW, Room 820  
Washington, DC 20423

Dear Madame Chairwoman:

I am writing to request that the Surface Transportation Board come to Lakewood, Ohio to inspect Norfolk Southern's Cleveland-Vermilion route in my community. I am also respectfully asking you to conduct a Public Interest hearing in Lakewood, as part of the STB's review of the NS plan to acquire Conrail.

I am not aware that the STB has ever conducted a local community inspection in reviewing other railroad transactions, so I realize that your favorable response to these requests may be unprecedented. However, Lakewood's situation is unique and deserves a closer STB examination. Lakewood is the most densely populated city between New York and Chicago, with NS trains bisecting our city from border to border. According to NS, their plan includes running 38 trains through Lakewood per day, a near tripling of train traffic.

With the increased likelihood of a rail disaster and the route's close proximity to the Lake Erie shoreline, an effective mass evacuation could be very difficult. Escape routes could be reduced to only two (East and West) for residents between the tracks and the lake. The scenario is ominous for those homes, elderly high-rises, businesses, schools, churches and public parks. Thousands could be trapped in an evacuation, while emergency response crews are blocked by a stopped or derailed train. Further, Lakewood's ability to respond to non-rail emergencies—especially fire, police and medical emergencies—will be severely crippled.

I believe the public safety implications resulting from Lakewood's geography and the Norfolk Southern route's location in my city are worthy of a STB field inspection and hearing in Lakewood. Please let me know of your decision in writing.

Thank you.

Respectfully submitted,

Elizabeth Gear  
12803 Arliss Drive  
Lakewood, Ohio 44107
Mr. James R. Anderson  
2067 Reveley Avenue  
Lakewood, OH 44107

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

Dear Mr. Anderson:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
Date

Chairwoman Linda J. Morgan AND/OR Vice-Chairman Gus A. Owen
Surface Transportation Board Surface Transportation Board
1925 ‘K’ Street, NW, Room 820 1925 ‘K’ Street, NW, Room 850
Washington, DC 20423 Washington, DC 20423

Dear Madame Chairwoman: AND/OR Dear Mr. Owen:

I am writing to request that the Surface Transportation Board come to Lakewood, Ohio to inspect Norfolk Southern’s Cleveland-Vermilion route in my community. I am also respectfully asking you to conduct a Public Interest hearing in Lakewood, as part of the STB’s review of the NS plan to acquire Conrail.

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I believe the public safety implications resulting from Lakewood’s geography and the Norfolk Southern route’s location in my city are worthy of a STB field inspection and hearing in Lakewood. Please let me know of your decision in writing. Thank you.

Respectfully submitted,

Signature

Resident’s name

cc: Lakewood Mayor Madeline A. Cain
November 19, 1997

The Scerbin Family
1095 Leedale Avenue
Lakewood, OH 44107

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

Dear Scerbin Family:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
October 1, 1997

United States Surface Transportation Board
ATTN: Ms. Linda Morgan
SEA-Finance Docket 33388
1925 K Street NW
Washington, DC 20423

Dear Ms. Morgan:

Four and a half years ago, when we moved into Lakewood, the second set of railroad tracks which ran through our town were still in the process of being removed. This was done with the promise of decreased traffic through our city. We were very encouraged by this plan, which aided in our decision to move into this diverse and wonderful community.

Currently, our community is in danger. It seems we have another example of a corporation considering only their economic bottom line, rather than taking into account any social responsibility.

Though our greatest concerns regarding this matter apply to the safety of our children (the attached letter) as any parents would, we are also disturbed that Norfolk Southern could so easily make this decision to gamble with the lives of thousands of people for economic reasons. We like to believe that we live in a new era, when effects upon our limited natural resources, fragile environment and the lives and well being of humans are weighed heavily in corporate decision making. Obviously, this is not the case. Norfolk Southern and CSX, like its strong-armed predecessors of the late nineteenth and early twentieth century, must truly believe that their goals and objectives are more consequential than the lives of the people of the “West Shore” area of Cleveland.

As citizens of this country and residents of this planet, we cannot continue to sanction large corporations to take irresponsible actions which directly put at risk people, without concern or consideration regarding the effects of their misdeeds.

We ask the executives at Norfolk and Southern to genuinely think of our children as their own as they send theirs off to school in the mornings. Think of their trains loaded with dangerous chemicals or nuclear waste rolling through our town, possibly three times an hour during the school day. Think of what could happen if there were a glitch in a safety procedure, or an unforeseen mechanical problem. Think of the excuse they would give us when our children could not be evacuated from school. Think of how they could possibly comfort us.

Sincerely,

M. Caroline & Dean A. Scerbin

Michael, 8 ½ and Kira 5 ½
September 23, 1997

U.S. Surface Transportation Board
ATTN: SEA-Finance Docket 33388
1925 K Street NW
Washington, DC 20423

Dear Sirs:

My children, Michael Kira, attend Lincoln Elementary School in Lakewood, Ohio. Lincoln is north of the Norfolk Southern railroad tracks. Some of the children attending Lincoln must cross the tracks at least two times a day to get to and from school. There are 450 children that attend Lincoln Elementary.

Lakewood Hospital, the closest and largest fire department and the Police station are all located south of the tracks. Thus, a stopped or slow moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child their life. It could be my child. This is why I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

Following are the reasons we, as a community, cannot allowed this to occur.

1) Safety - for our children who cross the tracks daily to go to school, the library, and parks

2) Carrying of hazardous waste - including nuclear waste, would theoretically increase from the present number of 254,834 cars per year (already too high of a number through our community) to over 764,000 cars per year. Each car a potential threat to our children. A study done by the Agency for Nuclear Projects, Nuclear Waste Office, Nevada based numbers from the U.S. Department of Energy and compiled the following statistic for the state of Ohio: 2,733 shipments of high level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio. 2,063 of those shipments are likely to go through Lakewood and the West Shore area of Cleveland. Norfolk Southern has a pre-agreement with the Federal Government to carry the above nuclear waste. There are two routes through northern Ohio. One being through our community.

3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

Evacuation of the schools north of the tracks should a train derail and spill hazardous cargo. There are no school buses in Lakewood, therefore, there would be no way for the children to get out of the city. A decrease of property value which would also be a decrease tax base for our schools. And a flight of families from Lakewood which would mean a general decline for our community.

This issue is one of great concern to all of us that live in Lakewood. Please be assured the citizens of the West Shore area are closely monitoring the STB proceedings. I am concerned about the safety issues and how my child (ren) will be affected.

Sincerely,

M. Caroline Scerbin

[Signature]

Dean A. Scerbin
Ms. Ann Petrus Baker  
1010 Elmwood  
Rocky River, OH 44116

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

Dear Ms. Baker:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

[Signature]

Linda J. Morgan
Dear Chairwoman Morgan,

This letter is in reference to FD#33388, the proposed merger of Conrail and Norfolk Southern Railroads and the resulting tripling of train traffic through several communities in Northeastern US including my area (Rocky River, Lakewood, W. Cleveland and Bay Village). Our Congressman, Dennis Kucinich has asked the STB to conduct local hearings on this proposal. In response to this request, Rudy St. Louis replied, "it would impractical for the board to hold hearings in the multitude of communities ... that could seek them because of increased train traffic in densely populated areas. Everyone would have an argument for density." He also said, "The railroads need to increase traffic to make money to pay off the merger." Please see enclosed newspaper clipping.

Has your board already made their decision?

What happened to the hearing scheduled for June, 1998 in which you would hear the people's case about the detrimental effects of this traffic?

I misunderstood that the Surface Transportation Board was to represent the people's interest. Since it appears that NS and Conrail have been more successful in winning your sympathies, let me describe the situation in terms that you may understand. Imagine that your neighbor 4 houses away from you stole $50,000 from you (home equity), held a loaded gun against your child's head (instead of bullets it is sulfuric acid that would melt and burn your child's skin off), woke you up every 45 minutes every night, and blocked your driveway so you couldn't drive your father who is having a heart attack to the hospital until it was too late.

If it was a neighbor I could call my local police department and have them arrested. Since it is the railroad company, I was misled to think I could turn to you. But we are only people, thousands of people whose lives will be endangered, whose life savings will be destroyed (which would take decades to make up - unlike a multibillion dollar company), whose day to day existence would be made miserable. We are not a powerful multibillion dollar corporation. Since I question where the STB's interests lie, I intend to send this letter to Secretary of Transportation Pena and President Clinton. Do not underestimate the power of
citizens or the "multitude of communities throughout the northeastern US".

Sincerely,

\[\text{Ann Petrus Baker}\]

Ann Petrus Baker

c: President William J. Clinton
   Secretary of Transportation Pena
   The Washington Post
Rep. Dennis Kucinich has asked the federal government to schedule local hearings on a controversial proposal to triple the number of daily freight trains through Cleveland's northwestern suburbs.

While no decision has been made on Kucinich's request, a federal official said yesterday that local hearings conducted by the federal government would be unlikely.

In letters this week to the Federal Surface Transportation Board and the Federal Railroad Administration, Kucinich wrote that the hearings would allow residents to testify on the plan to increase the number of freight trains from 14 to 38 a day.

Kucinich told the federal agencies that the proposal "would wreak havoc on these residential communities."

Kucinich is spearheading efforts by the suburbs to defeat the proposal submitted by Norfolk Southern Railroad as part of its plan to acquire and divide Conrail's assets with CSX Transportation.

The proposed merger must be approved by the transportation board, which is to hold public hearings next year in Washington, D.C. The suburbs have begun gearing up for those hearings.

Thomas Jelepis, Bay Village mayor and chairman of a suburbs hearing committee fighting the eight traffic expansion, said at holding local hearings would play a huge role in building our case."

Rudy St. Louis, a staff attorney with the transportation board, said Linda Morgan, transportation board chairwoman, could decide on Kucinich's request as early as next week.

But St. Louis said it would be practical for the board to hold hearings in the multitude of communities throughout the northeastern United States that could seek them because of increased traffic in densely populated areas.

"Everyone would have an argument for density," he said.

On the other hand, he said, the roads "need to increase traffic make money to pay off the merger."

If Kucinich's request is denied, St. Louis said, Kucinich could conduct his own local hearings and submit the testimony to the board.

In addition, he said, the Federal Railroad Administration, which reviews safety issues, could submit information to the board on the local impact of the merger.

In his letters, Kucinich detailed the impact of the increased freight trains on Lakewood, Rocky River, Bay Village and Westlake.

He said Lakewood, the most densely populated city between New York and Chicago, has only one north-south underpass where vehicles would not be stopped by train. The city has 27 railroad crossings.

"This could have a devastating impact on the city's ability to provide emergency services, particularly firefighting, policing and medical emergency transportation," Kucinich said.

He said the other suburbs would face a similar situation.

"And this is to say nothing of the noise, dirt, increase in hazardous materials being transported through the communities, and devaluation of property near the tracks," Kucinich wrote.

ON THIS DATE
20 YEARS AGO

The Ford Motor Co. fired a fifth employee, who was also a United Auto Workers official, in connection with a job-buying scandal at its Brook Park complex.

Three days earlier, UAW Local 1250 had removed the individual from its Joint Apprenticeship Council. Three Ford personnel executives and an hourly worker had been fired previously after an undercover security officer unearthed a scheme in which jobs were being sold for $300 to $500 each.
Ms. Virginia Gill Fitzgerald  
13026 Hazelwood Avenue  
Lakewood, OH 44107  

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

Dear Ms. Fitzgerald:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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 issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. 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 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.

SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board's environmental review process. Information is also available on the Internet on SEA's "Conrail Acquisition Web Site" at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
October 8, 1997

Chairwoman Linda J. Morgan  
Surface Transportation Board  
1925 K Street, NW, Room 820  
Washington, DC 20423

Dear Madame Chairwoman:

I am writing to request that the Surface Transportation Board come to Lakewood, Ohio to inspect Norfolk Southern's Cleveland-Vermilion route in my community. I am also respectfully asking you to conduct a public safety hearing in Lakewood, as part of the STB's review of the NS plan to acquire Conrail.

I am not aware that the STB has ever conducted a local community inspection in reviewing other railroad transactions, so I realize that your favorable response to these requests may be unprecedented. However, Lakewood's situation is unique and deserves a closer STB examination. Lakewood is the most densely populated city between New York and Chicago, with NS trains bisecting our city from border to border. According to NS, their plan includes running 38 trains through Lakewood per day, a near tripling of train traffic.

With the increased likelihood of a rail disaster and the route's close proximity to the Lake Erie shoreline, an effective mass evacuation could be very difficult. Escape routes could be reduced to only two (east and west) for residents between the tracks and the lake. The scenario is ominous for those in homes, elderly high-rises, businesses, schools, churches and public parks. Thousands could be trapped in an evacuation, while emergency response crews are blocked by a stopped or derailed train. Further, Lakewood's ability to respond to non-rail emergencies—especially fire, police and medical emergencies—will be severely crippled.

I believe the public safety implications resulting from Lakewood's geography and the Norfolk Southern route's location in my city are worthy of an STB field inspection and hearing in Lakewood. Please let me know of your decision in writing. Thank you.

Sincerely,

Virginia Gill Fitzgerald

cc: Lakewood Mayor Madeline A. Cain
A. A freight train taken from an upstairs window of my Lakewood Circle home. My garage is down right. Imagine the delight of the children upon seeing my back yard!
Ms. Lisa Maher Rose  
1212 Hathaway  
Lakewood, OH  44107

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

Dear Ms. Rose:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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 issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. 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 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.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
October, 1997

Ms. Linda J. Morgan, Chairwoman
U.S. Surface Transportation Board
1925 K Street N.W., Room 820
Washington, DC 20423

Mr. Gus A. Owen, Vice Chair
U.S. Surface Transportation Board
1925 K Street N.W., Room 850
Washington, DC 20423

Re: Increase of Train Traffic through Lakewood, Ohio

Dear Madame Chairwoman and Mr. Owen:

This letter is being written in response to Norfolk Southern's proposal to increase train traffic through Lakewood and the West Shore area of Cleveland to an average of 38 trains per day. Because we take pride in our city and are interested in preserving the health and safety of our citizens, we ask that the Surface Transportation Board consider the following requests:

1) Visit Lakewood to conduct an on-site inspection of Norfolk Southern tracks that are routed through our community; and,

2) Conduct a public interest hearing to address our safety concerns.

With a population of approximately 60,000, Lakewood is the most densely populated city between Manhattan and St. Louis, with the tracks dividing the north and south sides of the city. Our community is opposed to an increase in rail traffic for the following reasons:

**Safety Concerns**

1) **Travel to and from Schools, Parks, Library**

We are particularly concerned about the safety of our children. Many school-age children cross the tracks daily to go to school, the library and the parks.

2) **Access to Hospitals, Fire, and Police Departments**

An increase in train traffic will severely limit access to emergency service to individuals who are located on the north side of the tracks. The closest and largest fire department, the police department, and the only hospital in Lakewood are located south of the tracks. A stopped or slow-moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child or loved one his or her life.

3) **Carrying of Hazardous Waste**
Additional train traffic will increase the number of trains carrying hazardous waste from 254,834 cars per year to over 764,000 cars per year. Each car is a potential threat to our safety. The Agency for Nuclear Projects, Nuclear Waste Office in Nevada conducted a study using data from the U.S. Department of Energy. The Agency compiled the following statistic for the state of Ohio:

2,733 shipments of high-level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio. Of those 2,733 shipments, 2,063 shipments are likely to travel through Lakewood and the West Shore area of Cleveland.

4) Evacuation from Schools

There are no school buses in Lakewood. Should a train derail and spill hazardous cargo or another disaster occur, there is no easy way for our children to get out of the city.

**Other Issues of Major Concern**

1) Continued Increase of Rail Traffic

Mr. Pat McCune, V.P., Public Affairs for Norfolk Southern Corporation said he could not guarantee that rail traffic would not exceed the railroad’s proposed average of 38 trains per day. As Norfolk’s business increases, it is more likely than not that the number of trains through Lakewood will continue to rise.

2) Property Values

An increase in rail traffic will decrease property values and the tax base for our schools. An eventual flight of families from Lakewood will result in a general decline for our community.

This issue is one of great concern to all of us who live, work, or have children attending school in Lakewood. Please consider visiting our community so we can share with you our concerns.

Very truly yours,

[Signature]

1212 Hathaway, Lakewood, Ohio

cc: The Honorable Madeline Cain, Mayor, City of Lakewood
Congressman Dennis Kucinich
Mr. Daniel Smith  
2069 Marlowe Avenue  
Lakewood, OH 44107

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

Dear Mr. Smith:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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 issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.
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SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board’s environmental review process. Information is also available on the Internet on SEA’s “Conrail Acquisition Web Site” at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan
October 12, 1997

Linda J. Morgan, Chairwoman  
U.S. Surface Transportation Board  
1925 K Street NW  
Room 820  
Washington, D.C. 20423

Dear Ms. Morgan:

Many have written to you against the proposal of Norfolk Southern railroad to increase train traffic through Lakewood, Ohio (and the western suburbs of Cleveland) due to the interests of public safety. Please add my name to the list of Lakewood residents opposed to this proposal.

Thank you.

Daniel E. Smith  
Resident of Lakewood, Ohio
Ms. Cheryl A. Dunn
14409 Bayes Avenue
Lakewood, OH 44107

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

Dear Ms. Dunn:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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.

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Sincerely,

Linda J. Morgan
Ms. Linda J. Morgan  
Chairwoman  
U.S. Surface Transportation Board  
1925 K Street N.W., Room 820  
Washington, DC 20423

Mr. Gus A. Owen  
Vice Chair  
U.S. Surface Transportation Board  
1925 K Street N.W., Room 850  
Washington, DC 20423

Re: Increase of Train Traffic through Lakewood, Ohio

Dear Ms. Morgan and Mr. Owen:

I am writing to you in response to a proposal by Norfolk Southern to increase the number of trains traveling through the City of Lakewood, Ohio. I have been a resident of Lakewood for 33 years. Last year I purchased my first home in Lakewood. It is the place where I want to raise my son.

Norfolk Southern’s proposal concerns me for a number of reasons, the first of those being safety. A large number of children in our city walk to their neighborhood school every day or ride their bikes to the library, sports practice, etc. With increased train traffic, pedestrian traffic across the train tracks becomes a large concern.

Emergency services to those living on the north side of the tracks is also a concern. The majority of emergency service departments are located on the south side of the tracks. I have personally experienced delays in reaching a destination due to a train stopped on the tracks. In one instance, I had to drive into Rocky River, the next city to the west, to get around a stopped train. With increased train traffic, this is also a large concern.

Increased hazardous waste transportation also concerns me. With the increased train traffic, the number of cars carrying hazardous waste through our city will triple.

Lakewood has always been and is a wonderful place to live. I ask that you come visit our city to see firsthand how this proposed increase in train traffic would affect us and hold a hearing to address our concerns.

Sincerely,

Cheryl A. Dunn

cc: The Honorable Madeline Cain, Mayor, City of Lakewood  
Congressman Dennis Kucinich
Dear Larry and Helen Petrus:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) 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.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA’s Project Manager for this transaction, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan
October 2, 1997
21330 Erie Road
Rocky River, Ohio 44116
216 331-4146

The Surface Transportation Board
1925 K Street, N. W.
Washington, D. C. 20423

Attention: Ms. Linda Morgan, Chairwoman

Dear Sirs:

Re: Docket FD 33388 (NS merger)

Probably one of the best ways to resolve the issue of increased rail traffic by Norfolk-Southern through the northern Ohio corridor is for someone from the Board to come into any of the suburbs here to see firsthand why entire communities are upset by the proposal. There are important topographic and demographic factors to consider in your decision. There's no doubt that you have been apprised of them already.

The enclosed photo shows just one dwelling that is a mere 20 feet from the tracks in a highly dense community. The garage structure abuts the railroad property line. Across the tracks a dwelling is only 10 feet from the railroad property. Along some stretches, the tracks are built on a mound so that in case of a spill of toxic liquid, it would have only 10 or 20 feet to flow quickly into backyards.

The mayor of Lakewood is concerned, as we all are, about the elderly who live north of the tracks. For them there is only one underpass for emergencies. A number of highrises on the north side highlight this concern. Over 30 trains daily means over one every hour, all day, all night, some of them a mile long,--some taking as much as ten minutes to pass. That could amount to a lot of down time for normal community traffic.

Our plight should be heard directly from us,--the citizens, who are going to be affected by increased traffic which, according to reports, will substantially increase the odds for tragedy and long-lasting effects on the common good of many, many communities. We appreciate your attention to this matter, and rely on your continued interest in our welfare.

Sincerely,

Larry and Helen Petrus

cc: Congressman D. Kucinich -File
Ms. Ann Petrus Baker
1010 Elmwood Road
Rocky River OH 44116

Re: Finance Docket No. 33388

Dear Ms. Baker:

President Clinton has forwarded your letter to him dated October 1, 1997 to me for reply. Your comments will be forwarded to our environmental section to become part of the record in this docket that pertains to environmental review.

Let me assure you that the Board is very concerned about all of the safety aspects of this proposed acquisition of Conrail by CSX and Norfolk Southern. In response to a request from the U.S. Department of Transportation’s Federal Railroad Administration, we have extended the time for review of the proposed acquisition and required the applicants to submit a safety impact plan to address issues such as increased traffic in your area. The final decision on the acquisition has therefore been postponed to July 23, 1998.

We have received many pleadings and comments about the increase in traffic in your area, not only from concerned citizens, but also from the city attorneys for many of the communities involved and from the elected officials who represent your interests. Your concerns will not be ignored.

I hope you find this information helpful. If you have any questions, please do not hesitate to call me.

Sincerely,

Nancy R. Beiter
Ann Petrus Baker  
1010 Elmwood Rd.  
Rocky River, OH 44116  

October 1, 1997  

President William J. Clinton  
The White House  
1600 Pennsylvania Ave  
Washington DC 20500  

Dear President Clinton,  

In June of 1998 the Surface Transportation Board will make a decision regarding the merger of Norfolk Southern and CSX Railroads with Conrail railroad. As written in the railroad companies proposal, this merger will result in a tripling of train traffic through our town (Cleveland-West shore communities) from 12 to 38 trains per day, all day, every day. I have contacted our mayor and our Representative Dennis Kucinich who are both fighting to prevent this from happening. I am also encouraging my neighbors and friends to write letters of protest as well.  

I am concerned however about where the interests of the STB lie and what good a letter writing campaign will do. I have information that a representative from one of the railroad companies is winning and dining members of the STB. I thought that the STB represented the people’s interest - not multibillion dollar corporations. I’ve enclosed an article from our local newspaper with quotes from a STB lawyer that seem awfully sympathetic with the railroad’s profits. This is very disturbing.  

Throughout your terms as president I have remained a Democrat and although I am more cynical about government, I still believe that you are a defender of people’s interests and rights to a decent quality of life. Please help us win this battle. There are alternative routes their trains could go - please encourage them to use those in areas that are less populated than ours.  

Enclosed are documents that explain why our community is unique in that the effect of increased train traffic would be devastating. You are a parent - you wouldn’t want to see anything increasing the risk of injury to your child.  

PLEASE HELP OUR COMMUNITIES!!! THOUSANDS OF LIVES ARE AT RISK!  

Thank you for your time. Sincerely,  

Ann P. Baker
Ann Petrus Baker  
1010 Elmwood  
Rocky River, OH 44116

September 10, 1997

Linda Morgan  
Chairwoman, Surface Transportation Board  
1925 K Street, NW  
Washington DC 20403

Dear Chairwoman Morgan,

This letter is in reference to FD#33388, the proposed merger of Conrail and Norfolk Southern Railroads and the resulting tripling of train traffic through several communities in Northeastern US including my area (Rocky River, Lakewood, W. Cleveland and Bay Village). Our Congressman, Dennis Kucinich has asked the STB to conduct local hearings on this proposal. In response to this request, Rudy St. Louis replied, "it would impractical for the board to hold hearings in the multitude of communities ...that could seek them because of increased train traffic in densely populated areas. Everyone would have an argument for density." He also said, "The railroads need to increase traffic to make money to pay off the merger." Please see enclosed newspaper clipping.

Has your board already made their decision?

What happened to the hearing scheduled for June, 1998 in which you would hear the people's case about the detrimental effects of this traffic?

I misunderstood that the Surface Transportation Board was to represent the people's interest. Since it appears that NS and Conrail have been more successful in winning your sympathies, let me describe the situation in terms that you may understand. Imagine that your neighbor 4 houses away from you stole $50,000 from you (home equity), held a loaded gun against your child's head (instead of bullets it is sulfuric acid that would melt and burn your child's skin off), woke you up every 45 minutes every night, and blocked your driveway so you couldn't drive your father who is having a heart attack to the hospital until it was too late.

If it was a neighbor I could call my local police department and have them arrested. Since it is the railroad company, I was misled to think I could turn to you. But we are only people, thousands of people whose lives will be endangered, whose life savings will be destroyed (which would take decades to make up - unlike a multibillion dollar company), whose day to day existence would be made miserable. We are not a powerful multibillion dollar corporation. Since I question where the STB's interests lie, I intend to send this letter to Secretary of Transportation Pena and President Clinton. Do not underestimate the power of
citizens or the "multitude of communities throughout the northeastern US".

Sincerely,

Ann Petrus Baker

c: President William J. Clinton
   Secretary of Transportation Pena
   The Washington Post
Kucinich seeks local hearings on train traffic

By THOMAS J. QUINN
Plain Dealer Reporter

Rep. Dennis Kucinich has asked the federal government to schedule local hearings on a controversial proposal to triple the number of daily freight trains through Cleveland's northwestern suburbs.

While no decision has been made on Kucinich's request, a federal official said yesterday that local hearings conducted by the federal government would be unlikely.

In letters this week to the Federal Surface Transportation Board and the Federal Railroad Administration, Kucinich wrote that the hearings would allow residents to testify on the plan to increase the number of freight trains from 14 to 38 a day.

Kucinich told the federal agencies that the proposal "would wreak havoc on these residential communities."

Kucinich is spearheading efforts by the suburbs to defeat the proposal submitted by Norfolk Southern Railroad as part of its plan to acquire and divide Conrail's assets with CSX Transportation.

The proposed merger must be approved by the transportation board, which is to hold public hearings next year in Washington, D.C. The suburbs have begun gearing up for those hearings.

Thomas Jelepe, Bay Village mayor and chairman of a suburbs fighting committee fighting the traffic expansion, said at holding local hearings would play a huge role in building our case."

Rudy St. Louis, a staff attorney with the transportation board, said Linda Morgan, transportation board chairwoman, could decide on Kucinich's request as early as next week.

But St. Louis said it would be practical for the board to hold hearings in the multitude of communities throughout the northeastern United States that could be impacted by increased traffic in densely populated areas.

"Everyone would have an argument for density," he said.

On the other hand, he said, the roads "need to increase traffic make money to pay off the merger."

If Kucinich's request is denied, St. Louis said, Kucinich could conduct his own local hearings and submit the testimony to the board.

In addition, he said, the Federal Railroad Administration, which reviews safety issues, can submit information to the board on the local impact of the merger.

In his letters, Kucinich detailed the impact of the increased freight trains on Lakewood, Rocky River, Bay Village and Westlake.

He said Lakewood, the most densely populated city between New York and Chicago, has only one north-south underpass where vehicles would not be stopped by train. The city has 27 railroad crossings.

"This could have a devastating impact on the city's ability to provide emergency services, particularly firefighting, policing and medical emergency transportation," Kucinich said.

He said the other suburbs would face a similar situation.

"And this is to say nothing of the noise, dirt, increase in hazardous materials being transported through the communities, and devaluation of property near the tracks," Kucinich wrote.

ON THIS DATE
20 YEARS AGO

The Ford Motor Co. fired a fifth employee, who was also a United Auto Workers official, in connection with a job-buying scandal at its Brook Park complex.

Three days earlier, UAW Local 1250 had removed the individual from its Joint Apprenticeship Council. Three Ford personnel executives and an hourly worker had been fired previously after an undercover security officer unearthed a scheme in which jobs were being sold for $300 to $500 each.
Fighting Train Traffic  
-- A Time Line --

Early August, 1997 --  
Norfolk Southern announces a proposal to nearly triple the number of trains, from 13 to 38 trains per day, through Cleveland and the West Shore area, including Lakewood, Rocky River, Bay Village and Westlake. Norfolk Southern is attempting to increase train traffic as a result of its proposed merger with Conrail.

Early August, 1997 --  
Several mayors and representatives of West Shore area meet to begin to organize opposition to Norfolk Southern proposal.

August 25, 1997 --  
Congressman Dennis J. Kucinich sends a letter in opposition to Norfolk Southern's proposal to the federal Surface Transportation Board and the Federal Railroad Administration (FRA). Kucinich calls for local hearings to be held in the 10th Congressional District to allow for testimony from local residents.

September 5, 1997 --  
Federal Railroad Administrator Jolene Molitoris replies to Kucinich's request, agreeing to come to the West Shore area to hear residents' testimony.

September 13, 1997 --  
Kucinich, working with West Shore mayors, begins petition drive against Norfolk Southern's train traffic proposal.

September 20, 1997 --  
Local residents, serving as "train monitors," reveal data which indicates that Norfolk Southern has already begun increasing train traffic.

September 21, 1997 --  
Local residents, West Shore mayors and other elected officials, police and fire chiefs, hospital and emergency medical officials, and local business representatives testify before Federal Railroad Administrator Molitoris and Congressman Kucinich. The FRA and Kucinich will submit testimony for the official record to the Surface Transportation Board, the agency which will oversee the train merger proposal.
Lawmakers fight train plan

By GREGORY KORTE
Morning Journal Writer
Two area congressmen said they will try to derail Norfolk Southern Railroad's attempts to triple traffic along its route from Cleveland to Vermilion.

Just two months ago, Norfolk Southern was willing to abandon the line, raising hopes of communities along the tracks that the right-of-way might someday be used for a commuter rail line linking Lorain, Avon Lake, Bay Village and Westlake with downtown Cleveland.

Now, the railroad says it will have to triple the traffic on the line — its main corridor for east-west train traffic.

"If they're serious, it raises questions about their competency. If they're not, it raises questions about their agenda," said U.S. Rep. Dennis Kucinich, D-Lakewood. "What a way to run a railroad."

The congressman who made his name going after Cleveland's utilities accused the railroad of "heavy-handed" tactics, and promised a full-scale probe into the railroad's plans. The proposal is part of a major railroad realignment that must be approved by the Surface Transportation Board by next June.

Norfolk Southern, which is asking federal regulators for permission to carve up Conrail with rival CSX, denies any hidden agenda. It says the increased traffic will be necessary because CSX will get the Water Level Route from Cleveland to Willard, leaving Norfolk Southern to rely on a 35-mile stretch of the Penn Route to carry all its traffic.

"Our plan is based on operational soundness," said Norfolk Southern spokeswoman Susan Terpay. "We have no hidden agendas. Everything we do is out in the open. We don't engage in activities which would endanger the public's health, safety or welfare."

Kucinich — flanked by mayors, fire chiefs and other officials from three lakefront communities — held a news conference in Bay Village yesterday to voice their objections to the plan:
* Police, fire and other emergency vehicles could get tied up at rail crossings more often.
* More traffic means more rail cars carrying hazardous materials through densely populated areas, making a derailment more likely.
* An increased risk of collisions between trains and cars, trucks and pedestrians.
* Diminishing quality of life for people living by the tracks — with the nuisance causing decreased property values.

U.S. Rep. Sherrod Brown, who represents the Lorain County portion of the railroad's path, added one more objection:
"I'm real concerned about what that ultimately means for passenger service into Lorain County," said Brown. "There's a real need for commuter service as the area gets more and more populated, especially in the the eastern part of Lorain County, and this will weaken our chances of getting commuter rail."


From page D1

See TRAIN, page D4
Towns cringe as train firms’ plan changes

By KEN PRENDERGAST
Staff Writer

An anticipated tripling of freight train traffic on the Norfolk Southern Railroad line west of Cleveland would derail more than some recent plans to start commuter rail service.

It also would derail the serenity of some suburbs, their housing values and public safety, according to officials in those communities. And those same officials are looking at banding together to do their own derailing.

Originally, Norfolk Southern Corp. considered vacating its tracks through Cleveland’s West Side, Lakewood, Rocky River, Bay Village and Avon Lake as part of a deal to split up a competing railroad company. NS and CSX Transportation seek to divide Conrail Corp., in a $12 billion transaction.

Earlier plans to remove all freight trains on the line west of Cleveland bolstered the Regional Transit Authority’s longstanding desire to put commuter trains on those tracks.

But that plan appears to have been reversed, according to a 15,000-page operations proposal submitted by NS and CSX to the Surface Transportation Board, a federal regulatory body.

In that plan, NS instead expects to increase traffic on its line, from 14 freight trains a day to 38.

The NS operations plan proposes rerouting 24 trains a day from a Conrail route through Berea. While that line has two main tracks, the NS West Shore line has just one, in most places, though it used to have two tracks as recently as 1993. Both lines continue west to Chicago.

The change is due to the desire of NS officials to assign different freight traffic to different routes. The NS line is slated to receive slow, heavy freight, such as coal trains, while the Conrail route would see lighter, 70 mph trains carrying loaded truck trailers and ocean-shipping containers.

“We realize it’s a terrible inconvenience to these communities,” said Patrick McCune, vice president for the Ohio-Pennsylvania region.

“It’s just a proposal. We’re running the added trains between the East Coast and Chicago on the NS line because of the lack of a good (track) connection on the east side (of Cleveland). We continue to look at places where we can make connections.”

He said NS has identified about five trains that can be detoured from the NS line to a Conrail route through Canton. Further, the total number of trains is based on optimistic freight traffic projections from East Coast markets.

RTA has been discussing alternatives with NS officials, including a proposal to put all freight traffic on the Conrail line through Berea, which NS will acquire as part of the deal with CSX. That would require building a track connection in Cleveland to permit as many as a dozen commuter trains between downtown Cleveland and Lorain.

“We’re looking for some creative rerouting proposals,” said Rich Euty, a long-range planner for RTA. “It could mean the railroads, the state of Ohio and communities would work together to reroute the freight trains.”

“RTA would have been an obvious successor, had we abandoned that line,” McCune said. “But Berea is such a congested focal point right now.”

No cost estimates for the Cleveland/Lorain track connection have been determined. Also, no sources of funding have been identified, either.

“NS is aware of this (proposal) and we’re beginning to discuss this with them,” Euty said. “The other side of it is, if there is no other way, we may look at expanding capacity (of the NS line). There’s a tremendous amount of interest locally and at the state level in this.”

“I’m not upset — I’m livid,” Bay Village Tom Jelepis said. “We will do everything possible to stop this. There’s no way we’re going to accept triple the number of freight trains. This isn’t just a safety issue, in terms of moving trains. It’s a

See TRAIN, page A7
Train

from page A1

health issue, with coal dust coming off the trains, and it's an economic issue, because of long trains blocking traffic and the noise affecting property values."

He said residents and businesses in each community should work together and with RTA to "trade" the freight trains for commuter trains. Jelepis said he wants the commuter trains to link up with Bay's commercial district at Dover Center Road.

McCune said he has been visiting most mayors along the route to inform them of NS's proposal.

"I did appreciate them stopping by, but I don't appreciate the additional trains," Rocky River Mayor Don Umerley said. "Our council will want us to do something to find a solution. It would make sense that we do it in concert with the other cities (on the NS line)."

Rocky River, Lakewood and Bay Village are taking steps to participate in STB hearings this winter in Washington, D.C. The board intends to issue a decision June 8, 1998, but the deadline for filing an intent to participate is today.

“We’re concerned with the increased volume of trains coming through the community, the quality of life, and any environmental implications,” said Stephen FitzGerald, Lakewood’s community relations coordinator.

Yet, FitzGerald said he recognizes it will be difficult for a city having only 60,000 residents to turn back not just one large company — Norfolk Southern — but two, which includes CSX Transportation.

"We’ve got two multi-billion-dollar corporations here," he said. "We’re the David against two Goliaths. We’re looking at ways to leverage our efforts and mobilize the residents."

Avon Lake Mayor Vince Urbin has not been notified by NS about its plans to increase freight traffic. He said the additional trains would block busy roads into Avon.
September 12, 1997

NOACA AND CLEVELAND JOIN WESTSHORE COALITION’S FIGHT AGAINST PLAN TO TRIPLE FREIGHT TRAINS
REGIONAL CONCERN IS ABILITY TO RESPOND TO EMERGENCIES

Lakewood, the most densely populated city between New York and Chicago, and other Westshore suburbs are fighting Norfolk Southern Railroad’s plan to triple the number of freight trains that pass through and divide Lakewood and other cities virtually in half.

Today, the Westshore coalition’s concerns were reviewed and endorsed by the Northeast Ohio Areawide Coordinating Agency (NOACA), which represents the interests of 2.1 million residents in five counties of Northeast Ohio, the 20th largest metropolitan area in the U.S.

At this morning’s meeting of NOACA’s Governing Board, the agency unanimously adopted Resolution 97-073 to register concerns regarding the railroad’s plans and the impact it will have on communities’ abilities to respond to police, fire and medical emergencies. During the same meeting, the City of Cleveland joined the coalition’s fight, requesting and receiving status in the resolution as a concerned party.

“We welcome this strong support from NOACA and the City of Cleveland,” announced Lakewood Mayor Madeline A. Cain. “If we’re to be successful in fighting the railroad’s unsafe plan and protecting our communities, then we must leverage every local, regional and state resource adversely impacted. The final decision on this plan will be made in Washington, so our voices must be highly credible, clear and many, if we are to be heard.” Mayor Cain chairs the coalition’s Safety Committee.

The railroad’s plan will be approved by the U.S. Surface Transportation Board. NOACA’s Governing Board has 37 members.

Media contacts: Lakewood Director of Planning & Development Paul Wingenfeld, Assistant Director Christine Nelson, or Community Relations Coordinator Steve FitzGerald; all can be reached at 521-7580.

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NEED MORE INFORMATION? CALL COMMUNITY RELATIONS AT (216) 529-6652/6650.
ADVERSE IMPACTS OF THE NS-CSX PROPOSAL, NOW BEFORE THE FEDERAL SURFACE TRANSPORTATION BOARD IN WASHINGTON, ON LAKEWOOD, OHIO

The joint application filed by Norfolk Southern (NS) and CSX with the US Surface Transportation Board includes a proposed near-tripling of the daily number of NS train runs through the westside of Cleveland and its westshore suburbs, which include Lakewood, Bay Village, Rocky River, and Avon Lake. The most immediate and adverse impacts of NS’ plan for its Cleveland-Vermilion Line on Lakewood’s 66,000 residents, employers and employees will be:

- Any increase of freight trains will interfere with the ability of Lakewood’s police and fire safety forces to directly and timely respond to fires, crime and natural disasters.

- Any increase of freight trains will significantly interfere with the ability of Lakewood Hospital, its ambulances and paramedic squads to directly and timely respond to medical emergencies from any and all causes -- a matter of life and death, whereby minutes in response time can often mean the difference.

- Any increase of freight trains will adversely impact the ability of all types of coordinated emergency response teams between Lakewood and other westshore communities to best use each others’ medical facilities and fire and police forces and equipment in a predictable and timely fashion.

- Any increase of freight trains will increase the likelihood of derailments and the risk that hazardous materials will be released. This would also increase the likelihood for evacuating residents within two to four miles of the tracks (an evacuation range that encompasses all of Lakewood’s residents) for safety and health reasons.

- Lakewood is a community of neighborhood schools. There is no bussing in Lakewood: the vast majority of Lakewood’s 9,000 pre-school and school aged children walk to their schools using system-planned and comprehensive walking patterns based upon the safety and security considerations of parents and children. Any increase of freight trains increases the risk to our school children.

Prepared by the City of Lakewood, Planning & Development Department and Community Relations Office

page 1 of 2
• The potential dismissal of RTA’s recent proposal to run commuter trains on the rail line through Lakewood and the westshore suburbs means a loss of potential economic development in Lakewood, especially with regard to future plans for the growth and development of downtown Lakewood.

• Lakewood is primarily a residential community that is highly dependent on north-south traffic patterns across the NS tracks. Aside from the safety, pollution and noise concerns, any increase in freight trains will severely restrict traffic movements in our community and back up traffic on numerous residential streets. Additional freight trains will also isolate the northern residential areas from Lakewood’s southern commercial areas and downtown.

• For Lakewood (the most densely populated community between New York City and Chicago), any increase of freight trains will negatively affect property values, increase vehicular and pedestrian congestion, increase levels of emitted pollutants, strangle its commercial health, and generally lower the quality of life in our community.

-- Lakewood has the most highway crossings per mile in the United States; 27 crossings in three miles.
-- Lakewood has only one underpass whereby travelers may cross the city in a north-south direction without rail interruption.
-- The already NS-owned and operated Cleveland-Vermilion Line bisects the heart of Lakewood’s residential neighborhoods.

*Prepared by the City of Lakewood, Planning & Development Department and Community Relations Office*

*page 2 of 2*
Ms. Tracey Canale  
1281 Brockley Avenue  
Lakewood OH 44107  

Re: Finance Docket No. 33388  

Dear Ms. Canale:

President Clinton has forwarded your letter to him dated October 8, 1997 to me for reply. Your comments will be forwarded to our environmental section to become part of the record in this docket that pertains to environmental review.

Let me assure you that the Board is very concerned about all of the safety aspects of the proposed acquisition of Conrail by CSX and Norfolk Southern. In response to a request from the U.S. Department of Transportation's Federal Railroad Administration, we have extended the time for review of the proposed acquisition and required the applicants to submit a safety impact plan to address issues such as increased traffic in your area. The final decision on the acquisition has therefore been postponed to July 23, 1998.

We have received many pleadings and comments about the increase in traffic in your area, not only from concerned citizens, but also from the city attorneys for many of the communities involved and from the elected officials who represent your interests. Your concerns will not be ignored.

I hope you find this information helpful. If you have any questions, please do not hesitate to call me.

Sincerely,

Nancy R. Beiter
President Bill Clinton  
1600 Pennsylvania Avenue  
Washington D.C., 20500

Dear Mr. President:

I am writing you with the hopes that you can help my community. I think, perhaps, you are the only person in this country who can and your time to read this letter would be appreciated. Not only by me, but by the 66,000 other persons who call Lakewood, Ohio their home.

You visited the perimeter of our Cleveland, Ohio suburb during the last election, but I am not aware that you ever came into Lakewood. Mrs. Clinton did and spoke at Lakewood Hospital regarding health care management. I stood with my one year old just to see her. By virtue of where she was, she has seen Lakewood, and perhaps remembers what a great looking community we have.

I realize you are a very busy person and cannot read all of your mail. However, I am hoping that your staff who does will bring this letter to your attention.

Our city, and the other West Shore communities of Cleveland, are in jeopardy of being destroyed by the merger of Norfolk Southern Railroad and CSX Railroad. They, Norfolk Southern, have a proposal now before the Surface Transportation Board to split up Conrail between themselves and CSX. Lakewood would also be split up. NS has proposed to increase rail traffic through our city by at least three times. I say "at least" because one of their lobbyists told me personally that it could be more than three times. We are talking at least 36 freight trains per day. Freight trains carrying hazardous waste and even nuclear waste not 320 feet from my house. I live eight houses from the tracks. Some people live right next to the tracks and the only distance span from the tracks and trains is the width of their driveway. Perhaps you can now begin to see why I am writing to you sir.

Lakewood is a suburb of Cleveland, OH. It is the most densely populated community between New York City and Chicago. Lakewood has the most highway(sidestreet) crossings per mile in the U.S. There are 27 sidestreet crossings in three miles. Norfolk Southern tracks completely bisect the city of Lakewood. The tracks cut off those of us that live north of the tracks from emergency services from our hospital, fire equipment and police services. There are two elementary schools and one middle school north of the tracks. These schools would be cut off from the above mentioned services. That means there would be children's lives in danger. My child, Mr. Clinton.
Safety is the key issue here, sir. Lakewood children, 9,000 pre-school and school aged, walk to school. We are a community without school buses. The children walk to school and many of them must cross the railroad tracks to get to and from school. Especially the middle school and high school children. Any increase in rail traffic puts every single one of these children in danger. They would also be at risk from other things like increase in air pollution, possible hazardous materials spills with no way to evacuate the schools, and a general decline in our community.

I grew up here, this is my hometown and I have chosen to raise my children here. This issue means a great deal to me. Everyone I have spoken to from the railroad to city officials tell me that we don't have a chance to stop this increase in freight traffic. They have said that the STB rubber stamps its okay on every proposed merger that has come before it. I have to believe this will not happen this time. You can appoint another member to the Surface Transportation Board who is truly concerned with the public interest and safety as the STB is suppose to do. You can help Madam Chairwoman Linda Morgan see the importance of her decision regarding this merger. Please ask Ms. Morgan to come to Lakewood and see for herself what our city is and wants to remain being. Ask her to conduct public interest hearings in our city and others that would be affected by her decision. The people of this community want to be heard as should be done in a democracy.

Mr. Clinton, I am but one person and realize that Norfolk Southern is a HUGE corporation with alot of money, lobbyists and influence. However, I believe in the ideas of our democracy. I believe that through my one voice and the voice of others in this town, we can make this large corporation find alternatives to plowing down the place we call home.

This is a very grassroots efforts to make Norfolk Southern understand they cannot do what ever they want to our city. I beg you to help us. I have enclosed a letter that we sent home to all of the children in the two elementary schools north of the tracks and many were returned signed with family photos. These letters were sent to Ms. Morgan by our congressman, Dennis Kucinich. He has promised to help us fight this increase in rail traffic. Mr. President, I hope you will help us too.

I have always believed, Mr. Clinton, that you were the type of President who cared about the little people in this country. You convinced be of that two times and I voted for you. I feel grateful you are the person to whom I am writing this letter. I know you are very busy and have things like world peace and the Congress to deal with. But I - all of us living on the Norfolk Southern train tracks - appreciate any time you can give this matter.

Sincerely,

Tracey Canale
1281 Brockley Avenue
Lakewood, OH 44107
September 24, 1997

U.S. Surface Transportation Board
ATTN: SEA-Finance Docket 33388
1925 K Street NW
Washington, DC 20423

Dear Sirs:

My child(ren), __________________________, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

Following are the reasons we, as a community, cannot allow this to occur.

1) Safety - for our children who cross the tracks daily to go to school, the library, and parks.

2) Carrying of hazardous waste - including nuclear waste- would theoretically increase from the present number of 254,834 cars per year (already too high of a number through our community) to over 764,000 cars per year. Each car a potential threat to our children. A study done by the Agency for Nuclear Projects, Nuclear Waste Office. Nevada based numbers from the U.S. Department of Energy and compiled the following statistic for the state of Ohio: 2,733 shipments of high level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio: 2,063 of those shipments are likely to go through Lakewood and the West Shore area of Cleveland. Norfolk Southern has a pre-agreement with the Federal Government to carry the above nuclear waste. There are two routes through northern Ohio. One being through our community.

3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

Evacuation of the schools north of the tracks should a train derail and spill hazardous cargo. There are no school buses in Lakewood, therefore, there would be no way for the children to get out of the city. A decrease of property value which would also be a decrease tax base for our schools. And a flight of families from Lakewood which would mean a general decline for our community.

This issue is one of great concern to all of us that live in Lakewood. Please be assured the citizens of the West Shore area are closely monitoring the STB proceedings. I am concerned about the safety issues and how my child (ren) will be affected.

Sincerely,
Mr. Franklin Keel  
Area Director  
U.S. Department of the Interior  
Bureau of Indian Affairs  
3701 N. Fairfax Drive, Mail Stop 260-VASQ  
Arlington, Virginia 22203  

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition -- Native American issues related to the Proposed Acquisition of Conrail  

Dear Mr. Keel,  

As you know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. To evaluate and consider the potential environmental impacts that could result from the Proposed Acquisition, the Board’s Section of Environmental Analysis (SEA) is preparing an Environmental Impact Statement (EIS).  

As part of this environmental review, SEA has identified two potentially affected rail segments that travel through Federally designated Native American Reservations. One Norfolk Southern rail line travels through the Cattaraugus Indian Reservation in New York, and one CSX rail line travels through the Poarch Creek Indian Reservation in Alabama.  

If the Proposed Acquisition is approved, CSX’s Montgomery to Flomaton rail line through Alabama, and NS’s Ashtabula, OH to Buffalo, NY rail line through New York, could potentially experience increases in hazardous material transport. If the increase was determined to be significant, and both or either of these lines were classified as a “Major Key Route” for hazardous material transport (i.e. an increase to more than 10,000 hazardous materials rail cars per year), SEA would make preliminary mitigation recommendations including: 1) restricting train speed to 50mph; 2) upgrading the railroad tracks; and 3) establishing a Hazardous Materials Response Plan for the surrounding area which includes coordination with local emergency response providers.
As part of a public outreach effort, SEA is issuing informational materials to each of the potentially affected tribes to notify them of the Proposed Acquisition and invite their participation and comment. Should you have any questions or further comments, please contact Vicki Rutson at (202) 565-1545.

Sincerely yours,

Elaine K. Kaiser
Chief
Section of Environmental Analysis

cc: Michael Schindler, Seneca Nation of Indians
    Eddie L. Tullis, Poarch Band of Creek Indians
Mr. Eddie L. Tullis  
Chairman  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, Alabama 36502

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Poarch Band of Creek Indians’ Reservation as related to Proposed Acquisition of Conrail

Dear Mr. Tullis,

On June 23, 1997, the railroad companies CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire a third railroad company, Conrail Inc. The Board’s Section of Environmental Analysis (SEA) is currently conducting a study to assess any potential environmental effects that could result from the Proposed Acquisition. As part of an extensive outreach effort to local communities, SEA would like to inform you of potential changes the acquisition could have on rail operations in your area, and provide you with general information regarding the railroad companies’ proposal.

As part of the environmental review, SEA is publishing an Environmental Impact Statement (EIS) that analyzes the Proposed Acquisition’s potential effects on safety, transportation, air quality, noise, cultural/historic resources, energy use, water resources, biological resources, hazardous materials transport, land use, socioeconomic effects, Native American issues and environmental justice. A Draft EIS is scheduled to be released in December 1997 and SEA will send a copy to your attention. The DEIS will be available for a 45-day public review and comment period and SEA encourages your participation in the environmental review process. A Final EIS will address all public comments and is scheduled to be distributed in May, 1998.

SEA’s preliminary analysis indicates that a CSX rail segment that runs from Montgomery, AL to Flomaton, AL, passing through the Poarch Creek Reservation, could experience increased train traffic. As a result of increased trains, the Montgomery to Flomaton rail line could experience an increase in hazardous material transport. If the
Proposed Acquisition is approved, and there is a significant hazardous materials increase, SEA would recommend that CSX and NS comply with the Association of American Railroads (AAR) strict, industry-wide safety standards for hazardous materials transport, including installation of special defect detectors on railroad tracks, regular track inspections, and employee training. SEA would also recommend that CSX and NS adopt additional AAR safety guidelines including a maximum train speed of 50 mph and direct toll-free telephone access between railroad dispatch centers and emergency response facilities in surrounding communities.

The Board will consider the entire environmental record, including public comments, the Draft EIS and the Final EIS in making its final decision on the Proposed Acquisition. Enclosed for your reference is a fact sheet outlining the major details of the Proposed Acquisition. Additional information is also available at SEA’s “Conrail Acquisition Web Page” at www.conrailmerger.com. Should you have any further questions, please call our Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

Sincerely yours,

Elaine K. Kaiser  
Chief  
Section of Environmental Analysis

Enclosure

cc: Franklin Keel, Bureau of Indian Affairs, U.S. Department of the Interior
Mr. Michael Schindler  
President  
Seneca Nation of Indians  
1490 Route 438  
Irving, New York 14081

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition -- Cattaraugus Indian Reservation as related to Proposed Acquisition of Conrail

Dear Mr. Schindler,

On June 23, 1997, the railroad companies CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire a third railroad company, Conrail Inc. The Board’s Section of Environmental Analysis (SEA) is currently conducting a study to assess any potential environmental effects that could result from the Proposed Acquisition. As part of an extensive outreach effort to local communities, SEA would like to inform you of potential changes the acquisition could have on rail operations in your area, and provide you with general information regarding the railroad companies’ proposal.

As part of the environmental review, SEA is publishing an Environmental Impact Statement (EIS) that analyzes the Proposed Acquisition’s potential effects on safety, transportation, air quality, noise, cultural/historic resources, energy use, water resources, biological resources, hazardous materials transport, land use, socioeconomic effects, Native American issues and environmental justice. A Draft EIS (DEIS) is scheduled to be released in December 1997 and SEA will send a copy to your attention. The DEIS will be available for a 45-day public review and comment period and SEA encourages your participation in the environmental review process. A Final EIS will address all public comments and is scheduled to be distributed in May, 1998.

SEA’s preliminary analysis indicates that the NS rail segment that runs from Ashtabula, OH to Buffalo, NY, and passes through the Cattaraugus Reservation, could experience increased train traffic. As a result of increased trains, the Ashtabula to Buffalo rail line could experience an increase in hazardous material transport. If the
Proposed Acquisition is approved and there is a significant hazardous materials increase. SEA would recommend that CSX and NS comply with the Association of American Railroads (AAR) strict, industry-wide safety standards for hazardous materials transport, including installation of special defect detectors on railroad tracks, regular track inspections, and employee training. SEA would also recommend that CSX and NS adopt additional AAR safety guidelines including a maximum train speed of 50 mph and direct toll-free telephone access between railroad dispatch centers and emergency response facilities in surrounding communities.

The Board will consider the entire environmental record, including public comment, the Draft EIS and the Final EIS in making its final decision on the Proposed Acquisition. Enclosed for your reference is a fact sheet outlining the major details of the Proposed Acquisition. Additional information is also available at SEA’s “Conrail Acquisition Web Page” at www.conrailmerger.com. Should you have any further questions, please call our Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

Sincerely yours,

Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure

cc: Franklin Keel, Bureau of Indian Affairs, U.S. Department of the Interior
Washington, D.C. - November 25, 1997

BY HAND

Elaine K. Kaiser
Chief
Surface Transportation Board
Section on Environmental Analysis ("SEA")
1925 K Street, NW
Washington, DC 20423-0001

Re: Finance Docket No. 33388: CSX and NS - Control and Acquisition of Conrail

Subject: Norfolk Southern Mitigation Proposal for Muncie, Indiana - Line Segment Muncie to Alexandria

Dear Ms. Kaiser:

This letter responds to a request from SEA for a written description of Norfolk Southern's ("NS") proposal for mitigation relating to post-Acquisition NS rail traffic at Muncie, Indiana. We understand that SEA intends to include this letter as an appendix to the Draft Environmental Impact Statement for Finance Docket No. 33388. Described below is NS' proposal for mitigation at Muncie, Indiana to address the potential impact of increased NS rail traffic through Muncie should the Application in the above-referenced docket be approved by the Board.

The NS line that trends west from Muncie toward Alexandria, Indiana averages 2.6 trains per day (1995 base case). An increase of 9.2 trains per day, for a total of 11.8 trains, is anticipated post-Acquisition. Potential environmental impacts related to the projected increase in traffic along this NS line segment were analyzed in Volume 6B of the Environmental Report.

NS has evaluated the need for mitigation measures to address concerns raised by SEA, and further discussed in a local newspaper article, about the potential for vehicle delays at grade crossings related to the projected increase in rail traffic along the portion of this line segment that passes through Muncie. Specifically, NS has studied the spacing of
trains passing through Muncie to assess whether the increase in projected rail traffic would likely result in significant vehicular delays at grade crossings at Kilgore Avenue and streets west past Tillotson Avenue. As a result of its study, NS has determined that grade crossing delays are not expected to occur with the addition of the projected increase in post-Acquisition traffic. NS has received no complaints about blocking delays in Muncie. Moreover, advanced warning is provided to anticipate potential congestion in merging onto the Conrail line. When this occurs, NS stops its trains and holds them between SP 178, just short of CR 400, and the next crossing at CR 500 (SP 179.1). The majority of NS trains are of a length that readily fits between these two crossings without blocking either crossing. In those rare instances where a train would not fit between SP 178 and SP 179.1, the train instead would be stopped west of SP 180, also avoiding blocking crossings. NS would continue to employ current holding practices in this area to address the additional traffic projected on this line post-Acquisition. Thus, NS does not believe that blocking delays are an issue at Muncie.

In connection with the status of the NS grade crossings in Muncie, NS proposes to work with the appropriate state agencies to address the potential upgrading of the existing grade crossings from Council Street to Morrison Street to include both automatic flashing lights and gates. Presently, six of the thirteen grade crossings are equipped with both flashing lights and gates. Five of the grade crossings have flashing lights only (Kilgore, Nichols, Goodman, Hutchinson and Jackson) and two of the grade crossings have crossbucks only (Celia and Manning). NS proposes that, subject to state approval of the addition of protective devices and the availability of federal and state funding, these seven grade crossings be equipped with flashing lights and gates. Accordingly, NS would work with the relevant governmental agencies to seek support for and public funding of this grade crossing upgrade project.

With the continuation of current procedures for managing rail traffic flow through Muncie and the upgrading of existing grade crossings to include flashing lights and gates at all thirteen locations between Council Street and Morrison Street, the potential impact from the increase in rail traffic on this line segment through Muncie would be substantially addressed.
Please contact me if you need additional information or if I can be of further assistance.

Sincerely,

Bruno Maestri  
System Director  
Environmental Protection
Upgrade Crossings to Flashers With Gates

Legend

Exhibit 1