FIGURE AD-E-15 Area 6

OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
FIGURE AD-E-16 Area 7
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
A Receptor within 70dBA Ldn Wayside Noise Contour

70dBA Ldn Wayside Noise Contour

Rail Line

FIGURE AD E-19 Area 10
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
FIGURE AD-E-20 Area 11
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
Receptor within 70dBA Ldn Wayside Noise Contour

70dBA Ldn Wayside Noise Contour

Rail Line

OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour
Receptor within 70dBA Ldn Wayside Noise Contour
70dBA Ldn Wayside Noise Contour
Rail Line

FIGURE A3 E 23 Area U
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour

Proposed Conrail Acquisition

Final Environmental Impact Statement
ATTACHMENT F
ALEXANDRIA CONNECTION
TRANSPORTATION: HIGHWAY/RAIL
AT-GRADE CROSSING DELAY
Addendum to the Final Environmental Impact Statement

[THIS PAGE INTENTIONALLY LEFT BLANK]
**ATTACHMENT F**

**ALEXANDRIA, INDIANA**

**HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES**

<table>
<thead>
<tr>
<th>County</th>
<th>Seg No</th>
<th>Crossing FRA ID</th>
<th>Street Name</th>
<th>Number of Roadway Lanes</th>
<th>ADT</th>
<th>Pre Acquisition</th>
<th>Post Acquisition</th>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>Trans per day</td>
<td>Trans Speed (mph)</td>
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<tr>
<td>Madison</td>
<td>N-040</td>
<td>474600L</td>
<td>S R 9</td>
<td>2</td>
<td>14,351</td>
<td>26</td>
<td>40</td>
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<td>Madison</td>
<td>N-040</td>
<td>474601T</td>
<td>HARRISON ST</td>
<td>2</td>
<td>5,890</td>
<td>26</td>
<td>40</td>
</tr>
</tbody>
</table>

**Post-Acquisition Manual Control of Track Switch**

| Madison | N-040 | 474600L | S R 9 | 2 | 14,351 | 26 | 40 | 4,869 | 49 | 27 | 1.64 | 0.67 | A | 11 | 8 | 30 | 5,000 | 282 | 34 | 2.09 | 4.92 | A | 0.43 |
| Madison | N-040 | 474601T | HARRISON ST | 2 | 5,890 | 26 | 40 | 4,869 | 20 | 11 | 1.14 | 0.47 | A | 11 | 8 | 30 | 5,000 | 116 | 14 | 1.45 | 3.42 | A | 0.31 |

AD-53
ATTACHMENT G
BOARD DECISION NO. 69
NOTICE TO THE PARTIES:

On December 12, 1997, the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Draft Environmental Impact Statement (Draft EIS) for the Proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX. Comments on the Draft EIS were due February 2, 1998. In its continuing process of evaluation, SEA has identified some additional potential hazardous materials transportation safety, noise, and highway/rail at-grade crossing safety and delay impacts of the Proposed Acquisition. This information was not included in the Draft EIS and is based in part on updated data that was not received until after the Draft EIS was issued. Specifically, (1) on November 24, 1997, CSX advised SEA that it would revise its calculation of the transportation of hazardous materials due to an error in methodology; (2) on December 23, 1997 and February 20, 1998, CSX provided SEA with the revised hazardous materials transportation safety data; and (3) SEA identified sensitive receptors within noise contours using aerial photographs and more precise analytical tools, such as geographic information systems (GIS), that were not available prior to SEA completing the Draft EIS.

SEA's additional analysis has identified four rail line segments with potential hazardous materials transportation safety impacts that SEA did not identify as such in the Draft EIS. In addition, SEA has identified eight rail line segments that now may warrant noise mitigation. Although SEA had identified these segments in the Draft EIS as being potentially affected by noise, SEA did not
recommend noise mitigation for them in the Draft EIS. As a result of the refined analysis described above, SEA has also concluded that 12 additional rail line segments may have high, adverse and disproportionate effects on certain minority or low-income communities as a result of potential effects of hazardous materials transportation safety, noise, and/or highway/rail at-grade crossing safety and delay. A list of affected rail line segments and communities is included with this notice. This new information does not change or alter SEA’s prior analysis, results, or preliminary mitigation recommendations in other impact areas, nor does it affect the integrity of the information contained in the Draft EIS.

To ensure that anyone affected by the new information described above has the opportunity to review and comment on it, through this notice SEA is providing an additional 45-day comment period. During this period, affected parties may submit written comments to SEA on the potential environmental effects noted above on their community. Written comments must be submitted to SEA no later than April 15, 1998. SEA will consider any timely comments received in the Final EIS, which is scheduled to be issued in late May 1998. The Board will then consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final written decision on July 23, 1998.

Information about the Proposed Acquisition and Draft EIS can be found at the Internet web site <http://www.conrailmerger.com> and SEA’s toll-free Environmental Hotline at (888) 869-1997.

Vernon A. Williams
Secretary
In its continuing process of evaluation, the Surface Transportation Board’s Section of Environmental Analysis (SEA) has identified some additional potential hazardous materials transportation safety, noise, and highway/rail at-grade crossing safety and delay impacts associated with the Proposed Conrail Acquisition. SEA has also identified additional minority and low-income populations that may be affected by potential environmental impacts. This information was not available when SEA issued the Draft Environmental Impact Statement (Draft EIS) on December 12, 1997.

- This page directs the reader to the appropriate sections of the Draft EIS that more completely explains SEA’s analysis.
- Page 2 of this document includes a table that summarizes the new rail line segments potentially affected by hazardous materials transportation.
- Page 3 of this document includes a table that summarizes the new rail line segments that may warrant noise mitigation.
- Page 4 of the document includes a table that summarizes the new rail line segments with potential impacts on minority and low-income populations.

HELPFUL REFERENCES TO THE DRAFT EIS

New Hazardous Materials Transportation Safety Rail Line Segments

- SEA’s hazardous materials transportation safety analysis and methodology are documented in Chapter 3, Section 3.5 of the Draft EIS, pages 3-12 through 3-14.
- System-wide safety effects of increased hazardous materials transport are documented in Chapter 4, Section 4.5 of the Draft EIS, pages 4-14 through 4-21.
- State-specific hazardous materials transport safety effects are documented in Chapter 5 of the Draft EIS, presented on a state-by-state basis.
- SEA’s recommended hazardous materials transportation safety mitigation is presented in Chapter 7 of the Draft EIS on pages 7-12 through 7-14. The new hazardous materials transportation safety rail line segments listed in the table below on Page 2 are new “Key Routes” subject to Recommended Mitigation Nos. 3 (A-C) and 5.

New Rail Line Segments That May Warrant Noise Mitigation

- SEA’s noise analysis and methodology are documented in Chapter 3, Section 3.12 of the Draft EIS, pages 3-30 through 3-37.
- State-specific noise effects are documented in Chapter 5 of the Draft EIS.
- SEA’s recommended noise mitigation is presented in Chapter 7 of the Draft EIS, page 7-17.

New Rail Line Segments With Potential Impacts on Minority and Low-Income Populations

- SEA’s environmental justice analysis and methodology are documented in Chapter 3, Section 3.17 of the Draft EIS, pages 3-48 through 3-52.
- SEA’s recommended environmental justice mitigation is presented in Chapter 7 of the Draft EIS, page 7-18.
## New Hazardous Materials Transport Safety Segments

<table>
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<tr>
<th>State</th>
<th>Site ID</th>
<th>Proposed Owner</th>
<th>Segment</th>
<th>Counties</th>
<th>Est. Annual Haz. Mat. Rail Carloads</th>
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<td></td>
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<td></td>
<td>Pre-Acq.</td>
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<tr>
<td>KY</td>
<td>C-230</td>
<td>CSX</td>
<td>NJ Cabin, KY to Columbus, OH</td>
<td>KY: Greenup; OH: Franklin, Pickaway, Pike, Ross, Scioto</td>
<td>4,000</td>
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<td>OH</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>PA</td>
<td>C-767</td>
<td>CSX</td>
<td>CP Newtown Jct., PA to CP Wood, PA</td>
<td>Bucks, Montgomery, Philadelphia</td>
<td>6,000</td>
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<td>NJ</td>
<td>C-768</td>
<td>CSX</td>
<td>CP Wood, PA to Trenton, NJ</td>
<td>PA: Bucks; NJ: Mercer</td>
<td>6,000</td>
</tr>
<tr>
<td>PA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OH</td>
<td>C-065</td>
<td>CSX</td>
<td>Deshler, OH to Toledo, OH</td>
<td>Henry, Wood</td>
<td>365</td>
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## New Segments That May Warrant Noise Mitigation

<table>
<thead>
<tr>
<th>State</th>
<th>Site ID</th>
<th>Proposed Owner</th>
<th>Segment</th>
<th>Counties</th>
<th>Receptors within 65 dBA Contour*</th>
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<td>Pre-Acq.</td>
</tr>
<tr>
<td>IN</td>
<td>C-026</td>
<td>CSX</td>
<td>Warsaw, IN to Tolleston, IN</td>
<td>Kosciusko, La Porte, Lake, Marshall, Porter, Starke</td>
<td>14</td>
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<td>IN</td>
<td>N-040</td>
<td>NS</td>
<td>Alexandria, IN to Muncie, IN</td>
<td>Delaware, Madison</td>
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<td>NY</td>
<td>N-060</td>
<td>NS</td>
<td>Corning, NY to Geneva, NY</td>
<td>Chemung, Ontario, Schuyler, Steuben, Yates</td>
<td>0</td>
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<tr>
<td>OH</td>
<td>N-085</td>
<td>NS</td>
<td>Bellevue, OH to Sandusky Dock, OH</td>
<td>Erie, Huron</td>
<td>5</td>
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<td>PA</td>
<td>C-085</td>
<td>CSX</td>
<td>Sinns, PA to Brownsville, PA</td>
<td>Allegheny, Fayette, Westmorland</td>
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<td>VA</td>
<td>N-100</td>
<td>NS</td>
<td>Riverton Jct., VA to Roanoke, VA</td>
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<td>Fayette, Raleigh, Wyoming</td>
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<tr>
<td>WV</td>
<td>N-111</td>
<td>NS</td>
<td>Deepwater, WV to Fola Mine, WV</td>
<td>Fayette, Nicholas</td>
<td>37</td>
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*includes receptors affected by highway/rail at-grade crossings.
## New Segments With Potential Impacts on Minority and Low-Income Populations

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<tr>
<th>State</th>
<th>Site ID</th>
<th>Proposed Owner</th>
<th>Segment</th>
<th>Counties</th>
<th>Potential Impact</th>
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<td>CSX</td>
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<td>Meriwether, Troup</td>
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<tr>
<td>IN</td>
<td>C-026</td>
<td>CSX</td>
<td>Warsaw, IN to Tolleston, IN</td>
<td>Kościusko, La Porte, Lake, Marshall, Porter, Starke</td>
<td>Noise</td>
</tr>
<tr>
<td>IN</td>
<td>N-040</td>
<td>NS</td>
<td>Alexandria, IN to Muncie, IN</td>
<td>Delaware, Madison</td>
<td>Noise</td>
</tr>
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<td>NC</td>
<td>N-361</td>
<td>NS</td>
<td>Asheville, NC to Leadvole, TN</td>
<td>NC: Buncomb, Madison; TN: Cocke</td>
<td>Hazardous Materials Transport</td>
</tr>
<tr>
<td>TN</td>
<td>N-361</td>
<td>NS</td>
<td>Asheville, NC to Leadvole, TN</td>
<td>NC: Buncomb, Madison; TN: Cocke</td>
<td>Hazardous Materials Transport</td>
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<td>NJ</td>
<td>S-032</td>
<td>CSX/NS</td>
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<td>Essex, Union</td>
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<td>OH</td>
<td>N-070</td>
<td>NS</td>
<td>Ashtabula, OH to Buffalo, NY</td>
<td>OH: Ashtabula; PA: Erie; NY: Chutaupua, Erie</td>
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<td>C-766</td>
<td>CSX</td>
<td>West Falls, PA to CP Newtown Jct., PA</td>
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<td>Hazardous Materials Transport</td>
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<td>PA</td>
<td>N-203</td>
<td>NS</td>
<td>Bethlehem, PA to Allentown, PA</td>
<td>Lehigh, Northampton</td>
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<td>TN</td>
<td>N-406</td>
<td>NS</td>
<td>Frisco, TN to Kingsport, TN</td>
<td>Hawkins, Sullivan</td>
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<td>N-432</td>
<td>NS</td>
<td>Poe ML, VA to Petersburg, VA</td>
<td>Petersburg City</td>
<td>Hazardous Materials Transport</td>
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</tbody>
</table>
ATTACHMENT H
COMMENTS RECEIVED ON THE REFINED
HAZARDOUS MATERIALS TRANSPORT, NOISE,
AND ENVIRONMENTAL JUSTICE ANALYSES

This Final EIS addresses comments on the Draft EIS and other environmental comments that SEA received during its ongoing environmental review; and it reflects SEA’s further environmental analysis, including site visits and consultations. In addition, the Final EIS contains SEA’s final environmental recommendations to the Board. The Board will consider SEA’s recommendations and the environmental record before making a decision in this proceeding.

Appendix A of the Final EIS contains the 257 written comments on the Draft EIS that SEA received during the formal comment period that ended on February 2, 1998. However, SEA also considered comments received after February 2, 1998. Although these comments are not reproduced in the Final EIS, they are part of the Board’s administrative record and the Board will consider them in making its decision.

SEA refined the analyses presented in the Draft EIS to include information that had been previously unavailable and SEA provided a second comment period to allow those persons affected by this new information to review and comment on the additional analyses. The additional full 45-day comment period that ended on April 15, 1998, provided refined analyses associated with hazardous materials transport, noise, and environmental justice issues. Table AD-H lists the five letters that SEA received during this additional comment period, and Attachment H includes copies of these letters. For summaries and SEA’s response to these comments, see Section AD.4, “Summary of Comments and Responses.”

Table AD-H lists the comments received during the additional comment period by state and in order of comment date. The reproduced comment letters follow the order presented in Table AD-H. For ease of reference, each page of each document contains the document identifier number listed in Table AD-H.

In addition to the comments submitted on the Draft EIS and the additional analysis, the Board also received thousands of standard form postcards expressing support for the alternative routing plan proposed by the City of Cleveland. (See Chapter 4, Section 4.19.1, “Greater Cleveland
As of May 11, 1998, the Board had received approximately 5,800 postcards.

### TABLE AD-H

**Comments Received by SEA on Refined Hazardous Materials Transport, Noise, and Environmental Justice Analysis**

<table>
<thead>
<tr>
<th>Comment Date</th>
<th>Commentor, Subject of Document</th>
<th>Document ID</th>
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<td>3/23/98</td>
<td>Lauren Meyerhoff, Marshall, NC; Environmental Concerns</td>
<td>4/2/98 12:26:14 PM</td>
</tr>
<tr>
<td>4/14/98</td>
<td>City of Conneaut, OH, R. Herron; Comments on the Draft EIS</td>
<td>4/16/98 10:40:04 AM</td>
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environmental effects of the transaction under review in this proceeding.

IDENTITY AND IMPORTANCE

New York is a sovereign state, and a full party of record in this proceeding. The New York State Department of Transportation is the executive department responsible for supervising and administering state policies and interests relating to rail transportation through, within, or affecting New York.

New York has an obvious and substantial interest in protecting and enhancing the environment of its citizens. As such, a review process recognizing transactions like those described in the Applicants' proposed division of Conrail has the potential to drastically alter and permanently degrade the environmental resources they affect. For this reason and as required by governing law, the Applicants have undertaken an extensive and on-going examination of the proposed transaction's impact on a wide range of environmental issues.

For purposes of these Comments, the term "transaction" refers to the division and acquisition of CSX, CEC, and their wholly-owned subsidiaries (collectively "CSX") by CNNC, CSX and their wholly-owned subsidiaries (collectively "CEC") and CNNC, respectively. For purposes of these Comments, the term "Applicant(s)" refers to either or both CNNC and CSX, the term "Application" or "Primary Application" refers to CSX/CEC/NS/18-25, submitted by the Applicants on June 23, 1997, and accepted by the Board on July 23, 1997 in its Decision No. 12.

Pursuant to the board's decision No. 69 issued February 27, 1998 in the above-captioned proceeding, the Respondent State of New York by and through its Department of Transportation hereby submits these Supplemental Comments on Draft Environmental Impact Statement. These Comments address issues raised by "new information" the Board's Section of Environmental Analysis ("EEA") has identified concerning potentially significant.
Because HS' Ashland-Buffalo line runs through the City of Dunkirk, New York, the substantial projected increase in traffic on this line causes the Mayor and people of Dunkirk, as well as the State of New York, grave concern. Dunkirk and New York agree with SBA that HS' post-transaction operations may threaten substantial harm to the safety of Dunkirk's citizens generally, and its minority and low-income populations in particular. To inform the Board of the specific hazards HS' projected traffic flow will create in Dunkirk, and to request mitigation of such hazards in the form of a Board-ordered condition re-routing HS traffic, New York submits these Supplemental Comments and the attached Verified Statement of Robert D. Kasicki, Mayor of Dunkirk.

CONSTITUTION OF THE STATE OF NEW YORK

The National Environmental Policy Act of 1969 ("NEPA") governs the Board's decision-making in this proceeding, as the transaction under review proposes "major Federal action significanfly affecting the quality of the human environment." Pursuant to NEPA and its implementing regulations, the Board must follow prescribed procedures designed to ensure its thorough

acknowledged. HS intends to increase freight train traffic running through Dunkirk by more than 100% upon approval of the proposed transaction. This additional traffic on HS' at-grade line will severely compromise the safety of Dunkirk residents, by increasing risks to schoolchildren at railroad crossings; interfering with emergency vehicle response efforts; and increasing the risks of train-related hazardous materials accidents. (See Kasicki V.S. at 1-6 (describing the effects of HS' projected traffic increases).) Such of these impacts, in addition, will particularly affect Dunkirk's minority and low-income populations. (See Id.)

The Applicants have not suggested, nor has SBA considered, alternatives to HS' planned, dramatic increase in traffic over its at-grade line through Dunkirk. An means of assisting the Board's evaluation of 'alternatives to the proposed action.' New York submits the attached Verified Statement of Mayor Kasicki describing an alternate arrangement that both accommodates HS traffic moving through Dunkirk, and protects Dunkirk citizens from the adverse safety impacts HS' present plans for such traffic entail. Specifically, Mayor Kasicki outlines and requests a condition on the proposed transaction requiring that Applicants revise their Operating Plans to re-route some or all HS traffic across Dunkirk over the existing, grade-separated Conrail tracks in northern Dunkirk. (Kasicki V.S. at 6-10.) Mayor Kasicki argues that diverting traffic from HS' at-grade track to this grade-separated line in downtown Dunkirk will alleviate the adverse and disproportionate safety impacts the Applicants' transaction will otherwise have on the Dunkirk community. (Id.)

New York supports Mayor Kasicki's requested re-routing measure as an alternative preferable to the Applicants' planned increase in train traffic on HS' at-grade line. The dangerous consequences of doubling operations over HS' line, and the particular impact such consequences will have on Dunkirk's minority and low-income populations, require that the Board adopt "alternative" arrangements without such severe safety and environmental justice impacts. To this end, New York urges that
the Board uses its broad conditioning power in this proceeding to implement the re-routing mitigation Mayor Kaschke requested.

Respectfully submitted,

THE STATE OF NEW YORK BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION

By: Donna C. Vacco
Attorney General of the State of New York
Stephan D. Noch
Assistant Attorney General
George E. Hanmore
Assistant Attorney General

132 Broadway, Suite 2601
New York, New York 10271

William L. Sower
Christopher A. Hille
Slover & Loftus
1224 Seventeenth Street, N.W.
Washington, D.C. 20036

Attorneys and Practitioners

Dated: April 15, 1998

VERIFIED STATEMENT
OF ROBERT D. KASCHKE

My name is Robert D. Kaschke, and I am the Mayor of the City of Dunkirk, New York. Dunkirk is located in Chautauqua County, New York, approximately 50 miles southeast of Buffalo, and 50 miles east of Erie, Pennsylvania. Dunkirk is bordered on the north by Lake Erie, and traversed by two major railroad lines: Conrail operates over elevated tracks running through the northern portion of the City; Norfolk Southern ("NS") operates over an at-grade line through the southern portion of the City. Both railroad lines pass through Dunkirk on routes from Amherst, Ohio and other locations, to Buffalo, New York and other locations.

In the event the Board unconditionally approves CEIS/ RS' pending application to divide and acquire Conrail's assets, the City and people of Dunkirk will suffer significant adverse environmental impacts in the form of increased safety hazards caused by changes in rail traffic through the City. As the SEIS' Draft SEIS recognizes, the applicants anticipate an almost two-fold increase in post-transaction traffic over RS' at-grade line across southern Dunkirk.1 RS plans to add 11.2 trains per day -- up from 12 trains per day -- to its freight train traffic already traveling through the southern part of the City.2 As detailed below, this added train traffic will compromise the safety of Dunkirk's schoolchildren, impede the City's emergency response operations, and increase the risk of disaster from hazardous materials spills or leaks. Each of these effects, in addition, will have a particular impact upon Dunkirk's minority and low-income populations. The purpose of this Verified Statement is to inform the Board of these hazards and concerns, and to urge that the Board provide for their mitigation by imposing a condition on the proposed transaction, re-routing RS freight train traffic from RS' at-grade line to the elevated Conrail line through Dunkirk's downtown area.

1. Increased and Disproportionate Safety Hazards: Danger to Dunkirk Schoolchildren Crossing Railroad Tracks

Chautauqua County has a population of 141,895 people.1 The County includes the cities of Jamestown and Fredonia, among others, in addition to Dunkirk. Dunkirk is a city of 13,999 people, approximately 63% of which qualify as ethnic "minorities," or belong to "low-income households."2 A portion of Dunkirk's minority and low-income population resides in the Courtesy Street Apartments housing project located just north of RS' tracks, on Courtesy Street and Maple Avenue. Other low-income families in Dunkirk live south of RS' lines, in neighborhoods near the recently closed elementary School No. 6.

Until the Spring of 1997, children living near School No. 6 attended that elementary school; they generally walked to school each day, as the City did not provide busses to transport them the short distance from their homes to the elementary school. School No. 6 closed permanently at the end of last school year. As a result, students formerly assigned to School No. 6 now attend School Nos. 1, 4, 5, and 7.

School Nos. 1-5 are located on the opposite side of RS' railroad tracks from Sch. No. 6. Most children living near the closed School No. 6 have continued walking to their new schools. These children, therefore, must cross RS' railroad tracks twice each day on their way to and from school. At present, children may cross the RS tracks at several different points where the line intersects with Dunkirk city streets. These at-grade crossings are open to vehicular and pedestrian

4/17/98 12:11:56pm-11
Board adopt the mitigation measure described infra, requiring Applicants to divert trains from HS' track to the elevated line passing through downtown Dunkirk.  

2. Increased and Disproportionate Safety Hazards: Impaired Emergency Response Operations  

In addition to compromising the safety of pedestrian schoolchildren, HS' increased freight train traffic will gravely impair the ability of emergency response vehicles to reach Dunkirk residents in need of help. More traffic on HS' at-grade line means more frequent blockage of Dunkirk's city streets while trains pass through 25 times each day. Such increased blockage translates into a greater likelihood that police, fire, and ambulances will encounter trains on route to emergency situations or hospitals, and lose precious time waiting for the tracks to clear. 

HS' plan to close a number of crossings along its line will further impede and critically compromise Dunkirk's emergency response operations. HS' contemplated closings will reduce the number of crossing points over its track, forcing vehicular traffic to wait longer at the crossings that remain open. Power

In the event the Board declines to adopt Dunkirk's requested re-routing mitigation measure, Dunkirk notes that the Board protect Dunkirk pedestrians by requiring HS to, at the very least: (1) leave all grade crossings through residential Dunkirk open; and (2) equip those crossings with the most advanced warning and crossing protection devices available.

area near old School No. 6; children used to traversing HS' track at such crossing points will likely continue to do so after their closure, yet these crossings will no longer be designated or protected as vehicular and pedestrian crossings.*

Dunkirk strongly opposes HS' proposed crossing closings in light of the diminished level of protection such closings will portend for children waiting to exit the tracks, and in particular, low-income children from the old School No. 6 neighborhoods. More fundamentally, however, Dunkirk objects to HS' projected, drastic increase in freight traffic running through the old School No. 6 area and across the entire southern portion of Dunkirk. To alleviate the impact of this increased train traffic on pedestrian safety, and for the additional safety-related reasons discussed below, Dunkirk urges that the

-4-
near the BB line, in the form of increased risks of exposure to
toxic substances emitted or spilled from the trains.\(^4\) Once
again, this consequence of the Applicants' plan has an
unacceptably disproportionate effect on minority and low-income
Dunkirk citizens. As mentioned above, a part of Dunkirk's low-
income population lives in the old School No. 6 area. Minority
and low-income citizens also reside along BB' line in and near
the Courtyard Street Apartments complex. These citizens --
living close to BB' line and crossing it frequently -- will most
directly suffer the effects of boiler leaks or accidents from BB
trains passing through 25 times each day. Environmental justice
concerns mandate particularly close attention to and appropriate
mitigation of this safety impact resulting from BB' projected
increased traffic.

4. Re-routing BB Traffic to CSX's Elevated Track Will
Effectively Mitigate Transaction-Related Harm to
the Dunkirk Community

Tackled together, the safety and environmental justice
issues described above -- relating to grade-crossing problems,
emergency vehicle delays, and, least transportation hazards --
require that the Board use its broad conditioning power in this
proceeding to neutralize the impact of these effects on Dunkirk

\(^{4}\) See Ex. RX-6 (newspaper article from Dunkirk's Times
Describing describing concern over train transportation of
hazardous materials through the City).

4/17/98 12:11:56pm-17

area surrounding BB' line in the southern part of town.

To avoid the intolerable and disproportionate impacts
the Applicants' proposed transaction will have on the safety of
Dunkirk citizens, Dunkirk asks that the Board adopt the re-
routing measure described above. Dunkirk does not seek to
foreclose train traffic from crossing through the City, but only
asks that such traffic travel the safest route possible, elevated
above the City, rather than on at-grade tracks cutting through
city streets and residential neighborhoods.

4/17/98 12:11:56pm-19
Plan to close 4th Ward rail crossings abandoned after packed info session

April 9, 1997

By BRIAN ROY

A proposal to eliminate the signal crossings at the 4th Ward railings of the Norfolk Southern Railroad has been dropped by the Norfolk Southern Railroad. The railroad had originally proposed to close the signal crossings at the 4th Ward, which is a residential neighborhood, in an effort to improve safety and reduce noise levels.

The railroad had previously announced its intentions to close the crossings, but after a public meeting in which residents expressed strong opposition, the company decided to abandon the plan.

In a statement, the Norfolk Southern spokesman said: "After hearing from many residents who live in the neighborhood, we have concluded that it is not in the best interest of the community to proceed with the closure of the rail crossings at the 4th Ward."
WHEREAS, the Norfolk Southern tracks that run through the Fourth Ward are a number of safety and other problems for the residents, and

WHEREAS, after a recent public meeting with residents, Mayor Wootan has announced various programs for their support for a plan to reroute the tracks to the elevated rail corridor as a condition of the current merger plan, and

WHEREAS, a petition drive has begun in support of such relocation, and

WHEREAS, the Common Council supports a plan to reroute the tracks, now, therefore, be it

RESOLVED, that the Common Council hereby expresses its support for the relocation of the Norfolk Southern tracks that run through the Fourth Ward to the elevated corridor as a condition of the co-vote merger. Such support, however, should not be considered a plan to meet the needs of those companies presently using this service.

Carried, all voting aye.

April 28, 1997

County legislator from Dunkirk lends support for plan to reroute rail traffic

BY JOHN GAY

A broad community expression of support for a plan to reroute the Norfolk Southern tracks through the Fourth Ward in Dunkirk (see story on page 3) has been lent by the County Legislature, represented by the Fourth Ward's County legislator, Representative Donald S. Betts, who has lent his support to the Norfolk Southern plan, according to a statement by the county's aread recruiter, Representative Donald S. Betts.

"The plan was drawn up by the Norfolk Southern and the City of Dunkirk," Betts said. "It will create a safe and efficient system for the rail traffic to the city's industrial area." Betts said the plan was approved by the County Legislature on April 28, 1997.

The plan includes the construction of a new rail corridor along the Fourth Ward, to the west of the current tracks. The new corridor will be elevated, with a grade separation at the intersection of the tracks and the street.
INTRODUCTION

ASHTA Chemicals Inc. ("ASHTA") is an Alabama, Ohio-based manufacturer and shipper of sensitive chemical material classified as hazardous under applicable state and federal law. The present opposition, if approved as it should be, would serve to reduce the railroad transportation of this hazardous material from Alabama to Buffalo, New York, where it would then be switched and rerouted back to the direction from which it came, and along a southern and western direction through the United States. The move would allow for a more direct and environmentally friendly route.

As discussed in ASHTA's opposition, the transportation of hazardous materials increases the public safety by significantly reducing the amount of hazardous material transported by rail.

B. DISCUSSION

The Board should consider the potential environmental impacts along the N-070 rail line by conditioning approval on the installation of a reciprocal switching arrangement or other competitive access remedy in the West Yard. Two primary

denies an via direct and rent, rather than unup and back of Buffalo. ASHTA requested the Board to reconsider approval of the present disruption upon Apples' implementation of an existing switch in the West Yard area of Alabama. This, in turn, would not affect the shipment of hazardous materials to Buffalo, New York, where it would then be switched and rerouted back to the direction from which it came, and along a southern and western direction through the United States. The move would allow for a more direct and environmentally friendly route.

As discussed in ASHTA's opposition, the transportation of hazardous materials increases the public safety by significantly reducing the amount of hazardous material transported by rail.
Clearly, the foregoing recognizes that a reduction in hazardous material transport will decrease the amount of hazardous material incidents. The SEA's identification of hurricane O-170 as a major contributing hazardous material transport event was therefore justified. The Board concurred with the proposed Amendment. Because a corridor switch in the West Yard area will allow more direct routing of hazardous material, it is an appropriate and necessary mitigation measure, and the Board should consider an approval of the proposed amendment to the implementation of such a switch.

Because the O-170 Route has been identified as likely to experience an increase in hazardous material traffic, it is incumbent on the Board to take steps to reduce the volume of hazardous material traffic on this O-170 rail line. Since a decrease in the volume and density of hazardous material transport on O-170 will reduce the risk of hazardous material incidents, and switching in the West Yard will allow direct routing of more than 95% of the hazardous material, the Board should consider initiating an amendment to the existing switching system as a mitigation measure. The Board should order an environmental impact statement for the proposed switching system and should consider the implementation of such a switch.

The Board should order an environmental impact statement for the proposed switching system and should consider the implementation of such a switch. The SEA identified the proposed switching system as a major contributor to hazardous material incidents. Therefore, the Board should consider the implementation of such a switch. The SEA identified the proposed switching system as a major contributor to hazardous material incidents. Therefore, the Board should consider the implementation of such a switch.

Applicants' advice with respect to the need for direct routing is not surprising. Despite all the arguments about the operating efficiencies to be yielded if the transactions are approved, it is clear that the efficiency, safety, and protection of the environment are issues not fully being addressed. Applicants have been insufficient, and clearly are not inclined to take any measures which would reduce the amount of hazardous material transport. The Board should step in and order the mitigation measures and remedial conditions necessary to achieve greater routing and a reduction in the risks of harm to people and the environment.
Draft EIS, Volume 3B, Ch. 5-01, p. 081-28.

Instead, the very rate at which N-570 is anticipated to rise on an increase from 2,000 to 26,000 boarder and material shifts毅潘 upon one another, a greater than three-fold increase. EIS Volume 3B, Ch. 5-01, Table 5-01-10. N-570 is also expected to see an estimated change in years between increases from one year to 45 years pre-acquisition to one 153 years post-acquisition. EIS Volume 3B, Ch. 5-01, Tables 5-01-6. Thus, any argument against the imposition of safety-related switching conditions to mitigate against the environmental impacts is unsustainable.

COPy

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Telephone (440) 354-3030
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Robert K. Kaiser
Environmental Project Director
Office of the Secretary
City of Conneaut

April 14, 1998

Mr. Elaine K. Kaiser
Environmental Project Director

Environmental Impact Statement
Office of the Secretary

City of Conneaut

Dear Mr. Kaiser:

I am writing on behalf of the City of Conneaut to offer comments on the above referenced Draft Environmental Impact Statement. The City agrees with year limitations to February 21, 1998, in which the SEA has identified potential environmental impacts which include immediate materials, transportation safety, noise, and health and safety at grade crossing safety and delay impacts which will result from train travel along the N-570 rail line from the West Yard in Ashtabula, Ohio and at other possible locations along the N-570 rail line.

I hereby certify that copies of ASHTA's Comments on the above Environmental Impact Statement (EIS) have been served on the Honorable Jacob L. Levey, Chairman, and Committee on Public Utilities in Finance Committee No. 3332, and on all persons of record identified on the Official Service List.

CHRIStOPHER C. McCRACKEN, ESQ.
Chief Engineer for the ASHTA Companies Inc.

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4/16/98 9:28:27am-9

4/14/98 Page 2

SeveraI areas of concern exist with this proposed merger, most of which deal with the N-570 portion of the acquisition. They are as follows:

1. The Draft Environmental Impact Statement indicates an increase of 12 trains per day which represents a 99% increase on the N-570 line. Based on the fact that the N-570 has a yard in the City, these trains travel through the City at a slow rate, many times stopping. This disruption vehicular traffic and pedestrian traffic and causes serious safety concerns. The N-570 yard and tracks are located adjacent to Common High School and one block south of Southeast Elementary School. Nearly 1200 children attend classes at these two schools located in the central part of our City.

Currently at-grade crossings exist at Beall, Snoddy, Mill and Chestnut Streets. Each one of these crossings is no more than two blocks from the schools. Trains block these pedestrians constantly, which has caused serious concerns with children in the neighborhood and when school is beginning and ending. While certainly the City recognizes that it clearly responacing to travel needs, even at an issue as they set at these crossings, the reality of the center is that the area cannot be sustained at all times and children do attempt to cross the tracks.

In addition, the neighborhood around this area is 70% low and moderate income. Increased train traffic will, in the City 10 times, potentially diminish property values with a substantial increase in pollution, noise and general disturbances. Noise Sensitivity Receptors in this area which exceed 65 dBA Lmax will increase by over 500% or areas around the Conneaut yard.

The City feels strongly that the railroad, the Federal and State governments should provide funding to maintain the spur into the low and moderate income neighborhoods, to address the safety concerns with the two schools and reduce the overall noise, pollution and traffic disruptions that will serve in the central city.

2. The Common N-570 yard will remain as part of the acquisition, which is welcomed, as the N-570 is an important employer in our City. However, it will handle an additional 44 cars per day or an increase of 147% over pre-acquisition levels. All of the aforementioned concerns listed in item 1, permit to this aspect of the Environmental Impact Statement, only they should be addressed thrilled for the environmental impacts from the additions to be handled per day.

Currently the railroad manages trains by pulling them in and out of the yard, blocking at least five at grade crossings in the aforementioned neighborhood. This uncontrolled and the additional cars handled will cause delays, more pollution, and noise as the engines are backing, stopping and starting many times in this area of the City.

Steps must to be taken to address these drastic increases of our handling.

3. It has been reported that additional transfer mats will be handled by the N-570 in the Conneaut yard. Obviously this causes public safety concerns not only the neighborhood around the yard, but the entire City. The City public safety forces are responsible for handling this type of increase and the City simply does not have the funds available to provide for this protection. The pre-acquisition existing rate of about 34 trucks per day or a potential acquisition rate of one truck every 22 years further highlights this point.

4. The relocation of ESRI employees (railroad access) the trains in the Conneaut yard has been expressed by the City, in the acquisition of the acquisition. Part of the benefits of leaving the railroad yard located in the City or the jobs that it provides. To have the employs based the trains in Cleveland or Buffalo, clearly creates a relocation of jobs from our City which will have a negative impact on City government and bond economy. The estimated input on the bond government at least $50,000 per year to $50,000 per year, would resemble the estimated input on the bond economy of this small city estimated at $50,000 per year.

5. The current Conneaut valuations grade improvement at Broad Street is in deplorable conditions. This appears to be an indication of any improvements to address this issue.

6. The areas of the City, west of the N-570 yard will also be impacted by the additional trains and are handling the Conneaut yard. While not as dramatically populated, the City’s Industrial Park and other industries that are located in the area will be adversely impacted. General Aluminum Corporation - 45 employees, CW Ohio - 200 employees, the Bailey Company - 450 employees, Fensco Company - 47 employees, Wayne Dalton - 100 employees, Polymers Hamilton - 650 employees, and Allied Fasteners - 40 employees, are all located in this proximity to each other, west of the yard and within two blocks of both the N-570 and current Conneaut tracks.

Creating delays will impact delivery, employer starts, and the response of emergency vehicles to this industrial area. The increase in response time for emergency vehicles could result in as high as 10 minutes. As I am sure you are aware, this could be critical in an industrial accident.

7. The two miles distance the City of Conneaut surely ensures the middle, leaving the potential for it to be. Currently on Broad Street, a modern street for both

4/16/98 4:10:04am-2

AD-H-13
The supplemental information identifies three rail routes in Ohio traversing with eight Ohio counties as having potential hazardous materials safety impacts that could warrant mitigation measures. The rail lines in question and the Ohio counties they traverse are listed below:

Rail Line Segment: Ohio Counties Affected

1. Scioto, Pike, Ross, Pickaway, Franklin

2. Henry, Wood

3. Ashtabula, Ottawa, Logan, Huron, Erie, Lorain, Cuyahoga

Notices were sent to the Emergency Management Agencies of the eight affected Ohio counties advising them of the potential increases in hazardous material traffic. Emergency management personnel from four of the eight counties (Franklin, Pike, Henry and Ross Counties) and Commissioners from one county (Ross County) responded. The comments heard from the local emergency management personnel and County Commissioners have been very useful in helping Ohio develop the comments herein.

GENERAL CONCLUSIONS

The information provided raises an issue about the overall scope of the DEIS and Final EIS in regard to hazardous materials. The caricatured information, while valuable to know, raises many questions which the data supplied does not answer.

What hazardous commodities are moving in communities such as the Ohio counties?

Some Ohio counties are having difficulty coordinating with...
rail carriers about what is moving through their communities now even before levels of hazardous material traffic are projected to increase significantly.

What hazardous materials will be carried after the
Corrall sale? Many communities are hazardous but none much more than others. Community concern, and more importantly community preparedness, require that local emergency agencies be informed as to what might be passing through communities as a result of the Corrall transaction.

What will be done with the rail cars while they are in the community? Communities need to understand whether the hazmat cars are merely passing through or whether they will be stored at local industries or switched in local yards. The more hazmat cars are handled within a community the more chance a local emergency response may one day be required.

With the thousands of communities which will experience a significant increase in hazardous materials traffic by rail, the need for effective coordination with CSX and NS will grow tremendously. The need to communicate effectively will require both CSX and NS to significantly increase their efforts to coordinate with local emergency response officials. In addition, CSX and NS and local officials will not only need to talk more about what hazmat is moving by rail, they will also need more coordination for essential training in emergency response to meet new challenges. The concern arising from moving more hazmat through communities is not restricted to "how much more" but also extends to the need for preparedness by all involved to deal with the specific challenges each different hazardous materials might present.

The potential issues CSX and NS need to deal with on the Ohio corridors are representative of the general problem outlined above. Communities long the Banner to Toledo line of CSX, which now see only 365 hazmat cars go by each year, could have a significant learning curve in getting prepared for the projected additional 15,635 annual carloads of hazmat that will be passing through the area. Similarly, communities on the CSX Columbus to Cabin rail line will face the challenges of an additional 6,000 carloads of hazmat (an excess of the current 4,000 carloads per year) while those along the NS line between Ashtabula and Buffalo will face an 18,000 carload increase (in excess of the current 8,000 carloads per year).

Ohio urges the STB to require that NS and CSX invest sufficient effort and resources to adequately support local emergency response agencies in meeting substantially increased responsibility that will be caused by transaction related increases in movements of hazmat by rail.

In the amount of hazmat being moved by rail.

Maine for STB Continued Employment in Hazard Areas

The amount of work faced by all concerned parties in regard to environmental issues is truly daunting. The task of assessing the possible environmental impacts of a rail

transaction encompassing the entire eastern United States is monumental.

The magnitude of the environmental issues at hand does not lend itself to one time evaluation and solution. It is clear that railroader personnel and emergency response personnel will be uncovering many more issues and finding added dimensions to the issues that are already on the table.

If ever there was an area that required periodic review, it is the ongoing progress in addressing preparedness for possible hazmat incidents. Ohio urges the STB to retain jurisdiction over the area of transaction related hazmat accident preparedness to ensure that the applicants effectively deal with significant increases in hazmat carloadings.

ARISTA CHEMICAL, HAZMAT MOVES

One of the corridors which will witness an increase in hazmat materials is the Ashtabula to Buffalo corridor to be acquired by CSX. SRA expressed concern that the impacts to low income and minority residents which would result when the number of hazmat cars increased from 8,000 to 26,000 in this corridor had not been adequately evaluated.

Ohio believes that a large part of the projected increase in the number of hazmat cars moving on this corridor results from the double handling of rail cars by CSX. ARISTA Chemicals of Ashtabula, OH, reports that CSX plans to move ARISTA hazmat chemical traffic bound for south and west of Ashtabula east to Buffalo first, and then back down through Ashtabula on its way to its final destination. This Ashtabula to Buffalo to Ashtabula movement doubles the amount of ARISTA hazmat on the line.

Ohio urges the SRA and STB to consider the wisdom of earlier requests of ARISTA and Ohio to allow ARISTA to pay for a reciprocal CSX switch in the West Yard in Ashtabula so that CSX could carry traffic directly south and west without any increase to the amount of hazmat carried in the Ashtabula to Buffalo corridor.

CONCLUSION

As appropriate in connection with the additional Ohio line segments found to have a substantial potential for various hazardous materials transportation safety impacts, Ohio removes the recommendations in its February 2 filing. Specifically:

Joint Applicants should be required to expand current employee and public emergency responses and to report annually for the next five years regarding the frequency and nature of classes conducted and persons trained. In addition, the Joint Applicants should be required to fund equipment purchases, travel and tuition expenses for advanced training, and the costs associated with development and implementation of community emergency response plans for public agency emergency responders which will be necessitated by substantial increases in hazardous materials traffic on specific routes. Given the heavy volumes of hazardous material train traffic that certain Ohio rail segments will experience and the fact that many areas
must rely upon volunteer emergency services, requiring such funding by the Board will provide an essential supplement to minimal local resources that are available and is critical to ensure the availability of effective response to emergencies.

Adequate sanctions should be established for patterns of violations on both key and major key routes. As a condition to approval of the Acquisition, the Applicants should be subject to continuing Board oversight for a period of not less than five years and the Board should urge development of specific monetary sanctions for patterns of violations of key route and major key route conditions established by the Board. Money raised by these payments should be set aside to fund community emergency response training and equipment grants. And, finally, the Board should act to minimize manpower needs over the Ashland-Saltaire line segment by providing MINT Chemical its requested reciprocal switch in the public internet.

Respectfully submitted,

THOMAS R. O'BRIEN
Executive Director
Ohio Rail Development Commission
80 East Broad St., 3rd Floor
Columbus, OH 43215
(614) 466-0706
FAX: (614) 728-0420

ALFRED P. HERBER
Director of Transportation
Division
Public Utilities Commission
180 East Broad St., 9th Floor
Columbus, OH 43215-3793

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CERTIFICATE OF SERVICE

I hereby certify that I have this 15th day of April, 1998, served the foregoing Responsive Comments of the Ohio Attorney General, the Ohio Rail Development Commission and the Public Utilities Commission of Ohio upon all parties of record by first class mail, properly addressed with postage prepaid.

Respectfully submitted,

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4/17/98 2:50:21pm-9
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

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT

This Final Environmental Impact Statement (Final EIS) evaluates the potential environmental impacts that could result from the proposed Acquisition of Conrail Inc. and Consolidated Rail Corporation (Conrail1) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS). The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321); the Council on Environmental Quality (CEQ) regulations implementing NEPA; the Board’s environmental rules (49 CFR Part 1105); and other applicable environmental statutes and regulations.

SEA issued the Draft EIS on December 19, 1997. Subsequently, SEA issued an Errata (January 12, 1998) and a Supplemental Errata (January 21, 1998) to clarify statements and analyses in the Draft EIS. The 45-day public comment period closed February 2, 1998. This Final EIS provides responses to comments, questions, and issues that the public, agencies, and other document reviewers raised. It describes SEA’s additional environmental analysis and includes SEA’s final environmental mitigation recommendations to the Board.

1 The “Surface Transportation Board” is hereinafter referred to as “the Board”; “Section of Environmental Analysis” is hereinafter referred to as “SEA”; and the “Final Environmental Impact Statement” is hereinafter referred to as the “Final EIS” “Conrail” stands for “Conrail, Inc. and Consolidated Rail Corporation”; “CSX” stands for “CSX Corporation and CSX Transportation, Inc.”; and “NS” stands for “Norfolk Southern Railway Company and Norfolk Southern Corporation.”
To assist the reader in the review of this document, each volume contains a Guide to that volume and a Table of Contents for each chapter in that volume. In addition, each individual volume also contains a Guide to the Final EIS, a Glossary of Terms, a List of Acronyms and Abbreviations, and the Table of Contents of the Final EIS. Specifically, the Final EIS document includes the following volumes:

**Executive Summary Volume**
The Executive Summary provides an overview of the proposed Conrail Acquisition, including the potential environmental impacts and the mitigation measures that SEA recommends to address those impacts. In addition, the Executive Summary Volume contains the Letter to Interested Parties that SEA attached to copies of this Final EIS, the Information Sources that SEA used for preparing both the Draft EIS and the Final EIS documents, and the Index of keywords and phrases that appear in this Final EIS.

**Volume 1: Chapters 1, 2, and 3**
- Chapter 1, “Introduction and Background,” describes the purpose and need for the project, the proposed action, and the alternatives to the proposed action. It also sets forth the jurisdiction of the Board and outlines SEA’s environmental review process. In addition, this chapter presents an overview of SEA’s agency coordination and the public comment process.

- Chapter 2, “Scope of the Environmental Analysis,” identifies the proposed Conrail Acquisition-related activities that SEA analyzed. This chapter includes a table presenting the thresholds SEA used to identify activities for environmental analysis and explains project activities that differ from those set forth in the Draft EIS.

- Chapter 3, “Agency Coordination and Public Outreach,” describes SEA’s public outreach activities to notify interested parties and environmental justice populations of the potential environmental impacts of the proposed Conrail Acquisition and of the availability of the Draft EIS and the Final EIS. Additionally, the chapter explains SEA’s distribution of the Draft EIS and the Final EIS, explains the methods that SEA used to facilitate the public comment process, and describes the agency coordination that SEA performed as part of the environmental review process. Chapter 3 also reviews the historic properties outreach activities that SEA conducted in Ohio.

**Volume 2: Chapter 4**
- Chapter 4, “Summary of Environmental Review,” outlines the additional environmental analysis that SEA conducted for each environmental issue area since preparation of the Draft EIS. Specifically, it explains the methods of analysis, presents the public comments and additional evaluations, identifies the results of the analysis, and reviews SEA’s assessment of environmental impacts. In addition, this chapter describes SEA’s refinement of the mitigation measures recommended in the Draft EIS, SEA’s final
recommended mitigation measures, anticipated environmental benefits, and the adverse environmental impacts of the proposed Conrail Acquisition.

Volume 3: Chapter 5
- Chapter 5, “Summary of Comments and Responses,” contains summaries of the comments that SEA received on the Draft EIS and SEA’s responses to the comments. The chapter provides the following: (a) an overview of the comments, including those from Federal agencies, the Applicants, and national and regional groups as well as groups and individuals within specific states; (b) general comments on the Draft EIS, including the Application review process, the environmental review process, and the system-wide technical analysis; and (c) comments on state and community issues, organized by state and environmental issue category.

Volume 4: Chapter 6
- Chapter 6, “Safety Integration Planning,” sets forth the purpose and topics of the Safety Integration Plans and presents summaries of comments that reviewing agencies and the public submitted about the Safety Integration Plans. The chapter also includes SEA’s analysis and response to those comments and provides SEA’s conclusion and recommended conditions regarding the Safety Integration Plans.

Volume 5: Chapter 7
- Chapter 7, “Recommended Environmental Conditions,” describes the final environmental mitigation conditions that SEA recommends to address significant adverse environmental impacts that could result from the proposed Conrail Acquisition.

Volume 6: Appendices
- These four volumes (6A through 6D) include appendices containing the comments on the Draft EIS and the analysis by the technical disciplines as well as appendices containing public outreach and agency consultation information and documents.

**Volume 6A contains the following appendix:**
A. Comments Received on the Draft Environmental Impact Statement.

**Volume 6B contains the following appendices:**
B. Draft Environmental Impact Statement Correction Letter, Errata, Supplemental Errata and Additional Environmental Information, and Board Notices to Parties of Record.
C. Settlement Agreements and Negotiated Agreements.
D. Agency Consultation.
E. Safety: Highway/Rail At-Grade Crossing Safety Analysis.
G. Transportation: Highway/Rail At-Grade Crossing Traffic Delay Analysis.
I. Air Quality Analysis.

**Volume 6C** contains the following appendices:

J. Noise Analysis.
K. Cultural Resources Analysis.
L. Natural Resources Analysis.
M. Environmental Justice Analysis.
N. Community Evaluations.

**Volume 6D** contains the following appendices:

O. EPA Rules on Locomotive Emissions.
Q. Example Public Outreach Materials.
R. All Relevant Board Decisions.
T. Final Environmental Impact Statement Rail Line Segments.
U. List of Preparers.

**Addendum Volume**

The **Addendum** contains information SEA did not include in the other portions of the Final EIS because of production timing constraints. The Addendum contains SEA's evaluation and additional analyses SEA conducted for train traffic rerouting proposed as mitigation for the Greater Cleveland Area. The Addendum also contains additional analysis of the proposed connection in Alexandria, Indiana (one of the Seven Separate Connections) as well as comments received during an additional comment period and summaries of and responses to, those comments.
abandonment: The discontinuance of service on a rail line segment and the salvaging and/or the removal of railroad-related facilities for reuse, sale, and/or disposal.

Acquisition: The proposal by CSX, NS, and Conrail to acquire control of Conrail's assets and its basic railroad operations.

active warning devices: Traffic control devices that give positive notice to highway users of the approach or presence of a train. These devices may include a flashing red light signal (a device which, when activated, displays red lights flashing alternately), a be'li (a device which, when activated, provides an audible warning, usually used with a flashing red light signal), automatic gates (a mechanism added to flashing red light signals to provide an arm that can lower across the lanes of the roadway), and a cantilever (a structure equipped with flashing red light signals and extending over one or more lanes of traffic).

Advanced Civil Speed Enforcement System (ACSES): A supplement to the Automatic Cab Signal (ACS) and Automatic Train Control (ATC) systems currently in place within the Northeast Corridor (NEC), ACSES uses a series of transponders to communicate location and other factors to passing trains whose on-board computers utilize the information to achieve system function. These functions include: (1) civil speed enforcement; (2) temporary speed enforcement, including protection of roadway workers; and (3) enforcement of positive stop at interlocking home signals and Control Points (CPs).
adverse environmental impact: A negative effect, resulting from the implementation of a proposed action, that serves to degrade or diminish an aspect of human or natural resources.

Advisory Council on Historic Preservation (ACHP): An independent Federal agency charged with advising the President and Congress on historic preservation matters and administering the provisions of Section 106 of the National Historic Preservation Act.

air-brake test: A test made prior to train departure, required by Federal Railroad Administration regulations and by railroad rules to ensure that a train’s air-brake system is functioning as intended and that certain devices are within prescribed tolerances and physical parameters.

Allied Rail Unions (ARU): A group of unions representing railroad employees, including the Brotherhood of Locomotive Engineers, the Brotherhood of Railroad Signalmen, and the Brotherhood of Maintenance-of-Way Employees.

Applicants: CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company and Norfolk Southern Corporation (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail).

Application: A formal filing with the Surface Transportation Board related to railroad mergers, acquisitions, constructions, or abandonments. Applications may be either Primary Applications or Inconsistent and Responsive (IR) Applications. See Primary Application and Inconsistent and Responsive (IR) Application.
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<thead>
<tr>
<th>Glossary of Terms</th>
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<tr>
<td><strong>Area of Potential Effect(s) (AoPE):</strong> The geographic area surrounding a rail activity where an individual (or resource) or group of individuals (or resources) could likely experience adverse environmental effects. For this Final EIS, where applicable, the different technical disciplines determined their own specific definitions of this term for their individual technical disciplines.</td>
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<td><strong>attainment area:</strong> An area that EPA has classified as complying with the National Ambient Air Quality Standards specified under the Clean Air Act.</td>
</tr>
<tr>
<td><strong>authorized speed:</strong> Maximum permitted speed for a specific train at a specific location, taking into account the prevailing weather conditions (for example, restrictions due to heavy rain, extreme heat or cold).</td>
</tr>
<tr>
<td><strong>Automatic Block System (ABS):</strong> A series of railroad signals that indicate track occupancy in the block (length of track of defined limits) ahead and govern the use of a consecutive set of blocks by a train. These signals include wayside track signals and cab signals (signals displayed in the locomotive cab instead of, or in addition to, wayside track signal displays), or both. This system combines automatic detection of train position with control of signals.</td>
</tr>
<tr>
<td><strong>Automatic Train Control (ATC):</strong> A system that has components installed on both trains and tracks that, when working together, will cause the train brakes to apply automatically if the engineer fails to respond to a condition requiring train speed to be reduced.</td>
</tr>
<tr>
<td><strong>base case:</strong> The No-Action Alternative; the “pre-Acquisition” operations level; the existing environment.</td>
</tr>
<tr>
<td><strong>Best Management Practice (BMP):</strong> Technique that various parties (for example, the construction industry) use to provide protection from adverse impacts to the environment. The Board may designate these techniques as mitigation measures.</td>
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<tr>
<td><strong>block group:</strong></td>
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<td><strong>block swapping:</strong></td>
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<td><strong>Board:</strong></td>
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<td><strong>bulletins:</strong></td>
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<td><strong>cab signaling:</strong></td>
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<td><strong>carload:</strong></td>
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<td><strong>centralized traffic control system:</strong></td>
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<td><strong>census tract:</strong></td>
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</table>
Clean Air Act (Clean Air Act Amendments): The Clean Air Act of 1970 and the subsequent amendments, including the Clean Air Act Amendments of 1990 (42 U.S.C. 7401-7671g; P.L. Chapter 360); the primary Federal law that protects the nation’s air resources. This act establishes a comprehensive set of standards, planning processes, and requirements to address air pollution problems and reduce emissions from major sources of pollutants.

Clean Water Act: The Federal Water Pollution Control Act Amendments of 1972 (33 U.S.C. 1251 et seq.; P.L. Chapter 758) is the primary Federal law that protects the nation’s waters, including lakes, rivers, aquifers, and coastal areas. This act provides a comprehensive framework of standards, technical tools, and financial assistance to address the many causes of pollution and poor water quality, including municipal and industrial wastewater discharges, polluted runoff from urban and rural areas, and habitat destruction. Specifically, the Clean Water Act provides for the following:

- Requires major industries to meet performance standards to ensure pollution control.
- Charges states and tribes with setting specific water quality standards appropriate for their waters and developing pollution control programs to meet them.
- Provides funding to states and communities to help them meet their clean water infrastructure needs.
- Protects valuable wetlands and other aquatic habitats through a permitting process that conducts land development activities and other activities in an environmentally sound manner.

coastal zone: According to the Coastal Zone Management Act of 1972, lands and waters adjacent to the coast that exert an influence on the uses of the sea and its ecology, or whose uses and ecology the sea affects.
Coastal Zone Management Act (CZMA):

The Coastal Zone Management Act of 1972, as amended (16 U.S.C. 1451-1464; P.L. 92-583), is also known as "Federal Consistency With Approved State Coastal Management Programs" (15 CFR 930). This Federal act preserves, protects, develops, and, where possible, restores or enhances the resources of the nation's coastal zone for the present and for future generations. The provisions of 15 CFR 930.30 ensure that all Federally conducted or supported activities, including development projects directly affecting the coastal zone, are consistent with approved state coastal management programs as much as possible.

collective bargaining agreement:

An agreement between a union and an employer that defines the scope of work, rates of pay, rules, and working conditions for the union's members.

common corridor:

For the purposes of this Final EIS, a railroad line segment that accommodates both public mass transportation service and passenger and freight train operations by using separate tracks adjacent to each other in the same right-of-way or area.

compensation wetlands (compensatory wetlands):

Wetlands that an agency or entity creates, enhances, or preserves to mitigate for unavoidable impacts on existing wetlands that occur as a result of implementation of the agency's or entities' proposed action. These compensation (or compensatory) wetlands replace, "in kind", wetlands that an agency or entity partially or totally fills or drains during its construction or earth-moving activities.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA):

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9601-9675; P.L. 96-510); the Federal act that provides EPA with the authority to clean up inactive hazardous waste sites and distribute the cleanup costs among the parties who generated and/or handled the hazardous substances at these sites.
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS): Federal database containing information on potential hazardous waste sites that states, municipalities, private companies, and private persons have reported to the EPA, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act. This database contains sites that are either proposed for inclusion on, or are currently on, the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL.

condition: A provision that the Board imposes as part of any decision approving the proposed Conrail Acquisition and that requires action by one or more of the Applicants.

conductor: The operating employee on a train responsible for safe and efficient train movement in accordance with all railroad operating rules and special instructions.


consist: The number and type of locomotives and cars included in a train, considering special factors such as the tonnage and the placement of hazardous materials cars and “high-wides” (oversize dimension cars).

constant warning time: A motion-sensing system with the capability of measuring train speed and providing a relatively uniform warning time by warning signal devices to highway traffic at highway/rail at-grade crossings.

Control Date: The date on which the merger can become effective, following formal approval of the Board.
<table>
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<tr>
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<tr>
<td>Council on Environmental Quality (CEQ):</td>
<td>Federal agency responsible for developing regulations and guidance for agencies implementing the National Environmental Policy Act.</td>
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<tr>
<td>craft employee:</td>
<td>Term applied to a railroad employee qualified in a specific railroad operating or maintenance activity (for example, locomotive engineer, train dispatcher, signal maintainer, or car inspector).</td>
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<tr>
<td>crew caller:</td>
<td>Term applied to a railroad employee who is responsible for notifying train crews when and where to report for duty.</td>
</tr>
<tr>
<td>crew calling:</td>
<td>Process of notifying train crew members when and where their next tour-of-duty will start. Labor agreements commonly specify that railroads call train crews a minimum of 2 hours before crew members are required to begin their tour-of-duty.</td>
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<tr>
<td>critical habitat:</td>
<td>The specific sites within the geographical area occupied by a threatened or endangered species that include the physical or biological features essential to the conservation of the species. These areas may require special management considerations or protection. These areas include specific sites outside the geographical areas occupied by the species at the time of the listing that are essential for the conservation of the species.</td>
</tr>
<tr>
<td>criteria of significance:</td>
<td>The criteria SEA developed specifically for the proposed Conrail Acquisition to determine whether a potential adverse environmental effect is significant and may warrant mitigation.</td>
</tr>
<tr>
<td>cross-tie:</td>
<td>Transverse wooden, concrete, or steel beam supporting the rails of a railroad track.</td>
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</table>
**cultural resource:** Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places. A cultural resource that is listed in or is eligible for listing in the National Register of Historic Places is considered a historic property (or a significant cultural resource). For the purposes of this Final EIS, the term applies to any resource more than 50 years old for which SEA gathered information to evaluate its significance. In addition, this Final EIS addresses potential environmental impacts of the proposed rail line construction and abandonment activities on Native American reservations and sacred sites.

**cumulative effects:** Effects resulting from the incremental impacts of the proposed Conrail Acquisition when added to other past, present, and reasonably foreseeable future actions, regardless of which agency (Federal or non-Federal) or person undertakes such actions, as described in 40 CFR 1508.7. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

**Day 1:** In the event that the Board approves the proposed Conrail Acquisition, the date (as the Applicants determine through mutual agreement) when operating responsibility for the acquired railroad is transferred to the Applicants' organizations.

**decibel (dB):** A unit of noise measured on a logarithmic scale that compresses the range of sound pressures audible to the human ear over a range from 0 to 140, where 0 decibels represents sound pressure corresponding to the threshold of human hearing, and 140 decibels corresponds to a sound pressure at which pain occurs. Noise analysts measure sound pressure levels that people hear in decibels, much like other analysts measure linear distances in yards or meters. A-weighted decibel (dBA) refers to a weighting that accounts for the various frequency components in a way that corresponds to human hearing.
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<tr>
<td><strong>degradation:</strong></td>
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<td><strong>detector car:</strong></td>
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<td><strong>dimensional traffic:</strong></td>
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<td><strong>dispatcher (train):</strong></td>
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<td><strong>dispatcher desk:</strong></td>
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<td><strong>dispatching:</strong></td>
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<td><strong>disproportionality (test for):</strong></td>
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<td><strong>double-stack freight service:</strong></td>
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double tracking: Construction of a second railroad track immediately adjacent to an existing track, to perform railroad activities similar to those occurring on the existing track.

emergent species: Any type of aquatic plant whose vegetative growth is mostly above the water.

emissions: Air pollutants that enter the atmosphere.

endangered species: A species that is in danger of extinction throughout all or a significant portion of its range. Federal and state laws protect these species.


engineer (railroad): Employee responsible for operating a railroad locomotive in accordance with train-handling practices, signal indications, operating rules, speed limits, and the technical requirements of the particular locomotive.

Environmental Impact Statement (EIS): A document that the National Environmental Policy Act requires Federal agencies to prepare for major projects or legislative proposals having the potential to significantly affect the environment. A tool for decision-making, it describes the positive and negative environmental effects of the undertaking, and alternative actions and measures to reduce or eliminate potentially significant environmental impacts.
**Environmental Justice (EJ):**

For purposes of this document, SEA defines environmental justice as the mission discussed in Executive Order (EO) 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (59 FR 7629, February 11, 1994). This EO directs Federal agencies to identify and address “disproportionately high and adverse human health or environmental effects” of their programs, policies, and activities on minority and low-income populations in the United States. EO 12898 also calls for public notification for environmental justice populations, as well as meaningful public participation of environmental justice populations. In this document, SEA used the guidance provided in the Department of Transportation Order on Environmental Justice, the Council of Environmental Quality, Environmental Justice Guidance under the National Environmental Policy Act, and the Interim Final Guidance for Incorporating Environmental Justice Concerns in EPA’s NEPA analysis to analyze potential disproportionately high and adverse impacts on environmental justice populations for rail segments, intermodal facilities, rail yards, and new construction.

**Environmental Justice (EJ) population:**

A population within an Area of Potential Effect whose minority and low-income composition meets at least one of the following criteria: (1) The percentage of minority and low-income population in the Area of Potential Effect is greater than 50 percent of the total population in the Area of Potential Effect; or (2) The percentage of minority and low-income population in the Area of Potential Effect is at least ten percentage points greater than the percentage of minority or low-income population in the county of which the Area of Potential Effect is a part.

**Environmental Resource Category:**

Any of the environmental issues that serve as the major topics of impact analysis for this EIS. Examples include land use, natural resources, noise, hazardous materials, cultural resources, water quality, or air quality.
<p>| <strong>Environmental Resource Score (ERS):</strong> | The impact score determined for an environmental resource category within a (block group) Area of Potential Effect. A typical ERS ranges from 0 to 6, reflecting the relative impact on the Area of Potential Effect compared with impacts on other Areas of Potential Effect. For the Environmental Justice analysis, SEA calculated an ERS for noise, hazardous materials transport, and traffic safety and delay. |
| <strong>equipment:</strong> | For a railroad, a term used to refer to the mobile assets of the railroad, such as locomotives, freight cars, and on-track maintenance machines. Also used more narrowly as a collective term for freight cars operated by the railroad. |
| <strong>equipment restrictions:</strong> | Operating instructions that restrict certain types of locomotives or freight cars from operating over selected line segments. |
| <strong>Errata:</strong> | A list of corrections to the Draft EIS, prepared to facilitate public review of the Draft EIS and to clarify some of the information contained therein. |
| <strong>Executive Order (EO) 12898:</strong> | Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,” issued in February of 1994; directs Federal agencies to identify and address as appropriate “disproportionately high and adverse human health or environmental effects,” including interrelated social and economic effects, of their programs, policies, and activities on minority populations and low-income populations in the United States. |
| <strong>extra board crew caller position:</strong> | Railroad employee who does not have a regularly assigned position but who works on an on-call basis. |</p>
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<tr>
<td><strong>floodplain:</strong></td>
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<td><strong>Four City Consortium:</strong></td>
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<td><strong>freight car inspections:</strong></td>
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<td><strong>fugitive dust:</strong></td>
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<td><strong>Geographic Information System (GIS):</strong></td>
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<td><strong>grade crossing:</strong></td>
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<td><strong>grade separation:</strong></td>
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<tr>
<td><strong>gross ton-mile:</strong></td>
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</tbody>
</table>
Glossary of Terms

haulage right(s): The limited right (or combination of limited rights) of one railroad to have their freight traffic moved by another railroad over the designated lines of the other railroad.

hazardous materials: Substances or materials that the Secretary of Transportation has determined are capable of posing an unreasonable risk to human health, safety, and property when transported in commerce, as designated under 49 CFR Parts 172 and 173.

hazardous wastes: Waste materials that, by their nature, are inherently dangerous to handle or dispose of (for example, old explosives, radioactive materials, some chemicals, some biological wastes). Usually, industrial operations produce these waste materials.

high-and-wide load: Load on a freight car that exceeds the normal height and/or width limits for general operation over a railroad. Such loads may move only with special operating precautions to prevent damage to wayside structures and trains on adjacent tracks.

high-profile crossings: A condition at a highway/rail at-grade crossing where the elevation of the tracks is above the elevation of the approaching roadway. This condition, generally the result of the periodic raising of the tracks for maintenance of the track bed, can affect sight distance for highway users and can become a hazard for trucks and trailers with low ground-clearance. This is also referred to as “hump crossings”.

highway/rail at-grade crossing: The general area of an intersection of a public or private road and a railroad where the intersecting rail and highway traffic are at the same level.
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<tr>
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<tbody>
<tr>
<td><strong>historic property:</strong></td>
<td>Any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP). The term “eligible for inclusion in the NRHP” pertains to both properties that the Secretary of the Interior has formally determined to be eligible and to all other properties that meet NRHP listing criteria.</td>
</tr>
<tr>
<td><strong>horn noise (train):</strong></td>
<td>Noise that occurs when locomotives sound warning horns in the vicinity of highway/rail at-grade crossings.</td>
</tr>
<tr>
<td><strong>hours-of-service regulations:</strong></td>
<td>Federal Hours of Service Law, which Federal Railroad Administration enforces, governing maximum shift lengths and minimum rest periods for railroad operating employees. These employees include train crew, train dispatchers, and signal maintainers, as well as mechanical employees such as hostlers who move equipment for the purpose of test and inspection.</td>
</tr>
<tr>
<td><strong>Implementing Agreement:</strong></td>
<td>An agreement between a railroad company and an employee union regarding working conditions on a combined system, and specifying the corresponding seniority districts, work locations, and other terms and conditions of employment.</td>
</tr>
<tr>
<td><strong>Inconsistent and Responsive (IR) application:</strong></td>
<td>Proposal to the Surface Transportation Board that Parties of Record submitted prior to October 21, 1997, requesting modifications of, or alternatives to, the proposed Conrail Acquisition.</td>
</tr>
<tr>
<td><strong>Indian tribe:</strong></td>
<td>According to Indian Self-Determination and Education Assistance Act (25 U.S.C. 450-458; P.L. 93-638), any Indian tribe, band, nation, or other organized group or community recognized as eligible for the special programs and services that the United States provides to Indians because of their status as Indians.</td>
</tr>
<tr>
<td><strong>interchange point:</strong></td>
<td>Point at which two or more railroads join to exchange freight traffic.</td>
</tr>
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</table>
interlocking: An arrangement of switch, lock, and signal devices that is located where rail tracks cross, join, or separate. The devices are interconnected in such a way that their movements must succeed each other in a predetermined order, thereby preventing opposing or conflicting movements.

intermodal facility: A site consisting of tracks, lifting equipment, paved and/or unpaved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of trailers and containers between rail and highway, or between rail and marine modes of transportation.

jurisdictional wetland: Wetlands that the U.S. Army Corps of Engineers regulates under Section 404 of the Clean Water Act (33 U.S.C. 1344).

key route: For the purposes of this Final EIS, a rail line segment that carries an annual volume of 10,000 or more carloads of hazardous material.

key train: Any train with five or more tank carloads of chemicals classified as a Poison Inhalation Hazard (PIH), or with a total of 20 rail cars with any combination of PIHs, flammable gases, explosives, or environmentally sensitive chemicals.

L_{day}: The day-night average noise sound level, which is the receptor's cumulative noise exposure from all noise events over a full 24 hours. This is adjusted to account for the perception that noise at night is more bothersome than the same noise during the day.

L_{eq(h)}: The hourly energy-averaged noise level.

labor relations culture: Philosophy by which an employer and/or parties to a collective bargaining agreement conduct labor-management relations.
land use consistency: Determination of whether the proposed Conrail Acquisition represents a change that is consistent with local land use plans in effect, based on consultation with local and/or regional planning agencies and/or a review of the official planning documents that such agencies have prepared.

Level of Service (LOS): A measure of the operational efficiency of a roadway vehicle traffic stream using procedures that consider factors such as vehicle delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Traffic analysts express LOS as letter grades, ranging from Level of Service A (free flowing) to Level of Service F (severely congested); they measure LOS by the average delay for all vehicles. Specifically, Level of Service A describes operations with very low delay (less than 5.0 seconds per vehicle); Level of Service B describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle; Level of Service C describes operations with delay in the range of 15.1 to 25.0 seconds per vehicle; Level of Service D describes operations with delay in the range of 25.1 to 40.0 seconds per vehicle; Level of Service E describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle; and Level of Service F describes operations with delay in excess of 60.0 seconds per vehicle.

low-income population: A population composed of persons whose median household income is below the Department of Health and Human Services poverty guidelines.

maintenance area: An area classified by EPA as meeting National Ambient Air Quality Standards (NAAQS) and which previously (within the last 10 years before reclassification) did not meet NAAQS.

maintenance-of-way: The activity of maintaining the track and structures of a railroad.
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<td>major key route:</td>
<td>For the purpose of this Final EIS, a rail line segment where the annual volume of hazardous material it carries is projected to double and also exceed 20,000 carloads as a result of the proposed Conrail Acquisition.</td>
</tr>
<tr>
<td>Mechanical Department:</td>
<td>Department of the railroad primarily responsible for the maintenance and inspection of locomotives, freight cars, and other moving equipment.</td>
</tr>
<tr>
<td>Memorandum of Agreement (MOA):</td>
<td>With regard to cultural resources for the Final EIS, a legally binding document executed under 36 CFR 800.5(e)(4) that either specifies the process a Federal agency will undertake in order to avoid, reduce, or mitigate adverse effects on historic properties by the implementation of a proposed action, or documents the acceptance of such effects in the public interest. The parties who sign a MOA generally include the lead agency, the State Historic Preservation Office, the Advisory Council on Historic Preservation, and sometimes other interested parties.</td>
</tr>
<tr>
<td>Memorandum of Understanding (MOU):</td>
<td>An agreement that two or more parties execute that sets forth the specific duties and responsibilities of each party. For the purposes of this Final EIS, MOU is an agreement that the Applicants may negotiate with communities.</td>
</tr>
<tr>
<td>minority population:</td>
<td>A population composed of persons who are Black (non-Hispanic), Hispanic, Asian American, American Indian, or Alaskan Native.</td>
</tr>
<tr>
<td>mitigation:</td>
<td>An action taken to prevent, reduce, or eliminate adverse environmental effects.</td>
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<td>motive power:</td>
<td>Locomotives operated by the railroad.</td>
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</table>
multi-level rail car: A two- or three-level freight car, designed for transporting automotive vehicles.

Multiple Resource Score (MRS): For the Environmental Justice analysis, a measure of aggregate impacts used to identify the geographic areas of greatest concern. This score sums the environmental resource scores for hazardous materials transport, noise, and traffic safety and delay and forms the basis for the tests for disproportionality.

National Ambient Air Quality Standards (NAAQS): Air pollutant concentration limits established by the EPA for the protection of human health, structures, and the natural environment.

National Environmental Policy Act (NEPA): The National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321-4347; P.L. 91-190) is the basic national charter for the protection of the environment. It establishes policy, sets goals, and provides means for carrying out the policy. Its purpose is to provide for the establishment of a Council on Environmental Quality and to instruct Federal agencies on what they must do to comply with the procedures and achieve the goals of NEPA.

National Historic Preservation Act (NHPA): The National Historic Preservation Act of 1966, as amended (16 U.S.C. 470-470t et seq.; P.L. 89-665), is the basic legislation of the Nation's historic preservation program that established the Advisory Council on Historic Preservation and the Section 106 review process. Section 106 of the NHPA requires every Federal agency to "take into account" the effects of its undertakings on historic properties.

National Priorities List (NPL): A subset of CERCLIS; EPA's list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund Program.
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<td><strong>National Register of Historic Places (NRHP):</strong></td>
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<tr>
<td><strong>Native American:</strong></td>
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<td><strong>Native American lands:</strong></td>
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<td><strong>Negotiated Agreement:</strong></td>
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<tr>
<td><strong>No-Action Alternative:</strong></td>
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<tr>
<td><strong>noise:</strong></td>
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<td><strong>noise contour:</strong></td>
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</table>
**noise-sensitive receptor:** Location where noise can interrupt ongoing activities and can result in community annoyance, especially in residential areas. The Board's environmental regulations include schools, libraries, hospitals, residences, retirement communities, and nursing homes as examples of noise-sensitive receptors.

**nonattainment area:** An area that EPA has classified as not complying with the National Ambient Air Quality Standards promulgated under the Clean Air Act.

**Northeast Corridor (NEC):** Railroad right-of-way between Boston, Massachusetts and Washington, D.C. on which Amtrak and others operate; Amtrak is responsible for operation and maintenance on all of the route, except the route segment between New Haven, Connecticut and New Rochelle, New York.

**Northeast Operating Rules:** Rules that govern railroad operations, adapted by members of the Northeast Operating Rules Advisory Committee (NORAC). These operating rules apply to all railroads when working on any NORAC member's territory. The NORAC members are Bay Colony Railroad, Conrail Inc. and Consolidated Rail Corporation (Conrail), Delaware & Hudson Railway company, Guildford Transportation Industries, National Railroad Passenger Corporation (Amtrak), New Jersey Transit (NJT), New York Susquehanna & Western Railway Corporation, Providence & Worcester Railroad Company, and Southeastern Pennsylvania Transportation Authority (SEPTA).

**notices:** Documents addressed to engineers and other operating employees detailing temporary or local operating rules and restrictions.

**on-track (maintenance) equipment:** Track and other maintenance equipment provided with flanged wheels and able to move along railroad track.
operating employee: Railroad employee engaged in the operation of trains, including a member of the train crew; a train dispatcher; and a track, a signal, and an equipment maintenance employee.

Operating Plans: Documents that CSX and NS provided as part of the Application, detailing their planned railroad operations following the proposed Conrail Acquisition.

operating practices: Safety and operating rules, practices, and procedures contained in operating rulebook, timetable, special instructions, or any other company-issued instructions and the management decisions implementing those rules and instructions that govern the movement of trains and work on or around active tracks.

operating rules: Written rules of a railroad governing the operation of trains and the conduct of employees responsible for train operations when working on or around active tracks.

Operation Lifesaver: A non-profit public information and safety education program dedicated to eliminating collisions, deaths, and injuries at highway/rail at-grade crossings and on railroad rights-of-way. It is composed of a broad-based coalition of Federal, state, and local government agencies, private safety groups, and transportation industry representatives.

particulate matter (PM): Airborne dust or aerosols.

Party of Record (POR): Party that notified the Board of their active participation in the proceeding about the proposed Conrail Acquisition. When submitting a filing to the Board, the POR must also notify the entire POR service list.
passive warning devices: Traffic control devices that do not give positive notice to highway users of the approach or presence of a train. These devices may include signs and pavement markings, located at, or in advance of, railroad crossings to indicate the presence of a crossing and the presence of a train. These signs are either regulatory or non-regulatory and may include parallel track signs, crossbucks, stop signs, yield signs, and constantly flashing lights.

positive train separation: Mechanism included in positive train control, an experimental, automated safety system, using Global Positioning System (GPS) technology, onboard computers and wayside information inputs to control train movement. In the event of failure on the primary safety system, positive train control reduces the risk of single-point failure (that is, human error).

posted speed: Maximum speed permitted at a specific location on the railroad network irrespective of train type.

Prevention of Significant Deterioration (PSD) Class I Areas: National parks and wilderness areas designated under the Clean Air Act as areas for which users are to maintain air quality at pristine levels, with very small increases in air pollution levels allowed.

Primary Application: The formal filing of documents with the Surface Transportation Board by applicants for railroad mergers, acquisitions, constructions, or abandonments. The Primary Application contains Operating Plans and information describing related construction projects. It also includes an Environmental Report, describing the physical and operational changes associated with the proposed action and the potential environmental effects of that action.

prime farmland: According to Natural Resources Conservation Service, land having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.
proposed Conrail Acquisition: The proposed acquisition of Conrail’s physical assets and operating systems by CSX and NS, for which the Applicants are seeking approval from the Board.

public uses: According to 49 U.S.C. 10905 and STB Regulations “Surface Transportation Manual,” Section 1105.7(3)iv, those identified alternative public purposes for the use of rail properties proposed for abandonment or discontinuance, including highways, other forms of mass transportation, conservation, energy production or transmission, or recreation.

queue: A line of vehicles waiting at a highway/rail at-grade crossing for an obstruction to clear.

eal line segment: For the purposes of this Final EIS, portions of rail lines that extend between two terminals or junction points.

rail route: Line of railroad track between two points on a rail system.

rail spur: A railroad track that typically connects to the main line at only one end and provides rail service to one or more railroad freight customers. A rail spur could also parallel the main line.

rail yard: A location or facility with multiple tracks where rail operators switch and store rail cars.

receptor: See noise-sensitive receptor.

regional and system gang: A group of railroad maintenance-of-way employees that work a particular region or an entire railroad system.
remediation (remedial actions): Actions taken to prevent or minimize the release of hazardous substances that could cause substantial danger to present or future public health or welfare or to the environment.

Request for Conditions: A document filed with the Board by a party to this proceeding on or before October 21, 1997, that requests the Board to impose one or more specified requirements on the Applicants as a condition to the Board's approval of the proposed Conrail Acquisition.


Resource Conservation and Recovery Information System (RCRIS): Federal database containing information on facilities that generate, transport, store, treat, and/or dispose of hazardous waste.

Responsive Environmental Report (RER): A report, submitted by an Inconsistent and Responsive applicant, that contains detailed environmental information regarding the activities proposed in its IR Application and complies with the requirements for environmental reports in the Board’s rules at 49 CFR 1105.7(e).

restricted speed: A speed that will permit a train to stop within one-half the range of vision of the railroad employee controlling the movement of the train; the train must stop before passing improperly aligned switches, a defect in the track structure, deliberately placed objects, or striking other railroad equipment. According to Federal Railroad Administration regulations, this speed is not to exceed 20 miles per hour.
### Glossary of Terms

**retarder:** In railroad yards, a braking device, usually power-operated, built into a railroad track to reduce the speed of cars by means of brake-shoes which, when set in braking position, press against the sides of the lower portions of the wheels.

**right-of-way:** The strip of land for which an entity (for example, a railroad) has a property right to build, operate, and maintain a linear structure (for example, a rail line).

**roadmaster:** Railroad supervisor responsible for track inspection and maintenance over a specified portion of the railroad network.

**Safety Assurance and Compliance Program (SACP):** Federal Railroad Administration program to audit railroad safety practices and to ensure compliance with Federal regulations.

**safety culture:** The manner in which management and employees in an organization view and approach the issue of safety, including both formalized rules and informal practices in the organization.

**Safety Implementation Plan Guidelines (SIPG):** A series of acquisition-related guidelines that the Federal Railroad Administration developed for CSX and NS, detailing a list of safety concerns that CSX and NS must address in their Safety Integration Plans.

**Safety Integration Plans:** Plans that the Applicants prepared and submitted to the Board to explain how they propose to provide for the safe integration of their separate corporate cultures and operating systems, if the Board approves the proposed Conrail Acquisition.
Section 106 review process: The review process set forth in Section 106 of the NHPA (16 U.S.C. 470) that requires every Federal agency to “take into account” the effects of its undertakings on historic properties and affords the ACHP the opportunity to comment on those undertakings and their effects.

seniority district: A geographic area within which a group of employees in a specific labor union (for example, engineers, dispatchers) are authorized and expected to work.

seniority rights: The priority one employee has over another employee in bidding for available positions, choice of work assignments, and similar matters, based on length of employment in a specified category. Agreements between railroad companies and labor unions specify such rights.

sensitive receptor: See noise-sensitive receptor.

separated grade crossing: The site where a local street or highway crosses railroad tracks at a different level or elevation, either as an overpass or as an underpass.

service: The official notification and delivery of Board decisions and notices (including EAs and EISs) by the Secretary of the Board to persons involved in a particular proceeding.

Settlement Agreement: An agreement negotiated between CSX or NS or both and one or more parties, including other railroads, that addresses concerns or requests of the party (or parties). Generally, such an agreement addresses competitive customer service or labor issues.
### Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seven Separate Connections:</strong></td>
<td>Seven new rail line connection construction projects in Illinois, Indiana, and Ohio. These projects total approximately 4 miles of new track. CSX and NS requested that the Board give early consideration and approval to the physical construction of these particular connections.</td>
</tr>
<tr>
<td><strong>Shared Assets Areas:</strong></td>
<td>Areas comprising Conrail facilities in southeastern Michigan, northern New Jersey, and southern New Jersey/Philadelphia that CSX and NS would share and Conrail Shared Assets Operations would operate for the benefit of both CSX and NS, if the Board approves the proposed Conrail Acquisition.</td>
</tr>
<tr>
<td><strong>shifted load:</strong></td>
<td>An improperly secured freight car load that has moved and may protrude beyond the allowed dimensional limits.</td>
</tr>
<tr>
<td><strong>shipment:</strong></td>
<td>A unit of freight given to the railroad for movement to its destination by an individual customer.</td>
</tr>
<tr>
<td><strong>siding:</strong></td>
<td>A track parallel to a main track that is connected to the main track at each end. A siding is used for the passing and/or storage of trains.</td>
</tr>
<tr>
<td><strong>signal maintainer:</strong></td>
<td>Railroad employee who maintains signal and communications systems.</td>
</tr>
<tr>
<td><strong>socioeconomic:</strong></td>
<td>For this Final EIS, job loss directly attributable to changes in the physical environment as a result of construction and abandonment activities and other activities related to the proposed Conrail Acquisition project.</td>
</tr>
<tr>
<td><strong>Glossary of Terms</strong></td>
<td></td>
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<td>----------------------</td>
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</tr>
<tr>
<td><strong>Sound Exposure Level (SEL):</strong></td>
<td>For a transient noise event such as a passing train, equivalent to the maximum A-weighted sound level that would occur if all of the noise energy associated with the event were restricted to a time period of 1 second. The SEL accounts for both the magnitude and the duration of the noise event; noise analysts use SEL to calculate the day-night average noise level.</td>
</tr>
<tr>
<td><strong>Spill Prevention, Control, and Countermeasures Plan (SPCCP):</strong></td>
<td>A site-specific document written to detail measures to prevent discharges of oil into waters of the United States (as defined in the Clean Water Act). Facilities with aboveground storage capacities in a single container greater than 660 gallons, or the aggregate aboveground storage capacity greater than 1,320 gallons, or total underground storage capacity greater than 42,000 gallons are required to prepare SPCCPs.</td>
</tr>
<tr>
<td><strong>superior train:</strong></td>
<td>For purposes of this Final EIS, a passenger train operating on the same track network with freight trains. Superior trains must have track clear of all trains not less than 15 minutes prior to their arrival. See <em>temporal train separation</em>.</td>
</tr>
<tr>
<td><strong>Supplemental Environmental Report:</strong></td>
<td>A report that analyzes the environmental impacts of operating changes related to a Settlement Agreement between an Applicant and another railroad that exceed the Board's thresholds when added to changes proposed in the Applicants' Operating Plans.</td>
</tr>
<tr>
<td><strong>switch:</strong></td>
<td>The portion of the track structure used to direct cars and locomotives from one track to another.</td>
</tr>
<tr>
<td><strong>switching:</strong></td>
<td>The activity of moving cars from one track to another in a yard or where tracks go into a railroad customer’s facility.</td>
</tr>
<tr>
<td><strong>temporal train separation:</strong></td>
<td>The time separation of passenger trains that share rail lines with freight trains, in order to reduce the possibility of train collisions. See <em>superior train</em>.</td>
</tr>
</tbody>
</table>
territory: The portion of a railroad's track network under the management of a particular supervisor.

threatened species: A species that is likely to become endangered within the foreseeable future throughout all or part of its range. Federal and state laws protect these species.

threshold for environmental analysis: A level of proposed change in railroad activities that determines the need for SEA's environmental review. For the proposed Conrail Acquisition, SEA used the Board's environmental rules at 49 CFR Part 1105 to determine the activities that it would examine for air and noise impacts ("Board thresholds"). For other issue areas, SEA developed appropriate thresholds to guide its environmental review ("SEA thresholds"). The term "Board thresholds", as used in this EIS, may refer to either Board or SEA thresholds.

timetable: A document that identifies key railroad line features over a defined portion of the network. The features usually include distances, speed limits, track layout, type of signaling, location and length of passing sidings, and the local applicability of specific operating rules. Operating rules are often published with the timetable.

track geometry: Dimensional description of railroad track and individual rails compared to optimal design criteria.

track geometry inspection car: Rail vehicle equipped with instruments to make continuous, in-motion measurements of variations in the track gauge, alignment, and cross level.
<table>
<thead>
<tr>
<th>Term</th>
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</tr>
</thead>
<tbody>
<tr>
<td>trackage right(s):</td>
<td>The right (or combination of rights) of one railroad to operate over the designated trackage of another railroad including, in some cases, the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions, the right to build connections or additional tracks to access other shipper or carriers. See also haulage right(s).</td>
</tr>
<tr>
<td>trackage rights agreement:</td>
<td>An agreement between two parties that defines the trackage rights granted to one party over the tracks of a second party.</td>
</tr>
<tr>
<td>traffic volume (highway):</td>
<td>The number of highway vehicles that pass over a given point during a given period of time, often expressed on an annual, daily, hourly, and sub-hourly basis. For the purposes of this Final EIS, SEA expressed highway traffic volumes on a daily basis.</td>
</tr>
<tr>
<td>traffic volume (rail):</td>
<td>The total volume of rail traffic that passes over a given rail line segment, typically expressed in either trains per day or annual million gross tons per year.</td>
</tr>
<tr>
<td>train (freight):</td>
<td>A conveyance transported by one or more locomotives typically with 40 to 150 freight cars, measuring approximately 5,000 to 8,000 feet in length. For the purposes of this Final EIS, does not apply to locals, work trains, switch-engine movements, or engine-only movements.</td>
</tr>
<tr>
<td>train (passenger):</td>
<td>Equipment composed of one or more rail cars designed to carry passengers, propelled by a locomotive or self-propelled, moving from one place to another.</td>
</tr>
<tr>
<td>train crew:</td>
<td>Employees assigned to operate a train, usually an engineer, a conductor, and one or more trainmen.</td>
</tr>
</tbody>
</table>
train defect detector: An electronic device located alongside a rail track that monitors passing trains to determine the presence of certain potentially dangerous conditions, such as an overheated wheel bearing ("hot box") or a shifted load that protrudes from the rail car.

trainman: Member of a train crew responsible for assisting the engineer and conductor in operating the train, especially with switching cars.

trainmaster: Railroad operations supervisor responsible for managing train and yard operations and operating employees on a defined portion of the railroad network.

transient noise event: An intermittent occurrence of noise, such as the passing of a train that generates such noise.

Transportation Department: Department of the railroad responsible for day-to-day train operations and dispatching.

Triple Crown Service (TCS): A premium-priced, expedited intermodal service offered by both Conrail and NS. TCS trains do not require the use of flat cars, but rather use specially designed dual-mode highway trailers that are coupled together with two-axle rail wheel sets that support the ends of the trailers for the rail portion of the rail-highway movement. Also referred to as "RoadRailer service".

turnout: The portion of railroad track structure where a single track divides into two tracks.

Verified Statement: A party's sworn statement that provides information to the Board.
**vibration velocity:** The rate of change of displacement of a vibration. Noise analysts often express measurements of vibration in terms of velocity because velocity correlates well with human response to vibration.

**waybill:** Document or computer record containing details of a rail shipment: origin, destination, route, commodity, freight rate, car or cars used, and similar information.

**wayside:** Adjacent to the railroad track, as in “wayside signals” or “wayside defect detectors.”

**wayside noise:** Train noise adjacent to the right-of-way that comes from sources other than the horn, such as engine noise, exhaust noise, and noise from steel train wheels rolling on steel rails.

**wetlands:** According to 40 CFR Part 230.41, those “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions,” generally including swamps, marshes, bogs, and similar areas.

**yardmaster:** Railroad operations supervisor responsible for railroad operations and employees in a railyard.
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>AAR</td>
<td>Association of American Railroads</td>
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<tr>
<td>ABS</td>
<td>Automatic Block System</td>
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<tr>
<td>ACHP</td>
<td>Advisory Council on Historic Preservation</td>
</tr>
<tr>
<td>ACS</td>
<td>Automatic Cab Signals</td>
</tr>
<tr>
<td>ACSES</td>
<td>Advanced Civil Speed Enforcement System</td>
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<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
</tr>
<tr>
<td>ANSI</td>
<td>American National Standards Institute</td>
</tr>
<tr>
<td>AoPE</td>
<td>Area of Potential Effect(s)</td>
</tr>
<tr>
<td>APTA</td>
<td>American Public Transit Association</td>
</tr>
<tr>
<td>ARU</td>
<td>Allied Rail Unions</td>
</tr>
<tr>
<td>ASTM</td>
<td>American Society for Testing and Materials</td>
</tr>
<tr>
<td>ATC</td>
<td>Automatic Train Control</td>
</tr>
<tr>
<td>B&amp;O</td>
<td>Baltimore &amp; Ohio Railroad Company</td>
</tr>
<tr>
<td>B&amp;OCT</td>
<td>Baltimore &amp; Ohio Chicago Terminal Railroad Company</td>
</tr>
<tr>
<td>BIA</td>
<td>Bureau of Indian Affairs</td>
</tr>
<tr>
<td>BMP</td>
<td>Best Management Practice</td>
</tr>
<tr>
<td>Board</td>
<td>Surface Transportation Board</td>
</tr>
<tr>
<td>BOCT</td>
<td>Baltimore &amp; Ohio Chicago Terminal Railroad Company</td>
</tr>
<tr>
<td>BRL</td>
<td>The Cities of Bay Village, Rocky River, and Lakewood, Ohio</td>
</tr>
<tr>
<td>CAA</td>
<td>Clean Air Act of 1970</td>
</tr>
<tr>
<td>CAAA</td>
<td>Clean Air Act Amendments of 1990</td>
</tr>
<tr>
<td>CEQ</td>
<td>Council on Environmental Quality</td>
</tr>
<tr>
<td>CERCLA</td>
<td>Comprehensive Environmental Response, Compensation, and Liability Act of 1980</td>
</tr>
<tr>
<td>CERCLIS</td>
<td>Comprehensive Environmental Response, Compensation, and Liability Information System</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CO</td>
<td>carbon monoxide</td>
</tr>
<tr>
<td>Conrail</td>
<td>Conrail, Inc. and Consolidated Rail Corporation</td>
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<tr>
<td>CP</td>
<td>Control Point</td>
</tr>
<tr>
<td>CPR</td>
<td>Canadian Pacific Railway</td>
</tr>
<tr>
<td>CRC</td>
<td>Comments and Requests for Conditions</td>
</tr>
<tr>
<td>CSX</td>
<td>CSX Corporation and CSX Transportation, Inc.</td>
</tr>
<tr>
<td>CTC</td>
<td>Centralized Traffic Control</td>
</tr>
<tr>
<td>CZM</td>
<td>Coastal Zone Management</td>
</tr>
<tr>
<td>Acronym</td>
<td>Definition</td>
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<tr>
<td>CZMA</td>
<td>Coastal Zone Management Act of 1972</td>
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<tr>
<td>dB</td>
<td>decibel</td>
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<tr>
<td>dBA</td>
<td>A-weighted decibels</td>
</tr>
<tr>
<td>DES</td>
<td>Division of Endangered Species</td>
</tr>
<tr>
<td>DOI</td>
<td>U.S. Department of the Interior</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation (for state agency)</td>
</tr>
<tr>
<td>EA</td>
<td>Environmental Assessment</td>
</tr>
<tr>
<td>EDR</td>
<td>Environmental Data Resources, Inc.</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EJ</td>
<td>Environmental Justice</td>
</tr>
<tr>
<td>EO</td>
<td>Executive Order</td>
</tr>
<tr>
<td>EPA</td>
<td>U.S. Environmental Protection Agency</td>
</tr>
<tr>
<td>ERS</td>
<td>Environmental Resource Score</td>
</tr>
<tr>
<td>ESA</td>
<td>Endangered Species Act of 1973</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FIRM</td>
<td>Flood Insurance Rate Map</td>
</tr>
<tr>
<td>FMEA</td>
<td>Failure Mode and Effects Analysis</td>
</tr>
<tr>
<td>FRA</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information System</td>
</tr>
<tr>
<td>GFS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>HABS</td>
<td>Historic American Buildings Survey</td>
</tr>
<tr>
<td>HAER</td>
<td>Historic American Engineering Record</td>
</tr>
<tr>
<td>HCM</td>
<td>The Transportation Research Board's <em>Highway Capacity Manual</em></td>
</tr>
<tr>
<td>HMERP</td>
<td>Hazardous Materials Emergency Response Plan</td>
</tr>
<tr>
<td>HMIS</td>
<td>Hazardous Materials Information System</td>
</tr>
<tr>
<td>HUD</td>
<td>Department of Housing and Urban Development</td>
</tr>
<tr>
<td>ICC</td>
<td>Interstate Commerce Commission</td>
</tr>
<tr>
<td>ID</td>
<td>Identification</td>
</tr>
<tr>
<td>IHB</td>
<td>Indiana Harbor Belt Railroad Company</td>
</tr>
<tr>
<td>IR</td>
<td>Inconsistent and Responsive [application]</td>
</tr>
<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act</td>
</tr>
<tr>
<td>IT</td>
<td>Information Technology</td>
</tr>
<tr>
<td>LAL</td>
<td>Livonia, Avon, and Lakeville Railroad Corporation</td>
</tr>
<tr>
<td>La</td>
<td>day-night equivalent sound level</td>
</tr>
<tr>
<td>Leq(h)</td>
<td>hourly energy-averaged sound level</td>
</tr>
<tr>
<td>LOS</td>
<td>Level of Service</td>
</tr>
<tr>
<td>LUST</td>
<td>Leaking Underground Storage Tank</td>
</tr>
<tr>
<td>MARC</td>
<td>Maryland Rail Commuter (Maryland's Mass Transit Administration's Commuter Rail Service)</td>
</tr>
<tr>
<td>MBTA</td>
<td>Massachusetts Bay Transportation Authority</td>
</tr>
<tr>
<td>Acronym</td>
<td>Definition</td>
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<tr>
<td>Metra</td>
<td>Northeast Illinois Regional Commuter Railroad Corporation</td>
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<tr>
<td>MNR</td>
<td>Metro-North Railroad (Metro-North Commuter Railroad Company)</td>
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<td>MOA</td>
<td>Memorandum of Agreement</td>
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<td>MOU</td>
<td>Memorandum of Understanding</td>
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<td>MRS</td>
<td>Multiple Resource Score</td>
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<td>MRTA</td>
<td>Metro Regional Transit Authority of Akron, Ohio</td>
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<td>N/A</td>
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<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
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<td>NEC</td>
<td>Northeast Corridor</td>
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<td>NEPA</td>
<td>National Environmental Policy Act of 1969</td>
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<td>NFIP</td>
<td>National Flood Insurance Program</td>
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<td>NHPA</td>
<td>National Historic Preservation Act of 1966</td>
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<td>NHTSA</td>
<td>National Highway Traffic Safety Administration</td>
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<td>NJT</td>
<td>New Jersey Transit</td>
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<td>NORAC</td>
<td>Northeast Operating Rules Advisory Committee</td>
</tr>
<tr>
<td>NO₂</td>
<td>Nitrogen oxide</td>
</tr>
<tr>
<td>NPDES</td>
<td>National Pollutant Discharge Elimination System</td>
</tr>
<tr>
<td>NPL</td>
<td>National Priorities List</td>
</tr>
<tr>
<td>NPS</td>
<td>National Park Service</td>
</tr>
<tr>
<td>NRC</td>
<td>Nuclear Regulatory Commission</td>
</tr>
<tr>
<td>NRCS</td>
<td>Natural Resources Conservation Service</td>
</tr>
<tr>
<td>NRHP</td>
<td>National Register of Historic Places</td>
</tr>
<tr>
<td>NS</td>
<td>Norfolk Southern Railway Company and Norfolk Southern Corporation</td>
</tr>
<tr>
<td>NWI</td>
<td>National Wetlands Inventory</td>
</tr>
<tr>
<td>O₃</td>
<td>Ozone</td>
</tr>
<tr>
<td>OAR</td>
<td>Office of Air and Radiation (within Environmental Protection Agency)</td>
</tr>
<tr>
<td>OHPO</td>
<td>Ohio Historic Preservation Office</td>
</tr>
<tr>
<td>OMS</td>
<td>Office of Mobile Sources (within Environmental Protection Agency)</td>
</tr>
<tr>
<td>PCB</td>
<td>Polychlorinated biphenyl</td>
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<tr>
<td>PDEA</td>
<td>Preliminary Draft Environmental Assessment</td>
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<tr>
<td>PIH</td>
<td>Poison Inhalation Hazard</td>
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<tr>
<td>P.L.</td>
<td>Public Law</td>
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<tr>
<td>PM</td>
<td>Particulate matter</td>
</tr>
<tr>
<td>PM₁₀</td>
<td>Particulate matter less than 10 microns in diameter</td>
</tr>
<tr>
<td>POR</td>
<td>Party of Record</td>
</tr>
<tr>
<td>PSD</td>
<td>Prevention of Significant Deterioration</td>
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<tr>
<td>RCRA</td>
<td>Resource Conservation and Recovery Act of 1976</td>
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<td>RCRIS</td>
<td>Resource Conservation and Recovery Information System</td>
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<td>RER</td>
<td>Responsive Environmental Report</td>
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<td>RQ</td>
<td>Reportable Quantity</td>
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<td>SACP</td>
<td>Safety Assurance and Compliance Program</td>
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<td>SARA</td>
<td>Superfund Amendments and Reauthorization Act of 1986</td>
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<td>SCS</td>
<td>Soil Conservation Service</td>
</tr>
<tr>
<td>Acronym</td>
<td>Definition</td>
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<tr>
<td>SEA</td>
<td>Section of Environmental Analysis</td>
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<tr>
<td>SEL</td>
<td>Sound Exposure Level</td>
</tr>
<tr>
<td>SEPTA</td>
<td>Southeastern Pennsylvania Transportation Authority</td>
</tr>
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<td>SHPO</td>
<td>State Historic Preservation Office</td>
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<tr>
<td>SIPG</td>
<td>Safety Implementation Plan Guidelines</td>
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<td>SPCCP</td>
<td>Spill Prevention, Control, and Countermeasures Plan</td>
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<tr>
<td>Stat.</td>
<td>Statute</td>
</tr>
<tr>
<td>STB</td>
<td>Surface Transportation Board</td>
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<tr>
<td>SO₂</td>
<td>sulfur dioxide</td>
</tr>
<tr>
<td>TCS</td>
<td>Triple Crown Service</td>
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<tr>
<td>TLCPA</td>
<td>Toledo-Lucas County Port Authority</td>
</tr>
<tr>
<td>TMACOG</td>
<td>Toledo Metropolitan Area Council of Governments</td>
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<td>Tri-Rail</td>
<td>Florida Tri-County Commuter Rail Authority</td>
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<td>USACE</td>
<td>U.S. Army Corps of Engineers</td>
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<tr>
<td>USCG</td>
<td>U.S. Coast Guard</td>
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Norfolk Southern Corporation and
Norfolk Southern Railway Company

Control and Operating Leases/Agreements
Conrail, Inc. and Consolidated Rail Corporation

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- Appendix R, “All Relevant Board Decisions.”
- Appendix S, “Index for the Draft Environmental Impact Statement (Draft EIS).”
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EPA RULES ON LOCOMOTIVE EMISSIONS


This appendix provides two EPA fact sheets relating to locomotive emissions rules. The first fact sheet, “Final Emissions Standards for Locomotives and Locomotive Engines,” published December 1997, explains EPA-promulgated standards for the previously unregulated oxides of nitrogen, hydrocarbons, carbon monoxide, particulate matter, and smoke from newly manufactured and remanufactured diesel-powered locomotives and locomotive engines. (See Attachment O-1). EPA also calculated emissions factors for locomotives in order to analyze the environmental benefits expected from the implementation of the new locomotive emission standards. The second fact sheet, “Emission Factors for Locomotives,” published December 1997, explains these factors and delineates the three sets of standards, dependent upon the date of locomotive manufacture, that EPA adopted for locomotive emission regulation. (See Attachment O-2).
ATTACHMENT O-1

EPA Fact Sheet "Final Emissions Standards for Locomotives and Locomotive Engines" (December 1997)
Final Emissions Standards for Locomotives

The Environmental Protection Agency (EPA) is finalizing emission standards for oxides of nitrogen (NOx), hydrocarbons (HC), carbon monoxide (CO), particulate matter (PM) and smoke for newly manufactured and remanufactured diesel-powered locomotives and locomotive engines, which have previously been unregulated. The new standards will achieve approximately a two-third reduction in NOx emissions, which is equivalent to removing over thirty million passenger cars from the road. In addition, HC and PM emissions will be reduced by 50 percent.

History of Rulemaking

The 1990 Clean Air Act Amendments mandated EPA to establish emission standards for a variety of previously unregulated nonroad mobile sources. Included in those requirements was a specific mandate to regulate the emissions from locomotives. Current unregulated locomotives are estimated to contribute almost 5 percent of the total nationwide emissions of NOx, which is more than 10 percent of the nationwide mobile source NOx emissions. This makes locomotives one of the largest remaining unregulated sources of NOx emissions. Thus, this rulemaking will result in emissions reductions that states need to comply with the National Ambient Air Quality Standards (NAAQS) for ozone and PM.
Overview of Rulemaking

Since locomotive emissions have not been regulated before, it was necessary for EPA to create a comprehensive program, including not only emission standards, but also test procedures and a full compliance program. This rulemaking, which takes effect in 2000, will affect railroads, locomotive manufacturers, and locomotive remanufacturers.

In general terms, the overall program is similar to previously established programs for heavy-duty highway engines and other nonroad engines. One unique feature included for locomotives, however, is the regulation of the engine remanufacturing process, including the remanufacture of locomotives originally manufactured prior to the effective date of this rulemaking. Regulation of the remanufacturing process is critical because locomotives are generally remanufactured 5 to 10 times during their total service lives (typically 40 years or more). Standards that only applied to locomotives originally manufactured after the effective date of the rule would not achieve significant emissions reductions in the near term, as those locomotives slowly replaced the existing fleet.

Three separate sets of emission standards have been adopted, with applicability of the standards dependent on the date a locomotive is first manufactured. The first set of standards (Tier 0) apply to locomotives and locomotive engines originally manufactured from 1973 through 2001, any time they are remanufactured or remanufactured. The second set of standards (Tier 1) apply to locomotives and locomotive engines originally manufactured from 2002 through 2004. These locomotives and locomotive engines will be required to meet the Tier 1 standards at the time of original manufacture and at each subsequent remanufacture. The final set of standards (Tier 2) apply to locomotives and locomotive engines originally manufactured in 2005 and later. Tier 2 locomotives and locomotive engines will be required to meet the applicable standards at the time of original manufacture and at each subsequent remanufacture. Electric locomotives, historic steam-powered locomotives, and locomotives originally manufactured before 1973 do not contribute significantly to the emissions problem, and thus, are not included in this rulemaking.
### Exhaust Emission Standards for Locomotives

<table>
<thead>
<tr>
<th>Tier and duty-cycle</th>
<th>Gaseous and Particulate Emissions (g/bhp-hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HC</td>
</tr>
<tr>
<td>Tier 0 line-haul duty-cycle</td>
<td>1.00</td>
</tr>
<tr>
<td>Tier 0 switch duty-cycle</td>
<td>2.10</td>
</tr>
<tr>
<td>Tier 1 line-haul duty-cycle</td>
<td>0.55</td>
</tr>
<tr>
<td>Tier 1 switch duty-cycle</td>
<td>1.20</td>
</tr>
<tr>
<td>Tier 2 line-haul duty-cycle</td>
<td>0.30</td>
</tr>
<tr>
<td>Tier 2 switch duty-cycle</td>
<td>0.60</td>
</tr>
</tbody>
</table>

1. HC standards are in the form of THC for diesel, bio-diesel, or any combination of fuels with diesel as the primary fuel; NMHC for natural gas, or any combination of fuels where natural gas is the primary fuel; and THCE for alcohol, or any combination of fuels where alcohol is the primary fuel.

In addition to the exhaust emission standards, this final rule establishes smoke opacity standards for all locomotives and locomotive engines.

### Smoke Standards for Locomotives (Percent Opacity - Normalized)

<table>
<thead>
<tr>
<th></th>
<th>Steady-state</th>
<th>30-sec peak</th>
<th>3-sec peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 0</td>
<td>30</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>Tier 1</td>
<td>25</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>Tier 2</td>
<td>20</td>
<td>40</td>
<td>50</td>
</tr>
</tbody>
</table>

In addition to the exhaust emission standards, this final rule establishes smoke opacity standards for all locomotives and locomotive engines.

### Production Line Testing

EPA has adopted a production line testing (PLT) program that requires manufacturers and, in some cases, remanufacturers of locomotives to perform production line testing of newly manufactured and remanufactured locomotives as they leave the point where the manufacture or remanufacture is completed. The PLT program for newly manufactured units is based on actual testing, while the PLT program for remanufactured units is based on an audit of the remanufacture kit’s installation, with EPA having the ability to require testing if in-use data indicates a possible problem with production.

### In-Use Compliance Program

A critical element in the success of this locomotive program is ensuring that manufacturers and remanufacturers produce locomotives that continue to meet emission standards beyond certification and production stages, during actual operation and use. EPA is adopting an in-use compliance program with two distinct components. The first program
requires the manufacturers and remanufacturers to test representative locomotives from all engine families using the Federal Test Procedure (FTP). This testing will occur between 50 and 75 percent of useful life. Actual repair in the event of a determination of noncompliance or recall action, however, will apply to all locomotives of that family, regardless of whether the locomotives have exceeded their useful lives. Second, EPA is requiring that Class I railroads annually test a sample of their locomotives which have met or exceeded their useful lives, also using the FTP.

**Emissions Averaging Provisions**

EPA has adopted averaging, banking and trading (ABT) provisions to allow manufacturers and remanufacturers the flexibility to meet overall emissions goals at the lowest cost, while allowing EPA to set emissions standards at levels more stringent than they would be if each and every engine family had to comply with the standards. ABT is also designed to encourage early introduction of cleaner engines, which will secure emissions benefits earlier than would otherwise be the case.

**Preemption**

EPA has adopted regulations that will codify and clarify Clean Air Act preemption of certain state and local requirements relating to the control of emissions from new locomotives and new locomotive engines. This preemption was included in the Clean Air Act because of the inherent interstate nature of the railroad industry. Moreover, EPA believes that a strong federal program that addresses manufacturing, remanufacturing and in-use compliance is the best way to achieve the necessary emissions reductions.

**Health and Environmental Benefits**

Emissions from diesel-powered locomotives, such as NOx, HC, and PM, contribute to air pollution in both urban and rural areas, and have significant health and environmental effects. NOx is a major component of smog and acid rain. NOx emissions combine with HC in the atmosphere to form ground-level ozone, the primary constituent of smog. Ozone is a highly reactive pollutant that damages lung tissue, causes congestion, and reduces vital lung capacity, in addition to damaging vegetation. Acid rain damages buildings and crops, and degrades lakes and streams. NOx also contributes to the formation of secondary PM, which causes headaches, eye and nasal irritation, chest pain, and lung inflammation. Environmental impacts of PM include reduced visibility and deterioration of buildings.
The primary focus of this rulemaking is on reducing NOx and PM emissions, although there are also reductions in HC and CO. NOx emissions from locomotives will be reduced by 60 percent by 2040, compared to 1995 baseline levels. This would be almost 650,000 metric tons per year. Most of these reductions will come early in the program (e.g., 41 percent reduction by 2010), due to the standards that apply to pre-2000 locomotives when they are remanufactured. In addition to the NOx benefits, the final rule will provide some PM benefits through the Tier 2 standards. A PM reduction of 46 percent is expected by 2040, compared to 1995 baseline levels. This reduction is over 12,000 metric tons per year, and amounts to over one percent of national PM emissions from mobile sources.

**Flexibility For Industry**

The final rule codifies the Clean Air Act’s preemption of state and local emission requirements, which is intended to prevent inappropriate burdens on interstate commerce. The flexibility provided by ABT lowers the costs to manufacturers and makes it easier to meet the technological challenges posed by the new standards. EPA is also exempting the smallest railroads from compliance with the Tier 0 standards, with some restrictions, and is providing a phase-in of the standards for small manufacturers.

**Cost of New Program**

EPA estimates that the lifetime cost per locomotive will be approximately $70,000 for the Tier 0 standards, $186,000 for the Tier 1 standards and $252,000 for the Tier 2 standards. Lifetime cost components consist of initial equipment costs; remanufacturing costs; fuel economy costs; and certification, production line and in-use testing costs. The average annual cost of this program is estimated to be $80 million per year. This would be about 0.2 percent of the total freight revenue for railroads in 1995. The average cost-effectiveness of the standards is expected to be about $163 per ton of NOx, PM and HC.
For More Information

The final rule and other documents on locomotives are available electronically from the EPA Internet server at:

http://www.epa.gov/OMSWWW/locomotv.htm

Document information is also available by contacting Russ Banush at:

U.S. Environmental Protection Agency
2565 Plymouth Road
Ann Arbor, MI 48105
(734) 668-4333
ATTACHMENT O-2

EPA Fact Sheet "Emission Factors for Locomotives"
(December 1997)
Emission Factors for Locomotives

The Environmental Protection Agency (EPA) has established emission standards for oxides of nitrogen (NOx), hydrocarbons (HC), carbon monoxide (CO), particulate matter (PM) and smoke for newly manufactured and remanufactured diesel-powered locomotives and locomotive engines, which have previously been unregulated. Three separate sets of emission standards have been adopted, with applicability of the standards dependent on the date a locomotive is first manufactured. The first set of standards (Tier 0) apply to locomotives and locomotive engines originally manufactured from 1973 through 2001. The second set of standards (Tier 1) apply to locomotives and locomotive engines originally manufactured from 2002 through 2004. The final set of standards (Tier 2) apply to locomotives and locomotive engines originally manufactured in 2005 and later. To analyze the environmental benefits expected from these new standards, EPA had to calculate emission factors for locomotives.

Estimated Baseline Freight Locomotive Emission Rates

In support of the rulemaking finalizing the locomotive emission standards, EPA has estimated average emission rates, given in grams per brake horsepower-hour (g/bhp-hr), for current uncontrolled locomotives. These estimates are shown in Table 1. It is important to note that there is significant variability in in-use emission rates. Table 2 shows the range of emission rates that have been reported for NOx and PM.
Table 1 - Estimated Baseline In-Use Emission Rates (g/bhp-hr)

<table>
<thead>
<tr>
<th></th>
<th>HC</th>
<th>CO</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line-Haul*</td>
<td>0.48</td>
<td>1.28</td>
<td>13.0</td>
<td>0.32</td>
</tr>
<tr>
<td>Switch**</td>
<td>1.01</td>
<td>1.83</td>
<td>17.4</td>
<td>0.44</td>
</tr>
</tbody>
</table>

* Line-haul locomotives over the line-haul duty-cycle
** Switch locomotives over the switch duty-cycle

Table 2 - Range of NOx and PM Emission Rates (g/bhp-hr)

<table>
<thead>
<tr>
<th>Line-Haul Cycle</th>
<th>NOx</th>
<th>PM</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10.3-18.2</td>
<td>0.22-0.41</td>
<td>9.2-33.1</td>
<td>0.22-0.</td>
</tr>
</tbody>
</table>

Conversion to Gram per Gallon Emission Factors

It is often useful to express emission rates as grams of pollutant emitted per gallon of fuel consumed (g/gal). This can be done by multiplying the emission rates in Table 1 by a conversion factor. EPA has estimated the appropriate conversion factor to be 20.8 bhp-hr/gal. These converted emission factors are shown in Table 3.

Table 3 - Converted Emission Factors (g/gal)

<table>
<thead>
<tr>
<th></th>
<th>HC</th>
<th>CO</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line-Haul</td>
<td>10</td>
<td>26.6</td>
<td>270</td>
<td>6.7</td>
</tr>
<tr>
<td>Switch</td>
<td>21</td>
<td>38.1</td>
<td>362</td>
<td>9.2</td>
</tr>
</tbody>
</table>

Projected Future Emission Factors

With the new national emission standards for both newly manufactured and remanufactured locomotives originally built after 1972, future locomotive emission rates are projected to be much lower than the baseline rates shown above. EPA’s estimates of future emission rates for
Tier 0-Tier 2 locomotives are shown in Tables 4-6, respectively. Table 9 gives the expected fleet average emission factors for all locomotives, which reflects the penetration of the Tier 0-Tier 2 locomotives into the fleet over time.

### Table 4 - Estimated Controlled Emission Rates for Locomotives Manufactured in 1973-2001 (Tier 0)

<table>
<thead>
<tr>
<th></th>
<th>HC</th>
<th>CO</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>g/bhp -hr</td>
<td>g/gal</td>
<td>g/bhp -hr</td>
<td>g/gal</td>
</tr>
<tr>
<td>Line-Haul</td>
<td>0.48</td>
<td>10</td>
<td>1.28</td>
<td>26.6</td>
</tr>
<tr>
<td>Switch</td>
<td>1.01</td>
<td>21</td>
<td>1.83</td>
<td>38.1</td>
</tr>
</tbody>
</table>

### Table 5 - Estimated Controlled Emission Rates for Locomotives Manufactured in 2002-2004 (Tier 1)

<table>
<thead>
<tr>
<th></th>
<th>HC</th>
<th>CO</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>g/bhp -hr</td>
<td>g/gal</td>
<td>g/bhp -hr</td>
<td>g/gal</td>
</tr>
<tr>
<td>Line-Haul</td>
<td>0.47</td>
<td>9.8</td>
<td>1.28</td>
<td>26.6</td>
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<tr>
<td>Switch</td>
<td>1.01</td>
<td>21</td>
<td>1.83</td>
<td>38.1</td>
</tr>
</tbody>
</table>

### Table 6 - Estimated Controlled Emission Rates for Locomotives Manufactured after 2004 (Tier 2)

<table>
<thead>
<tr>
<th></th>
<th>HC</th>
<th>CO</th>
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<tbody>
<tr>
<td></td>
<td>g/bhp -hr</td>
<td>g/gal</td>
<td>g/bhp -hr</td>
<td>g/gal</td>
</tr>
<tr>
<td>Line-Haul</td>
<td>0.26</td>
<td>5.4</td>
<td>1.28</td>
<td>26.6</td>
</tr>
<tr>
<td>Switch</td>
<td>0.52</td>
<td>11</td>
<td>1.83</td>
<td>38.1</td>
</tr>
</tbody>
</table>
Emission Inventory Estimation

Total emissions can be calculated by multiplying the emission factors (in g/gal) by the fuel consumption rates (in million-gal/yr) to give annual emission rates (in metric tons per year). This metric estimate can be converted to standard tons (or short tons) per year, by multiplying it by 1.1.

In the United States, the great majority of fuel consumed by locomotives each year is used in line-haul freight service. Smaller amounts are also used in switching and passenger service. EPA’s estimates of these fuel volumes are shown in Table 7. EPA’s estimates of annual emission rates calculated from these fuel consumption rates are shown in Table 8.

Table 7 - 1996 Locomotive Fuel Consumption by Service Category (million gal/year)

<table>
<thead>
<tr>
<th>Service Category</th>
<th>Fuel Consumption (million gal/year)</th>
</tr>
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<tbody>
<tr>
<td>National Freight Line-Haul</td>
<td>3,331</td>
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<tr>
<td>National Freight Switching</td>
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<td>Local and Regional Freight</td>
<td>215</td>
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<tr>
<td>Passenger</td>
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Table 8 - Estimated 1996 Nationwide Locomotive Emission Rates (thousand short tons per year)

<table>
<thead>
<tr>
<th>Emission Type</th>
<th>HC</th>
<th>CO</th>
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<th>PM</th>
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<td>47</td>
<td>119</td>
<td>1,202</td>
<td>30</td>
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</table>

For More Information

For further information on emission factors for locomotives, please write to:

U.S. Environmental Protection Agency
Engine Programs and Compliance Division
2565 Plymouth Road
Ann Arbor, MI 48105

Additional documents on locomotive emission standards are available electronically from the EPA Internet server at:

http://www.epa.gov/OMSWWW/locomotv.htm

or by calling (734) 668-4333.
Table 9 - Fleet Average Emission Factors
For All Locomotives

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<tr>
<th>Year</th>
<th>(g/bhp-hr)</th>
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APPENDIX P
SEA’S Best Management Practices
for Construction and Abandonment Activities
CONTENTS

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APPENDIX P
SEA’S BEST MANAGEMENT PRACTICES
FOR CONSTRUCTION AND ABANDONMENT ACTIVITIES

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) developed Best Management Practices for the Applicants\(^1\) to implement should the Board approve the proposed Conrail Acquisition. The following Best Management Practices apply to all proposed construction and abandonment activities, as appropriate, to reduce or avoid the potential for adverse environmental impacts as a result of the proposed Conrail Acquisition:

1. The Applicants shall restore any adjacent properties disturbed during right-of-way construction or abandonment-related activities to pre-construction or pre-abandonment conditions.

2. The Applicants shall encourage re-growth of vegetation in disturbed areas and stabilize disturbed soils according to standard construction practices or as required by construction permits.

3. The Applicants shall use appropriate signs and barricades to control traffic disruptions during construction or abandonment-related activities at or near any highway/rail at-grade crossings.

4. The Applicants shall restore roads disturbed during construction or abandonment-related activities to conditions required by state and local jurisdictions.

5. The Applicants shall control temporary noise from construction or abandonment-related equipment through the use of work-hour controls, operation and maintenance of muffler systems on machinery, and/or other noise reduction methods.

6. If the Applicants find previously unknown archeological remains during construction or abandonment-related activities, they shall immediately cease excavation work in the area and contact the appropriate State Historic Preservation Office for guidance and coordination.

\(^1\) “The Applicants” refers to CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation and Norfolk Southern Railway Company (NS); and Conrail, Inc., and Consolidated Rail Corporation (Conrail).
7. The Applicants shall use appropriate technologies, such as silt screens and straw bale dikes, to minimize soil erosion, sedimentation, runoff, and surface instability during construction or abandonment-related activities. The Applicants shall disturb the smallest area possible around any streams and tributaries, and shall consult with the appropriate state agent to properly revegetate disturbed areas immediately following construction or abandonment-related activities.

8. The Applicants shall ensure that all culverts are clear of debris to avoid potential flooding and stream flow alteration.

9. The Applicants shall design and construct proposed construction/abandonment activities so as to preserve effective drainage to maintain the quality of adjacent prime farmland.

10. The Applicants shall use appropriate techniques to minimize potential environmental impacts on water bodies, wetlands, and navigation, including the following specific measures:

   a) If necessary, the Applicants shall avoid impacts or losses to wetlands wherever possible. If wetland impacts are unavoidable, the Applicants must demonstrate that there are no practicable alternatives available that would avoid or further minimize impacts to wetlands. The Applicants shall compensate for unavoidable wetland losses at ratios determined by the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service as to type of wetland affected on a site-by-site basis.

   b) If necessary, the Applicants shall design and replicate compensatory wetlands to match as closely as possible the specific mix of types, functions, and values of the affected wetlands. The compensatory wetlands shall be established via the process of restoration to the extent feasible, and they shall be located in an area as close as practicable to the affected wetlands.

11. The Applicants shall ensure that abandonment-related activities are designed to preserve land forms and drainage patterns that may provide flood protection.

12. The Applicants shall ensure that for any construction project, new lighting fixtures installed in new parking and security areas adjacent to residential zoned areas shall be cut off or shielded to avoid effects to residences.

13. The Applicants shall compensate for trees removed during project activities. Trees shall be replaced with native saplings, if practicable, at a minimum ratio of 1:1, and replacement shall occur as close as possible to the affected areas.
14. The Applicants shall establish a staging area for construction equipment in environmentally nonsensitive areas to control erosion and spills.

15. Should project activities affect previously unidentified threatened or endangered species and/or their habitat, the Applicants shall immediately cease project activities and contact the U.S. Fish and Wildlife Service and the appropriate State Department of Natural Resources for guidance and coordination.

16. The Applicants shall use established standards for recycling or reuse of construction materials such as ballast, rail, and ties. When recycling construction materials is not a viable option, the Applicants shall specify disposal methods of materials such as ties and potentially contaminated surrounding soils and ballast materials to ensure compliance with applicable solid and hazardous waste regulations.

17. The Applicants shall develop a Construction Noise and Vibration Specification for any proposed construction activities associated with the proposed Conrail Acquisition. The Applicants shall designate a noise control engineer to develop the Specification whose qualifications include at least five years of experience with major construction noise projects, and board certification membership with the Institute of Noise Control Engineering or registration as a Professional Engineer in Mechanical Engineering or Civil Engineering.
APPENDIX Q
Example Public Outreach Materials
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## APPENDIX Q: EXAMPLE PUBLIC OUTREACH MATERIALS

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<th>Description</th>
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<td>Press Release, Newspaper Notice, and the Federal Register Notice</td>
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<td>The Notification Post Card, and Sample Letters to Congressional Representatives and Consultation Communities</td>
<td>Q-3</td>
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<tr>
<td>Fact Sheets and Accompanying Cover Letter, and Public Service Announcements for Environmental Justice Communities</td>
<td>Q-17</td>
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<tr>
<td>Outreach Strategies for Environmental Justice Communities</td>
<td>Q-27</td>
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<td>Letter to Reference Librarian</td>
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<tr>
<td>Letters to Native American Tribes and Bureau of Indian Affairs</td>
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<tr>
<td>Acknowledgment Receipt Letter</td>
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<td>Informational Letter Regarding Potential Effects of the Proposed Conrail Acquisition on Historic Properties in Ohio</td>
<td>Q-105</td>
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<td>A Newspaper Notice for Additional Environmental Justice Communities and the Federal Register Notice for Additional Environmental Analysis</td>
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<tr>
<td>Public Service Announcement and Cover Letter for Additional Environmental Justice Communities</td>
<td>Q-113</td>
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<tr>
<td>Letter to Interested Parties in Additional Environmental Justice Communities</td>
<td>Q-121</td>
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<tr>
<td>Outreach Strategies for Additional Environmental Justice Communities</td>
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<td>Letter to Reference Librarian in Additional Environmental Justice Communities</td>
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<td>Letter to Mayors and County Administrators in Additional Environmental Justice Communities</td>
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<tr>
<td>Follow-up Letter to County Administrators in Consultation Communities</td>
<td>Q-209</td>
</tr>
<tr>
<td>Follow-up Letter to County Administrators in Consultation Communities</td>
<td>Q-215</td>
</tr>
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</table>
APPENDIX Q
EXAMPLE PUBLIC OUTREACH MATERIALS

According to the National Environmental Policy Act (NEPA), agencies undertaking major Federal actions must consult with other government agencies and the public in preparing environmental documents. The Surface Transportation Board’s (the Board’s) review and decision regarding the proposed Conrail Acquisition is a major Federal action. The Section of Environmental Analysis (SEA) conducted public outreach activities to provide members of the public and interested agencies the opportunity to comment on the Draft Environmental Impact Statement (Draft EIS), the potential environmental impacts of the proposed Conrail Acquisition, and SEA’s preliminary mitigation recommendations so that SEA could fully assess public concerns and address those concerns in this Final Environmental Impact Statement (Final EIS).

This appendix contains the following examples of SEA’s public outreach materials:

- Copies of a press release, a newspaper notice, and the Federal Register Notice announcing the availability of the Draft EIS for public review and comment.

- Copies of the Notice of Availability postcard, and sample letters to Congressional representatives, mayors, and administrators of communities with consultation recommendations.

- Copies of the two-page fact sheets and accompanying cover letter prepared for environmental justice communities identified in the Draft EIS. SEA prepared the fact sheets in both English and Spanish, where appropriate. A copy of the public service announcement and accompanying cover letter SEA distributed to radio stations in communities with potential environmental justice issues.

- Copy of the letter that accompanied copies of the Draft EIS that SEA sent to libraries in environmental justice communities.

- Copies of outreach strategies SEA developed for potential environmental justice communities after the Draft EIS was published. The Draft EIS contains copies of strategies that SEA developed for potential environmental justice communities prior to the Draft EIS’s publication.

- Copies of letters to Native American tribes and the Bureau of Indian Affairs.
Appendix Q: Example Public Outreach Materials

- Copy of the Acknowledgment of Comment Receipt letter.
- Copy of an informational letter that SEA issued to interested parties regarding the potential effects of the proposed Conrail Acquisition on historic properties in Ohio.

SEA identified potential impacts to additional communities after publishing the Draft EIS. This appendix also contains the following examples of SEA's public outreach materials to these newly identified communities:

- Copy of a newspaper notice for newly identified environmental justice communities, and a copy of the February 27, 1998, Federal Register Notice for the Additional Environmental Analysis (March 2-April 15, 1998 comment period).
- Copy of a public service announcement and cover letter SEA distributed to radio stations in newly identified environmental justice communities.
- Copy of a letter SEA mailed to interested parties in newly identified environmental justice communities.
- Copies of new outreach strategies SEA developed for newly identified environmental justice communities.
- Copy of a letter SEA sent to libraries in newly identified environmental justice communities.
- Copies of sample letters SEA sent to newly identified mayors and county administrators in environmental justice communities.
- Copy of a letter SEA sent to county administrators regarding potential noise and hazardous materials impacts SEA identified after publishing the Draft EIS.
Press Release, Newspaper Notice, and the Federal Register Notice

Following are copies of items SEA used to announce the availability of the Draft EIS for public review and comment. They include a press release, a newspaper notice and list of 244 recipient newspapers (the same list applies for the Final EIS), and the Federal Register Notice.
SURFACE TRANSPORTATION BOARD RELEASES DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED "CONRAIL" ACQUISITION

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that a Draft Environmental Impact Statement (EIS) has been issued in the CSX-NS-Conrail railroad control proceeding. The Board welcomes public review and comment on the Draft EIS.

Written comments are due by February 2, 1998.

On June 23, 1997, CSX and NS filed an application requesting authority to acquire control of Conrail and subsequently divide Conrail’s assets. The proposed transaction would affect 44,000 miles of rail lines and numerous rail facilities. If approved, it would involve changes in rail operations that would include increases in rail traffic, abandonment of some rail

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1CSX Corporation and CSX Transportation, Inc. are referred to collectively as CSX. Norfolk Southern Corporation and Norfolk Southern Railway Company are referred to collectively as NS. Conrail Inc. and Consolidated Rail Corporation are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as applicants.

2Entitled CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company--Control and Operating Leases/Agreements--Conrail Inc. and Consolidated Rail Corporation, STB Finance Docket No. 33388.
line segments, construction of new rail line segments, and operational modifications at rail yards or intermodal facilities.

The Draft EIS is part of an ongoing evaluation of the potential environmental impacts associated with these changes. It is based on the independent environmental analysis being conducted by the Board’s Section of Environmental Analysis (SEA). SEA’s analysis has included an extensive public scoping process to identify potential environmental issues, review of public comments, and consultations with public agencies.

Specifically, the Draft EIS provides background information, explains specific technical and environmental analyses, and addresses the potential environmental effects of the proposed transaction on a system-wide basis and for each of the 24 potentially affected states and the District of Columbia. In addition, Volume 2 of the Draft EIS includes copies of the Safety Integration Plans submitted by NS, CSX, and Conrail. Consistent with a request by the U.S. Department of Transportation/Federal Railroad Administration, the Board has specifically directed the applicants to submit these plans to explain how they propose to ensure the safe integration of their separate systems, and to provide the public with an opportunity to comment on the sufficiency of these plans. The Draft EIS also includes SEA’s preliminary recommendations for mitigation to address possible environmental effects of the proposed transaction.

SEA invites public comment on the Draft EIS, the Safety Integration Plans, and SEA’s proposed mitigation measures as well as possible alternative mitigation. SEA will fully consider all the public comments in preparing the Final EIS. SEA plans to distribute the Final EIS in late May 1998. In making its decision in this case, the Board will consider the entire environmental record, including all public comments, the Draft EIS, the Final EIS, and SEA’s final environmental recommendations. The Board plans to issue its final written decision on July 23, 1998.

The public may comment on the Draft EIS by submitting written comments (an original plus 10 copies) by February 2, 1998, at the following address:

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

Attn: Elaine K. Kaiser
Environmental Project Director
Environmental Filing F.D. 33388
The public is invited to telephone SEA's toll-free Environmental Hotline at 1-888-869-1997 with any questions regarding the Board's environmental review process. Additional information about the proceeding is available on the Internet at SEA's "Conrail Acquisition Web Page" at www.conrailmerger.com

###
The Surface Transportation Board's [Board] Section of Environmental Analysis (SEA) issued its Draft Environmental Impact Statement (EIS) for the proposed Conrail Acquisition on December 12, 1997. The Draft EIS discusses SEA's independent analysis of potential environmental impacts and includes SEA's preliminary recommendations for mitigating possible environmental effects of the proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX.

The Draft EIS is currently available for public review and comment. Public comments are due by February 2, 1998. The public review and comment period is part of an ongoing evaluation of the potential environmental impacts associated with the Proposed Acquisition.

SEA will consider all comments received in response to the Draft EIS in preparing the Final EIS and in making its final recommendations to the Surface Transportation Board (Board). SEA plans to serve the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comment, the Draft EIS, and the Final EIS in making its final decision. The Board will issue its final written decision in July 1998.

SEA invites all interested agencies and the public to comment on the Draft EIS. SEA is providing copies of the Draft EIS to Federal, state, and regional agencies and county administrators for each potentially affected county, and to all parties who have specifically requested a copy. If you have questions regarding the Draft EIS, call SEA's toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired: 202-565-1985). Information about the proposed Acquisition and Draft EIS can also be found at the following Internet Web site http://www.conrailmerger.com.

All interested agencies, organizations, and individuals can comment on the Draft EIS by submitting written comments (include an original plus 10 copies) to the address listed below by February 2, 1998, the close of the public comment period.

Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001
Attn: Elaine K. Kaiser
Environmental Project Director
Environmental Filing
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<td></td>
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ENVIRONMENTAL PROTECTION AGENCY
[Opp-00516; Frl-5760-7]

Pesticide Program Dialogue Committee; Committee and Charter Renewal

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: As required by the Federal Advisory Committee Act, 5 U.S.C., App. 2 section 9(c), EPA's Office of Pesticide Programs (Opp) is giving notice of the renewal of the Pesticide Program Dialogue Committee (PPDC) and its Charter.

DATES: The PPDC Charter, which was filed with Congress on November 13, 1997, will be in effect for two years, until November 13, 1999.

FOR FURTHER INFORMATION CONTACT: By mail: Margie Fahrenbach or Linda Murray, Office of Pesticide Programs (7501C), Environmental Protection Agency, 401 M St., SW. Washington, DC 20460. Office location and telephone number: Rm. 1119, Crystal Mall #2, 1921 Jefferson Davis Highway, Arlington, VA 22202; Phone: 703-305-7090; e-mail: fahrenbach.margie@epa.mil.epa.gov.

SUPPLEMENTARY INFORMATION: The PPDC will be composed of approximately 25-30 members appointed by the EPA Deputy Administrator. Committee members will be selected from a balanced group of participants from the following sectors: Pesticide industry and user, and commodity groups; Federal and State governments; consumer and environmental/public interest groups, including representatives from the general public; academia; and, public health organizations. The Committee may form subcommittees or establish workgroups for any purposes consistent with its Charter. The Committee will provide a forum for a diverse group representing a broad range of interests to communicate with EPA's Office of Pesticide Programs regarding pesticide regulatory, policy and implementation issues.

PPDC meetings are open to the public. Specific dates, times and locations will be published in the Federal Register before each meeting. The PPDC Charter and other Committee materials are available for public review at the following address: U.S. Environmental Protection Agency, Rm. 1128, Crystal Mall #2, 1921 Jefferson Davis Highway, Arlington, VA 22202, (703) 305-5805. [PPDC Docket # 00439].

List of Subjects
Environmental protection.

Dated: December 5, 1997.

Stephen L. Johnson,
Acting Director, Office of Pesticide Programs.

[FR Doc. 97-3327 Filed 12-18-97; 8:45 am]
BILLING CODE 0596-20-F

ENVIRONMENTAL PROTECTION AGENCY
[Er-FrL-6487-4]

Environmental impact statements; Notice of availability

Responsible Agency: Office of Federal Activities.
General information (202) 564-7167 or (202) 564-7153.
EIS No. 970470, final EIS, Fhw, NC, Sunset Beach Bridge No. 198 on Secondary Road NC-1172 Replacement, Over the Atlantic Intracoastal Waterway. Funding. COE Section 10 and 404 Permit, Brunswick County, NC, Due: January 19, 1998. Contact: Nicholas L. Graf, P.E. (919) 856-4346.
EIS No. 970472, Draft EIS, Fhw, VT, Rutland Transportation Improvement Project, between US 4 and US 7 in the City of Rutland and the Towns of Rutland, Mendon, Clarendon and Sherburne, Funding. EPA Permit and COE Section 404 Permit, Rutland County, VT, Due: March 06, 1998. Contact: Frederick Downs (802) 828-4433.

EIS No. 970475, Draft EIS, USN, CA, Long Beach Complex Disposal and Reuse, Implementation, COE Section 10 and 404 Permits, NPDES Permit, in the City of Long Beach and Los Angeles County, CA, Due: February 02, 1998. Contact: Melanie Ault (619) 532-4744.
EIS No. 970476, Draft EIS, DOE, SC, Accelerator for Production of Tritium at the Savannah River Site (DOE/EIS-0270D), Construction and Operation, Aiken and Barnwell Counties, SC, Due: February 02, 1998. Contact: Andrew R. Gainer (800) 681-7292.
EIS No. 970478, Draft EIS, Fhw, WI, WI-STH-11 Janesville Bypass (West) Transportation Improvements, between Dubuque, Iowa, and the Racine/Kenosha urban area, WI-STH-11 is the major link to IH-90, Funding and COE Section 404 Permit, Rock County, WI, Due: February 27, 1998. Contact: Richard Madzrak (608) 829-7510.
EIS No. 970480, Final EIS, UMC, CA, Santa Margarita River Flood Control Project (MILCON P-010) and Baseline Road Bridge Replacement Project (MILCON P-030), Construction and Operation, COE Section 404 Permit, Camp Pendleton, CA, Due: January 19, 1998. Contact: Vicky K. Taylor (619) 532-3007.
Amended Notices

EIS No. 970482, DRAFT EIS, FTA, FL, Central Florida Light Rail Transit System Transportation Improvement to the North/South Corridor Project, Locally Preferred Alternative (LPA) and Minimum Operable Segment (MOS), Orange and Seminole Counties, FL. Due: February 09, 1998, Contact: J. Anthony Dittmer (404) 562-3512.

Amended Notices


B. Katherine Biggs,
Associate Director, NEPA Compliance Division, Office of Federal Activities.

ENVIRONMENTAL PROTECTION AGENCY

FOR FURTHER INFORMATION CONTACT: U.S. Environmental Protection Agency, National Center for Environmental Research and Quality Assurance (8703R), 401 M Street SW, Washington DC 20460, telephone (800) 490-9194. The complete announcement can be accessed on the Internet from the EPA home page: http://www.epa.gov/nceqa.

SUPPLEMENTARY INFORMATION: In its Request for Applications (RFA) the U.S. Environmental Protection Agency (EPA) invites research grant applications in the following areas of special interest to its mission: (1) Regional Scale Analysis and Assessment, (2) Water and Watersheds (joint with the National Science Foundation), (3) Technology for a Sustainable Environment (joint with the National Science Foundation), (4) Bioremediation (joint with the Department of Energy, National Science Foundation, and Office of Naval Research), and (5) Ecology and Oceanography of Harmful Algal Blooms (ECOHAB) (joint with the National Oceanographic and Atmospheric Administration, National Science Foundation, Office of Naval Research, U.S. Department of Agriculture, and National Aeronautics and Space Administration). Applications must be received as follows: February 12, 1998, for topic (1); February 17, 1998, for topic (3); February 23, 1998, for topic (5); February 27, 1998, for topic (4); and April 1, 1998 for topic (2).

The RFAs provide relevant background information, summarize EPA's interest in the topic areas, and describe the application and review process.

Contact person for the Regional Scale Analysis and Assessment RFA and Water and Watersheds RFA is Barbara Levinson (levinson.barbara@epamail.epa.gov), telephone 202-564-6911; for Technology for a Sustainable Environment is Barbara Karn (karn.barbara@epamail.epa.gov), telephone 202-564-6824; for Bioremediation is Robert Menzer (menzer.robert@epamail.epa.gov), telephone 202-564-6849; and for Ecology and Oceanography of Harmful Algal Blooms is Sheila Rosenthal (rosenthal.sheila@epamail.epa.gov), telephone 202-564-6916.


Stephen A. Lingle,
Acting Assistant Administrator for Research and Development.

ENVIRONMENTAL PROTECTION AGENCY

[OPP—6937; FRL—6761-4]

Receipt of a Notification to Conduct Small-Scale Field Testing of a Genetically Engineered Microbial Pesticide

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: This notice announces receipt from U.S. Department of Agriculture, Agricultural Research Service (ARS), in cooperation with Washington State University (WSU), of a notification (71233-NMP-R) of intent to conduct small-scale field testing involving species of fluorescent Pseudomonas bacteria, which have been genetically engineered to express antimicrobial genes from similar Pseudomonas species inhabiting the rhizosphere of wheat. The Agency has determined that the application may be of regional and national significance. Therefore, in accordance with 40 CFR 172.11(a), the Agency is soliciting comments on this application.

DATES: Written comments must be received on or before January 20, 1998.

ADDRESSES: By mail, submit written comments to: Public Information and Records Integrity Branch, Information Resources and Services Division (7502C), Office of Pesticide Programs, Environmental Protection Agency, 401 M St., SW., Washington, DC 20460. In person, deliver comments to: Rm. 1132, CM #2, 1921 Jefferson Davis Highway, Arlington, VA.

Comments and data may also be submitted electronically to: opp-docket@epamail.epa.gov. Follow the instructions under Unit II. of this document. No Confidential Business Information (CBI) should be submitted through e-mail.

Information submitted as a comment concerning this document may be claimed confidential by marking any part or all of that information as CBI. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2. A copy of the comment that contains CBI must be submitted to the inclusion in the public record.

Information not marked confidential will be included in the public docket by EPA without prior notice. The public docket is available for public inspection in Rm. 1132 at the Virginia address given above, from 8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays.
The Notification Post Card, and Sample Letters to Congressional Representatives and Consultation Communities

SEA issued direct notification of availability of the Draft EIS and the public comment period to a variety of interested parties. SEA intended its direct communications to ensure awareness of the Draft EIS and to facilitate public comment. Following are copies of the Notice of Availability post card, and sample letters to Congressional representatives and representatives of communities with consultation recommendations. These items notified recipients of the availability of the Draft EIS.
December 23, 1997

Dear Interested Party:

The Section of Environmental Analysis (SEA) has issued for public review and comment the Draft Environmental Impact Statement (EIS) on the Proposed Acquisition of Conrail by Norfolk Southern Railroad and CSX Railroad. This Draft EIS contains SEA's preliminary analyses and recommendations for mitigating the possible environmental effects of this project. Your county administrator and Federal, state, regional, and local agencies have received copies of the Draft EIS.

Public comments on the Draft EIS are due by February 2, 1998. SEA will consider all written comments in preparing the Final EIS. After considering the entire environmental record which comprises all public comments and filings, the Draft EIS, and the Final EIS, the Surface Transportation Board (Board) will make a final decision in this case. The Board plans to issue its written decision on July 23, 1998.

If you have questions about the environmental review process or the Draft EIS, please call SEA's toll-free Environmental Hotline at 1-888-869-1957, or visit our website at http://www.conrailemerger.com.

Thank you for your interest.

Sincerely yours,

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
[THIS PAGE INTENTIONALLY LEFT BLANK]
December 23, 1997

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

Q-21
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

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
Fact Sheets and Accompanying Cover Letter, and Public Service Announcements for Environmental Justice Communities

SEA issued fact sheets with an accompanying cover letter to local organizations, community groups, and public officials in communities with potential environmental justice issues. The fact sheets included general information regarding the proposed Conrail Acquisition and specific impact information associated with each community. SEA also issued public service announcements to local radio stations in potential environmental justice communities regarding the proposed Conrail Acquisition. Following are copies of the fact sheets and a copy of the public service announcement SEA issued to communities with potential environmental justice effects.
Appendix Q: Example Public Outreach Materials

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December 19, 1997

Re: Finance Docket No. 33388 — CSX and Norfolk Southern — Control and Acquisition — Community notification

To: Interested Parties

In June 1997, two major freight railroads — CSX Corporation (CSX) and Norfolk Southern Corporation (NS) — filed a joint application with the Surface Transportation Board (Board) to acquire Conrail, Inc., and subsequently divide Conrail’s assets.

As part of the environmental review of the Proposed Conrail Acquisition, the Board’s Section of Environmental Analysis (SEA) is conducting a study of the potential environmental effects associated with the proposed changes in rail operations. The enclosed fact sheet is intended to provide you with general information regarding the Proposed Acquisition, SEA’s environmental review process, and those proposed operations that could affect your community.

SEA has prepared a Draft Environmental Impact Statement (Draft EIS) on the Proposed Acquisition which addresses a broad range of environmental issues including safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA’s preliminary recommendations for mitigating the possible effects of the Proposed Conrail Acquisition. These include a recommendation that CSX and NS meet with your community to identify and agree on any appropriate measures to address the specific environmental impacts that may disproportionately impact your community, or to develop other mitigation measures that might offset these disproportionate impacts.

The Draft EIS is currently available for review in local libraries in your community and also has been distributed to Federal, state, and regional agencies, and county administrators for each affected county. SEA is circulating the Draft EIS for public review and seeks public comments from all interested parties. Written comments are due by February 2, 1998. SEA will consider all comments received in response to the Draft EIS in preparing a Final EIS, and in making its final recommendations to the Board. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Acquisition.
We ask that you please post the enclosed fact sheet and/or distribute it to any member of your community who may be interested in learning about the Proposed Acquisition of Conrail.

Sincerely yours,

[Signature]

Elaine K. Kaiser
Chief
Section of Environmental Analysis

For Additional Information: Please call the toll-free Conrail Acquisition Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired: (202) 565-1695). Information about the Proposed Acquisition and Draft EIS can also be found at the Internet Web site http://www.conrailmerger.com.
On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Ashtabula, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that if this project is approved, train traffic on the NS rail line that runs from Ashtabula to Cleveland could increase from 13 to 36 trains per day, and train traffic on the NS rail line that runs from Youngstown to Ashtabula could increase from 11 to 23 trains per day. The Draft EIS includes a discussion of possible environmental effects in Ashtabula and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

Complete copies of the Draft EIS, organized by an executive summary and six volumes that are printed in ten separately-bound parts, will be available for review at the following neighborhood library branches:

- Ashtabula County Public Library
  335 West 44th Street
  Ashtabula, Ohio 44004
- Harbor-Toky Memorial Library
  1633 Walnut Boulevard
  Ashtabula, Ohio 44044
- Kent State University Library
  Ashtabula Campus
  3325 West 13th Street
  Ashtabula, Ohio 44044
How to Comment or Receive More Information

Please send an original and 10 copies or written comments to:

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

In the lower left-hand corner, indicate:

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Baltimore, MD is one of the local impacts that would result from the Proposed Acquisition of Conrail.

**THE ENVIRONMENTAL REVIEW**

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line from Baltimore to Relay could increase from 39.6 trains to 42.7 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Baltimore and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

**COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:**

- Enoch Pratt Free Library
  400 Cathedral Street
  Baltimore
- Light Street Library
  1251 Light Street
  Baltimore
- Washington Village Branch
  856 Washington Boulevard
**How to Comment or Receive More Information**

Please send an original and 10 copies of written comments to:

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

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.

In the lower left-hand corner, indicate:

**ATTN: Elaine K. Kaiser,**  
**Environmental Project Director**  
**Environmental Filing**
On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Blue Island, IL is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line in Blue Island could increase from 17 to 33 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Blue Island and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

Complete copies of the Draft EIS, organized by an executive summary and six volumes that are printed in ten separately-bound parts, will be available for review at the following neighborhood library branches:

- Blue Island Public Library
  2433 York Street
  Blue Island, Illinois 60406
**How to Comment or Receive More Information**

Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner, indicate:

**ATTN: Elaine K. Kaiser,**  
**Environmental Project Director**  
**Environmental Filing**

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States. The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. The development of a 59th Street intermodal facility is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historic resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that CSX is proposing to turn a former rail yard at 59th Street into a modern intermodal facility where goods are transferred between trucks and trains. CSX proposes to redevelop the vacant, 132-acre rail yard that extends from 55th to 71st Street, between Western and Damen Streets. The Draft EIS includes a discussion of possible environmental effects associated with the proposed facility and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.
COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Chicago Lawn
  6120 S. Kedzie Avenue
  Chicago, IL 60629

- Sherman Park
  5440 S. Racine Avenue
  Chicago, IL 60609

- Gage Park
  2807 W. 55th Street
  Chicago, IL

- West Lawn
  4020 W. 63rd Street
  Chicago, IL 60629

- Thurgood Marshall
  7506 S. Racine Ave.
  Chicago, IL 60620

HOW TO COMMENT OR RECEIVE MORE INFORMATION

Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner, indicate:

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

Comments on the DEIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695), for further information.

CHICAGO 59th STREET — PROPOSED ACQUISITION

Q-38
Compuesto de Datos - La Calle 59 de Chicago

Propuesta de Proyecto de Construcción en la Calle 59

El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será el desarrollo de la instalación intermodal de la calle 59.

Análisis del Medio Ambiente

La Junta es la agencia Federal que autoriza las fusiones y las transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y presenta las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los Ferrocarriles proporcionaron información a la SEA indicando que CSX propone desarrollar el desocupado predio que ocupaba la playa, de 132 acres, que se extiende desde la calle 55 a la 71 entre las calles Western y Damen. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente asociados con la instalación propuesta y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los posibles impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio Ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.
**LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLUMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:**

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  4020 W. 63rd Street  
  Chicago, IL 60629

- Thurgood Marshall  
  7506 S. Racine Ave.  
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**Financial Docket No. 33388**  
**Surface Transportation Board**  
**1925 K Street, N.W.**  
**Washington D.C. 20423-0001**

Indique en el ángulo inferior izquierdo:

**ATTN: Elaine K. Kaiser,**  
**Environmental Project Director**  
**Environmental Filing**

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Cleveland, OH and surrounding areas is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic could increase on several rail lines through the east side of Cleveland and in the City of East Cleveland. The proposed increases are as follows:

- Train traffic on the CSX rail line that runs from Mayfield to Marcy could increase from 3.4 to 43.8 trains per day
- Train traffic on the CSX rail line that runs from Quaker to Mayfield could increase from 6.8 to 43.8 trains per day
- Train traffic on the CSX rail line that runs from Cleveland to Ashtabula could increase from 13.0 to 36.6 trains per day
- Train traffic on the CSX rail line that runs from White to Cleveland could increase from 12.5 to 29.7 trains per day

The Draft EIS includes a discussion of possible environmental effects in Cleveland and surrounding areas and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.
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- Collinwood Branch  
  856 East 152nd Street
- Martin Luther King, Jr. Branch  
  1962 East 107th Street
- Garden Valley Branch  
  7100 Kinsman Road
- Union Branch  
  3463 East 93rd Street
- Sterling Branch  
  2200 East 30th Street
- Woodland Branch  
  5806 Woodland Avenue
- Addison Branch  
  6901 Superior Avenue
- East Cleveland Public Library Main Branch  
  14101 Euclid Avenue
- East Cleveland Public Library North Branch  
  1425 Hayden Avenue
- East Cleveland Public Library Caledonia Branch  
  960 Caledonia Avenue

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La Propuesta de Adquisición abarca más de 44,000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Uno de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Cleveland, Ohio.

**ANÁLISIS DEL MEDIO AMBIENTE**

La Junta es la agencia Federal que autoriza las fusiones y las transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfilá las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a la SEA que indica que el tráfico de trenes podría incrementar en numerosas líneas ferroviarias a través del este de Cleveland y en la ciudad de Cleveland Este. Los aumentos propuestos son los siguientes:

- El tráfico de trenes sobre el riel de CSX que corre desde Mayfield a Marcy podría incrementarse de 3,4 a 43,8 trenes por día.
- El tráfico de trenes sobre el riel de CSX que corre desde Quaker a Mayfield podría incrementarse de 6,8 a 43,8 trenes por día.
- El tráfico de trenes sobre el riel de CSX que corre desde Cleveland a Ashtabula podría incrementarse de 13,0 a 36,6 trenes por día.
- El tráfico de trenes sobre el riel de CSX que corre desde White a Cleveland podría incrementarse de 12,5 a 29,7 trenes por día.

El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Cleveland y áreas circundantes y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998.
SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

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  North Branch
  1425 Hayden Ave.
- East Cleveland Public Library
  Caledonia Branch
  960 Caledonia Ave.

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*Surface Transportation Board*
*1925 K Street, N.W.*
*Washington D.C. 20423-0001*

Indique en el ángulo inferior izquierdo:

**ATTN: Elaine K. Kaiser,**
*Environmental Project Director*
*Environmental Filing*

FACT SHEET – DANVILLE AND TILTON, ILLINOIS

Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail’s assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Danville and Tilton, IL is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board’s Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Lafayette, IN to Tilton, IL could increase from 23.6 trains to 41 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Danville and Tilton and SEA’s preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

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- Danville Public Library
  319 Vermillion Street, Danville
- Oakwood Public Library
  109 S. Scott Street, Danville
- Vance Township Library
  107 S. Main, Danville
- Tilton Public Library
  201 W. 5th Street, Tilton
HOW TO COMMENT OR RECEIVE MORE INFORMATION

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Surface Transportation Board
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Washington D.C. 20423-0001

In the lower left-hand corner, indicate:

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

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The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Washington, D.C. is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line that runs from Alexandria Junction, MD to Benning Rd., Washington, D.C. could increase from 23.9 trains to 30.8 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Washington, D.C. and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

Complete copies of the Draft EIS, organized by an executive summary and six volumes that are printed in ten separately-bound parts, will be available for review at the following neighborhood library branches:

- Martin Luther King Jr. Memorial Library
  901 G Street, NW
  Washington, D.C.

- Anacostia Public Library
  Good Hope Road and 18th Street, SE
  Washington, D.C.
• Benning Public Library
  Benning Road and Minnesota Avenue, NE
  Washington, D.C.

• Capital View Public Library
  Central Avenue & 50th Street, SE
  Washington, D.C.

• Lamond-Riggs Public Library
  South Dakota Ave. & Kennedy St., NE
  Washington, D.C.

• Langston Public Library
  26th Street & Benning Road, NE
  Washington, D.C.

• Mount Pleasant Public Library
  16th Street & Lamont Street, NW
  Washington, D.C.

• Northeast Branch Library
  330 7th Street, NE
  Washington, D.C.

• Parklands-Turner Public Library
  Alabama Avenue & Stanton Road, SE
  Washington, D.C.

• R.L. Christian Public Library
  13th Street & H Street, NE
  Washington, D.C.

• Southeast Branch Library
  7th Street & D Street, NE
  Washington, D.C.

• Sorum Public Library
  135 New York Avenue, NW
  Washington, D.C.

• Washington Highlands Public Library
  Atlantic St. & Capitol Ter., SW
  Washington, D.C.

• Watha T. Daniel Public Library
  8th Street & Rhode Island Avenue, NW
  Washington, D.C.

• Woodridge Regional Public Library
  18th Street & Rhode Island Ave., NE
  Washington, D.C.

Prince George's County area libraries:

• Beltsville Branch Library
  4319 Sellman Road
  Beltsville

• Bladensburg Branch Library
  4820 Annapolis Road
  Bladensburg

• Hyattsville Branch Library
  6630 Adelphi Road
  Hyattsville

• Laurel Branch Library
  507 7th Street
  Laurel

• New Carrollton Branch Library
  7414 Riverdale Road
  New Carrollton

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La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición permitirá que se incremente el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Washington, Distrito de Colombia.

ANÁLISIS DEL MEDIO AMBIENTE
La Junta es la agencia Federal que autoriza las fusiones y las transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio, la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfiía las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que de ser aprobado el proyecto, el tráfico de trenes podría incrementarse de 23,9 a 30,8 trenes por día a lo largo de la línea férrea de CSX que se extiende desde el Empalme de Alexandria, Maryland a Benning Rd., Washington, Distrito de Colombia. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Washington, D.C. y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los posibles impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.
LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLUMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

- Martin Luther King Jr Memorial Library
  901 C Street, NW
  Washington, D.C.
- Anacostia Public Library
  Good Hope Road and 18th Street, SE
  Washington, D.C.
- Benning Public Library
  Benning Road and Minnesota Avenue, NE
  Washington, D.C.
- Capital View Public Library
  Central Avenue & 50th Street, SE
  Washington, D.C.
- Lamond-Riggs Public Library
  South Dakota Ave. & Kennedy St., NE
  Washington, D.C.
- Langston Public Library
  26th Street & Benning Road, NE
  Washington, D.C.
- Mount Pleasant Public Library
  16th Street & Lamont Street, NW
  Washington, D.C.
- Northeast Branch Library
  330 7th Street, NE
  Washington, D.C.
- Parklands-Turner Public Library
  Alabama Avenue & Stanton Road, SE
  Washington, D.C.
- R.L. Christian Public Library
  13th Street & H Street, NE
  Washington, D.C.
- Southeast Branch Library
  7th Street & D Street, NE
  Washington, D.C.
- Sororum Public Library
  135 New York Avenue, NW
  Washington, D.C.
- Washington Highlands Public Library
  Atlantic St. & Capitol Ter., SW
  Washington, D.C.
- Watha T. Daniel Public Library
  8th Street & Rhode Island Avenue, NW
  Washington, D.C.
- Woodridge Regional Public Library
  18th Street & Rhode Island Ave., NE
  Washington, D.C.

Bibliotecas del área del Condado de Prince George:

- Beltsville Branch Library
  4319 Sellman Road, Beltsville
- Bladensburg Branch Library
  4820 Annapolis Road, Bladensburg
- Hyattsville Branch Library
  6630 Adelphi Road, Hyattsville
- Laurel Branch Library
  507 7th Street, Laurel
- New Carrollton Branch Library
  7414 Riverdale Road, New Carrollton

COMO MANDAR COMENTARIOS O RECIBIR MÁS INFORMACIÓN

Favor de enviar un original y diez copias de sus comentarios por escrito a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

FACT SHEET - ERIE COUNTY, Ohio

Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States. The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Erie County, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board’s Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Sandusky Docks to Bellevue, OH could increase from 1.4 trains to 11.7 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Erie County and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

Complete copies of the Draft EIS, organized by an Executive Summary and six volumes that are printed in ten separately-bound parts, will be available for review at the following Neighborhood Library Branches:

- Sandusky Public Library
  114 West Adams Street, Sandusky
**HOW TO COMMENT OR RECEIVE MORE INFORMATION**

Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner, indicate:

*ATTN: Elaine K. Kaiser,*
*Environmental Project Director*
*Environmental Filing*

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
FACT SHEET – FORT WAYNE, INDIANA
Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail’s assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Fort Wayne, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board’s Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Butler to Fort Wayne, IN could increase from 13.6 trains to 27.3 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Fort Wayne and SEA’s preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

• Allen County Library Main Branch
  900 Webster Street, Fort Wayne
• Hessen Cassel Branch
  3030 East Paulding Road, Fort Wayne
• Pontiac Branch
  3304 Warsaw Street, Fort Wayne
• Shawnee Branch
  5600 Noll Avenue, Fort Wayne
How to Comment or Receive More Information

Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner, indicate:

ATTN: Elaine K. Kaiser  
Environmental Project Director  
Environmental Filing

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
123 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Fort Wayne, Indiana.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición: incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfilá las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que de aprobarse el proyecto, el tráfico de trenes podría incrementarse de 13,6 a 27,3 trenes por día a lo largo de la línea férrea de NS que se extiende de Butler a Fort Wayne, Indiana. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Fort Wayne y las recomendaciones preliminares de la SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

Las bibliotecas vecinales a la continuación tendrán disponibles para revisión copias o borrador EIS, organizado en un resumen ejecutivo y en seis volúmenes que se han publicado en diez ejemplares:

• Allen County Library Main Branch
  900 Webster Street, Fort Wayne

• Hessen Cassel Branch
  3030 East Paulding Road, Fort Wayne

• Pontiac Branch
  3304 Warsaw Street, Fort Wayne

• Shawnee Branch
  5600 Noll Avenue, Fort Wayne

Como mandar comentarios o recibir más información

 Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Gary, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line that runs from Portage, IN (Willow Creek) to Gary, IN could increase from 22.1 trains to 38.6 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Gary and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Gary Public Library Main Branch
  220 W. 5th Street, Gary

- Dubois Branch
  1835 Broadway, Gary

- Kennedy Branch
  3953 Broadway, Gary

- Tolleston Branch
  1113 Taft Street, Gary

- Wildermuth Branch
  501 S. Lake Street, Gary
HOW TO COMMENT OR RECEIVE MORE INFORMATION

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

In the lower left-hand corner, indicate:

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Geneva, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Cleveland to Ashtabula, OH could increase from 13 trains to 36.6 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Geneva and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Geneva Public Library
  860 Sherman Street, Geneva
How to Comment or Receive More Information

Please send an original and 10 copies of written comments to:

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

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ATTN: Elaine K. Kaiser,
Environmental Project Director
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Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
FACT SHEET - HARRISBURG, PENNSYLVANIA

Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Harrisburg, PA is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that if this project is approved, train traffic could increase from 44.3 to 57.3 trains per day along the NS Harrisburg to Rutherford, PA rail line. The Draft EIS includes a discussion of possible environmental effects in Harrisburg and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Downtown Harrisburg Public Library Branch
  101 Walnut St., Harrisburg
- Harrisburg Uptown Library Branch
  Uptown Plaza, Harrisburg
- Kline Village Branch
  Kline Plaza, Harrisburg
HOW TO COMMENT OR RECEIVE MORE INFORMATION

Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner, indicate:

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

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
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The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Lafayette, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze any potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Lafayette, IN to Tilton, IL could increase from 23.6 trains to 41 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Lafayette and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

Complete copies of the Draft EIS, organized by an Executive Summary and six volumes that are printed in ten separately-bound parts, will be available for review at the following neighborhood library branches:

- West Lafayette Public Library
  208 West Columbia, West Lafayette

- Tippecanoe County Public Library
  627 South Street, Lafayette
How to Comment or Receive More Information

Please send an original and 10 copies of written comments to:

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Case Control Unit
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Surface Transportation Board
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Washington D.C. 20423-0001

In the lower left-hand corner, indicate:

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

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.
On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail’s assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States. The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Madison County, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board’s Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Alexandria to Muncie, IN could increase from 2.6 trains to 11.8 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Madison County and SEA’s preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Anderson Public Library
  111 East 12th Street, Anderson

- Middletown Public Library
  780 High Street, Middletown

- Muncie Public Library
  315 West Adams Street, Muncie

- New Castle Henry County Public Library
  376 South 15th Street, New Castle

- Alexandria Public Library
  117 Church Street, Alexandria
How to Comment or Receive More Information

Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner, indicate:

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The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Prince George's County, MD is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

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The railroads provided information to SEA which indicates that train traffic on the CSX rail line that runs from Alexandria Junction, MD to Washington D.C. could increase from 18.7 trains to 24.3 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Prince George's County and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.
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- Beltsville Branch Library
  4319 Sellman Road, Beltsville
- Bladensburg Branch Library
  4820 Annapolis Road, Bladensburg
- Hyattsville Branch Library
  6630 Adelphi Road, Hyattsville
- Laurel Branch Library
  507 7th Street, Laurel
- New Carrollton Branch Library
  7414 Riverdale Road, New Carrollton

WASHINGTON D.C. AREA LIBRARIES:

- Martin Luther King Jr. Memorial Library
  901 G Street, NW
  Washington, D.C.
- Anacostia Public Library
  Good Hope Road and 18th Street, SE
  Washington, D.C.
- Benning Public Library
  Benning Road and Minnesota Avenue, NE
  Washington, D.C.
- Capital View Public Library
  Central Avenue & 50th Street, SE
  Washington, D.C.
- Lamond-Riggs Public Library
  South Dakota Ave. & Kennedy St., NE
  Washington, D.C.
- Langston Public Library
  26th Street & Benning Road, NE
  Washington, D.C.
- Mount Pleasant Public Library
  16th Street & Lamont Street, NW
  Washington, D.C.
- Northeast Branch Library
  330 7th Street, NE
  Washington, D.C.
- Parklands-Turner Public Library
  Alabama Avenue & Stanton Road, SE
  Washington, D.C.
- R.L. Christian Public Library
  13th Street & H Street, NE
  Washington, D.C.
- Southeast Branch Library
  7th Street & D Street, NE
  Washington, D.C.
- Sorsum Public Library
  135 New York Avenue, NW
  Washington, D.C.
- Washington Highlands Public Library
  Atlantic St. & Capitol Ter., SW
  Washington, D.C.
- Watha T. Daniel Public Library
  8th Street & Rhode Island Avenue, NW
  Washington, D.C.
- Woodridge Regional Public Library
  18th Street & Rhode Island Ave., NE
  Washington, D.C.

HOW TO COMMENT OR RECEIVE MORE INFORMATION

Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner, indicate:

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

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The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Toledo, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

**The Environmental Review**

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic along the NS rail line that runs from Miami to Airline, OH could increase from 55.4 trains to 64 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Toledo and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

**Complete Copies of the Draft EIS, organized by an Executive Summary and Six Volumes That Are Printed in Ten Separately-Bound Parts, Will Be Available for Review at the Following Neighborhood Library Branches:**

- **Main Branch**
  325 Michigan Street
  Toledo, OH 43624

- **Birmingham Branch**
  203 Paine Avenue
  Toledo, OH 43605
• Kent Branch
  3101 Collingwood Blvd.
  Toledo, OH 43610

• Lagrange-Central Branch
  3015 Lagrange Street
  Toledo, OH 43608

• Locke Branch
  806 Main Street
  Toledo, OH 43605

• Mott Branch
  1085 Dorr Street
  Toledo, OH 43607

• South Branch
  1638 Broadway
  Toledo, OH 43609

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Finance Docket No. 33388
Surface Transportation Board
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ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing

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El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44,000 millas de líneas ferreñas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Toledo, Ohio.

ANÁLISIS DEL MEDIO AMBIENTE
La Junta es la agencia Federal que autoriza las fusiones y las transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y profila las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que de ser aprobado el proyecto, el tráfico de trenes podría incrementarse de 55,4 a 64 trenes por día a lo largo de la línea férrea de NS que se extiende de Miami a Airline, Ohio. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Toledo y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.
Las bibliotecas vecinales a continuación tendrán disponibles para revisión copias del borrador EIS, organizado en un resumen ejecutivo y en seis volúmenes que se han publicado en diez ejemplares:

- Main Branch
  325 Michigan Street
  Toledo, OH 43624

- Birmingham Branch
  203 Paine Avenue
  Toledo, OH 43605

- Kent Branch
  3101 Collingwood Blvd.
  Toledo, OH 43610

- Lagrange-Central Branch
  3015 Lagrange Street
  Toledo, OH 43608

- Locke Branch
  806 Main Street
  Toledo, OH 43605

- Mott Branch
  1085 Dorr Street
  Toledo, OH 43607

- South Branch
  1638 Broadway
  Toledo, OH 43609

Como mandar comentarios o recibir más información

Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

FACT SHEET – YOUNGSTOWN, OHIO

Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Youngstown, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

The Environmental Review

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The railroads provided information to SEA which indicates that if this project is approved, train traffic along the NS rail line that runs from Youngstown to Ashtabula, OH could increase by 12 trains per day. The Draft EIS includes a discussion of possible environmental effects in Youngstown and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

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- Public Library of Youngstown & Mahoning County
  305 Wick Avenue
  Youngstown, Ohio 44503
- Youngstown State University Library
  1 University Plaza
  Youngstown, Ohio 44555
HOW TO COMMENT OR RECEIVE MORE INFORMATION

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Case Control Unit
Finance Docket No. 33388
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Environmental Project Director
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La Propuesta de Adquisición abarca más de 44,000 millas de líneas féreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Youngstown, Ohio.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfilas las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que el tráfico de trenes podría incrementarse en 12 trenes por día a lo largo de la línea férea de NS que se extiende de Youngstown a Ashtabula, Ohio. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Youngstown y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.
LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLUMENES QUE SE Han PUBLICADO EN DIEZ EJEMPLARES:

• Public Library of Youngstown & Mahoning County
  305 Wick Avenue
  Youngstown, Ohio 44503

• Youngstown State University Library
  1 University Plaza
  Youngstown, Ohio 44555

COMO MANDAR COMENTARIOS O RECIBIR MÁS INFORMACIÓN

Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

December 19, 1997

Re: Finance Docket No. 33388 — CSX and Norfolk Southern — Control and Acquisition — Public Service Announcement

To: Director of Public Service Announcements,

Following, please find a public service announcement regarding a proposed railroad acquisition. On June 23, 1997, two major freight railroads — CSX Corporation (CSX) and Norfolk Southern Corporation (NS) — filed a joint application with the Surface Transportation Board (Board) to acquire Conrail, Inc., and subsequently divide Conrail’s assets. The Board’s Section of Environmental Analysis (SEA) is in the process of conducting a study to evaluate possible environmental effects associated with the Proposed Acquisition. We ask that your station please air the attached public service announcement as many times as possible between January 5 and January 16, 1998. The information is intended to inform your local community of the proposed transaction and provide instruction on how to obtain further information.

Should you have any questions or comments, please contact Mike Dalton, SEA’s Project Manager for the Proposed Conrail Acquisition, at (202) 565-1530.
Two railroad companies, CSX Corporation and Norfolk Southern Corporation, are seeking authority from a Federal agency, the Surface Transportation Board, to acquire and divide a third rail company, Conrail Inc.

If you would like to comment or get further information on how the proposed acquisition may affect local rail activities, please call the toll free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).
Outreach Strategies for Environmental Justice Communities

SEA developed outreach strategies for communities with potential environmental justice effects. These strategies outline the steps SEA followed to notify environmental justice communities about the proposed Conrail Acquisition. Attached are strategies SEA developed for communities identified after publication of the Draft EIS. Outreach strategies for communities SEA identified prior to Draft EIS publication are included in the Draft EIS.
Conrail Acquisition
Draft Environmental Outreach Strategy
Geneva, Ohio

As part of the Environmental Review process, the Section of Environmental Analysis (SEA) has prepared an outreach plan for the City of Geneva, Ohio. This plan describes efforts to reach low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern’s Ashtabula to Cleveland line through the City of Geneva. SEA has identified potential at-grade crossing safety impacts through technical analysis. Because there may be disproportionate impacts on low-income populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area’s population and allow for meaningful public input.

DESCRIPTION OF AREA

The potentially affected Geneva population includes low-income residents. SEA is contacting media outlets, local organizations, libraries, city offices and elected officials in Geneva as part of the environmental justice outreach for the city.

INFORMATION DISTRIBUTION

DEIS Repositories

Geneva Public Libraries: SEA is sending a copy of the DEIS to the Geneva Public Library. This is the only library located in the City of Geneva. Copies of the DEIS are being placed in a reference or other appropriate section.

* Geneva Public Library: 860 Sherman Street, Geneva, OH 44041-9101

Media
Newspapers: SEA is submitting legal notices announcing the availability of the DEIS to the following daily newspaper. Located in nearby Ashtabula, this is the major daily newspaper for the City of Geneva. The City of Geneva itself has no newspapers.

- Star Beacon; daily, coverage includes all of Ashtabula County

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the following radio stations. SEA targeted the one station located in the City of Geneva and major stations in nearby Ashtabula. The stations include a wide variety of programming to reach a broad audience.

- WKKY-FM, 104.7; country programming
- WFUN-AM, 970; news, sports programming
- WREO-FM, 97.1; adult contemporary programming
- WZOO-FM, 102.5; adult contemporary programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following groups in the City of Geneva:

- Chamber of Commerce Geneva Area
- Clean & Green Committee of Geneva
- Community Center of Geneva
- Downtown Business Association of Geneva
- Ministerial Association of Geneva
- Safety Forces of Geneva

City and Elected Officials

SEA is sending the City Manager of Geneva and all members of the Geneva City Council a factsheet on the proposed transaction and notification of DEIS availability.

- City Manager Craig Zinf, 44 North Forrest, Geneva, OH 44041

City Council:
- Thomas Neuman, President, 44 North Forrest, Geneva, OH 44041
- Leonard Fowkes, Vice President, 44 North Forrest, Geneva, OH 44041
- John Pasqualone, 44 North Forrest, Geneva, OH 44041
- Robert Rosebrugh, 44 North Forrest, Geneva, OH 44041
- Boyd Taylor, 44 North Forrest, Geneva, OH 44041
- Howard Anderson, 44 North Forrest, Geneva, OH 44041
- Mike Vandervort, 44 North Forrest, Geneva, OH 44041
PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.
As part of the Environmental Review process, the Section of Environmental Analysis (SEA) has prepared an outreach plan for Madison County, Indiana with a focus on the cities of Alexandria and Anderson. This plan describes efforts to reach low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern’s Alexandria to Muncie, IN line through Madison County. SEA has identified potential at-grade crossing safety impacts through technical analysis. Because there may be disproportionate impacts on low-income populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area’s population and allow for meaningful public input.

DESCRIPTION OF AREA

The potentially affected Madison County population includes low-income residents. SEA is contacting media outlets, local organizations, libraries, city and elected officials in Madison County and nearby Henry and Delaware Counties as part of the environmental justice outreach.

INFORMATION DISTRIBUTION

DEIS Repositories

SEA is sending a copy of the DEIS to a number of libraries in Madison County and libraries located nearby in Henry and Delaware Counties. SEA is targeting libraries in the general area of the identified impact to ensure the Draft EIS is accessible to all members of the community. Copies of the DEIS are being placed in a reference or other appropriate section.

- Anderson Public Library: 111 East 12th Street, Anderson, IN 46016
- Middletown Public Library: 780 High Street, Middletown, IN 47356
- Muncie Public Library: 315 West Adams Street, Muncie, IN 47305
- New Castle Henry County Public Library, 376 S. 15th St., New Castle, IN 47362
- Alexandria Public Library: 117 Church Street, Alexandria, IN 46001
Media

**Newspapers:** SEA is submitting legal notices announcing the availability of the DEIS to the following three daily newspapers and two weekly community newspapers.

- *The Star Press,* major daily out of Muncie
- *Herald Bulletin,* major daily, coverage includes all of Madison County
- *The Courier Times,* daily, coverage includes Henry County
- *Alexandria Times Tribune,* weekly, published Wednesday, covers Alexandria
- *The Muncie Times,* weekly, published Thursdays

**Radio Stations:** SEA is submitting PSA spots announcing DEIS availability to the following radio stations. SEA targeted the one station located in the City of Anderson and major stations in nearby Muncie. The stations include a wide variety of programming to reach a broad audience.

- *WLBC-FM,* 104.1; adult contemporary programming
- *WWWO-FM,* 93.5; classic rock programming
- *WXXP-FM,* 97.9; adult contemporary programming

**Area Organizations**

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following group in Madison County:

- East Central Indiana Community Network

**City and Elected Officials**

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the Mayors and City Council members of the cities of Alexandria and Anderson, and to the Madison County Administrator.

Madison County:

- County Administrator Landoll Sorell, 16 East 9th Street, Box 30, Anderson, IN 46016

City Of Anderson:

- Mayor J. Mark Lawler, P.O. Box 2100, Anderson, 46018

City Council:
Carroll Grile, President, 2710 Redbud Lane, Anderson, 46011
Jack Van Dyke, District 1, 610 Fremont Drive, Anderson, 46012
Donna Davis, District 2, 2213 Noble Street, Anderson, 46016
Kris Ockomon, District 3, Pro Tem, 4721 Reed Drive, Anderson 46013
Ollie Dixon, District 4, 1005 Atwood Drive, Anderson, 46016
Robert Scharnowske, District 5, 217 E. Vineyard Street, Anderson 46012
Mary Jones, District 6, 131 W. 8th Street, Anderson, 46016
Rick Muir, At-Large, 905 W. 8th Street, Anderson, 46016
Jack Alexander, At-Large, 3113 Sheridan Street, Anderson, 46016

City of Alexandria:

Mayor James R Wehsollek, Old Mill Creek Road, Alexandria, 46001

City Council:

Jeff Wilson, District 1, 218 E. John Street, Alexandria, 46001
R. Donold Lynch, District 2, 33 Fairway Drive, Alexandria 46001
Don Ingram, District 3, 416 N. Central, Alexandria, 46001
Leroy Sayre, District 4, 307 W. Van Buren Street, Alexandria, 46001
John Nichols, District 5, 1007 N. Harrison Street, Alexandria, 46001
Tamara Humphries, At-Large, 1605 Wedgewood Drive, Alexandria, 46001
Mike Thompson, At-Large, 116 W. Monroe Street, Alexandria, 46001

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.
Conrail Acquisition
Draft Environmental Outreach Strategy
Erie County, Ohio

As part of the Environmental Review process, the Section of Environmental Analysis (SEA) has prepared an outreach plan for Erie County, Ohio. This plan describes efforts to reach low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern’s Sandusky Docks to Bellevue line through Erie County. SEA has identified potential at-grade crossing safety impacts through technical analysis. Because there may be disproportionate impacts on low-income populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area’s population and allow for meaningful public input.

DESCRIPTION OF AREA

The potentially affected Erie County population includes low-income residents. SEA is contacting media outlets, local organizations, libraries, and public officials in Erie County as part of the environmental justice outreach for the county.

INFORMATION DISTRIBUTION

DEIS Repositories

Erie County Public Libraries: SEA is sending a copy of the DEIS to the Sandusky Public Library in Erie County (Sandusky is the Erie County seat). The identified impact falls into unincorporated county territory. SEA is targeting the Sandusky Library because it is in the vicinity of the identified impact. Copies of the DEIS are being placed in a reference or other appropriate section.

- Sandusky Public Library: 114 West Adams Street, Sandusky, OH 44870

Media
Newspapers: SEA is submitting legal notices announcing the availability of the DEIS to the following daily newspaper.

- *The Sandusky Register*: major daily, coverage includes all of Erie County

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the two radio stations in Sandusky. The stations include a wide variety of programming to reach a broad audience.

- *WCPZ-FM, 102.7*: adult contemporary programming
- *WLEC-AM, 1450*: full service programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following group in Erie County:

- Erie County Chamber of Commerce
- Greater Erie County Marketing Group

County Officials

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the Erie County Administrator.

- County Administrator Michael J. Bixler, 2900 Columbus Avenue, Sandusky, IN 44870

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.
Letter to Reference Librarian

Following is a copy of a letter SEA prepared for reference librarians requesting that the librarians place the Draft EIS in a reference or other appropriate section of their libraries for public review. SEA sent copies of the Draft EIS and this accompanying cover letter to local libraries in all communities with potential environmental justice issues. SEA contacted librarians prior to mailing the Draft EIS to ensure the librarians' willingness to place the document in their libraries' reference or other appropriate section.