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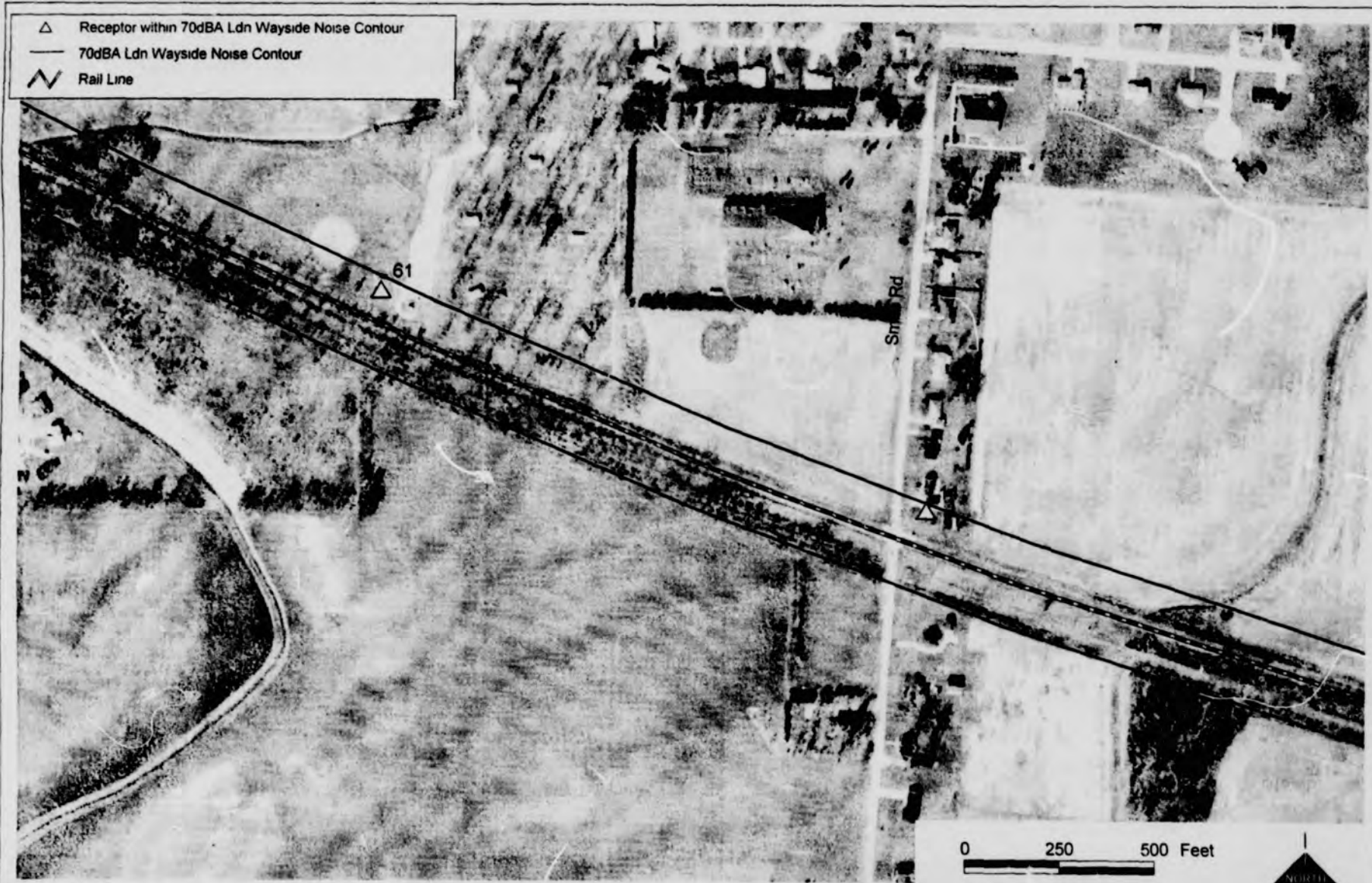
5/6



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-14 Area 5
 OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-15 Area 6
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour

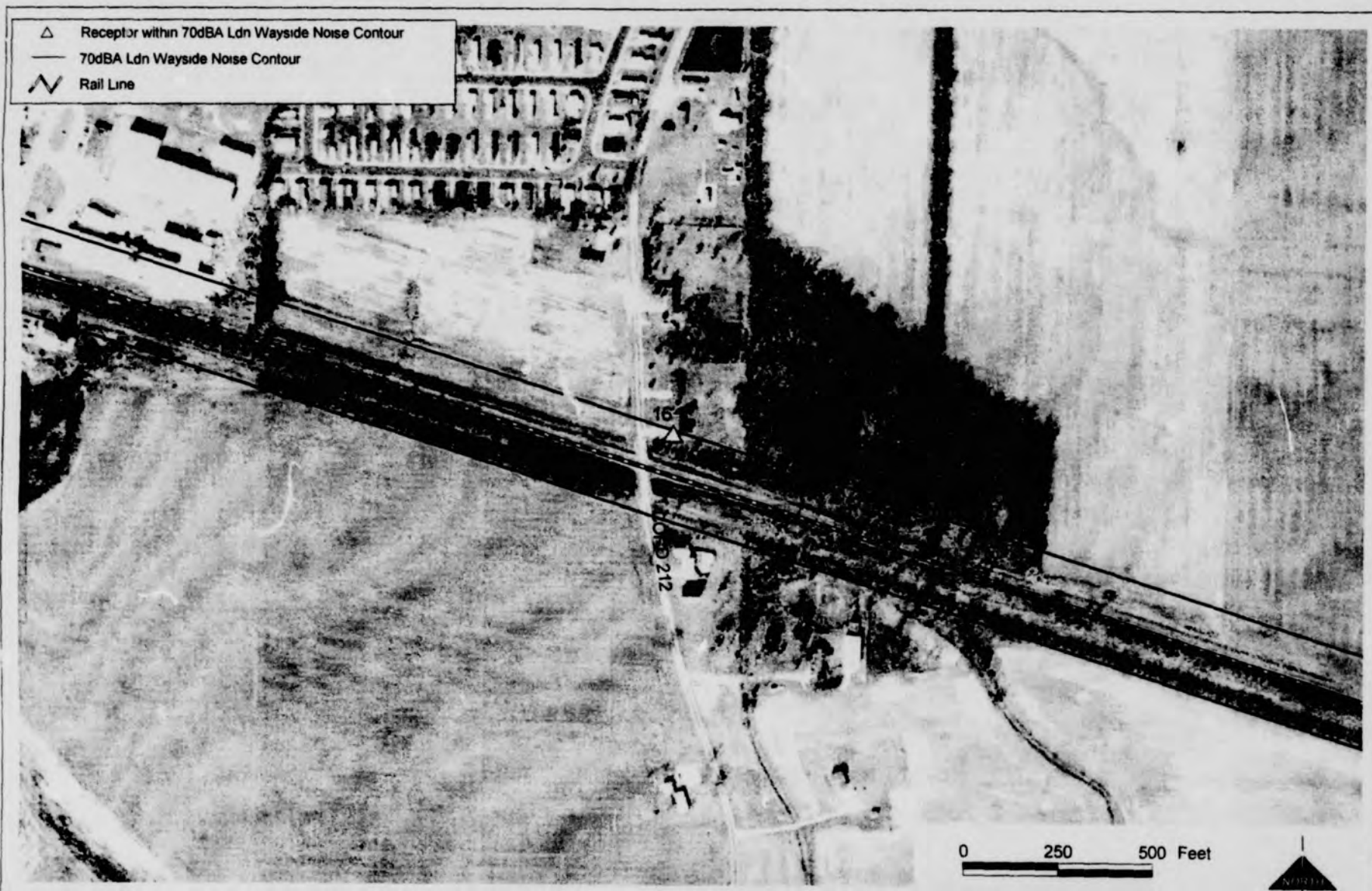


Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-16 Area 7

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

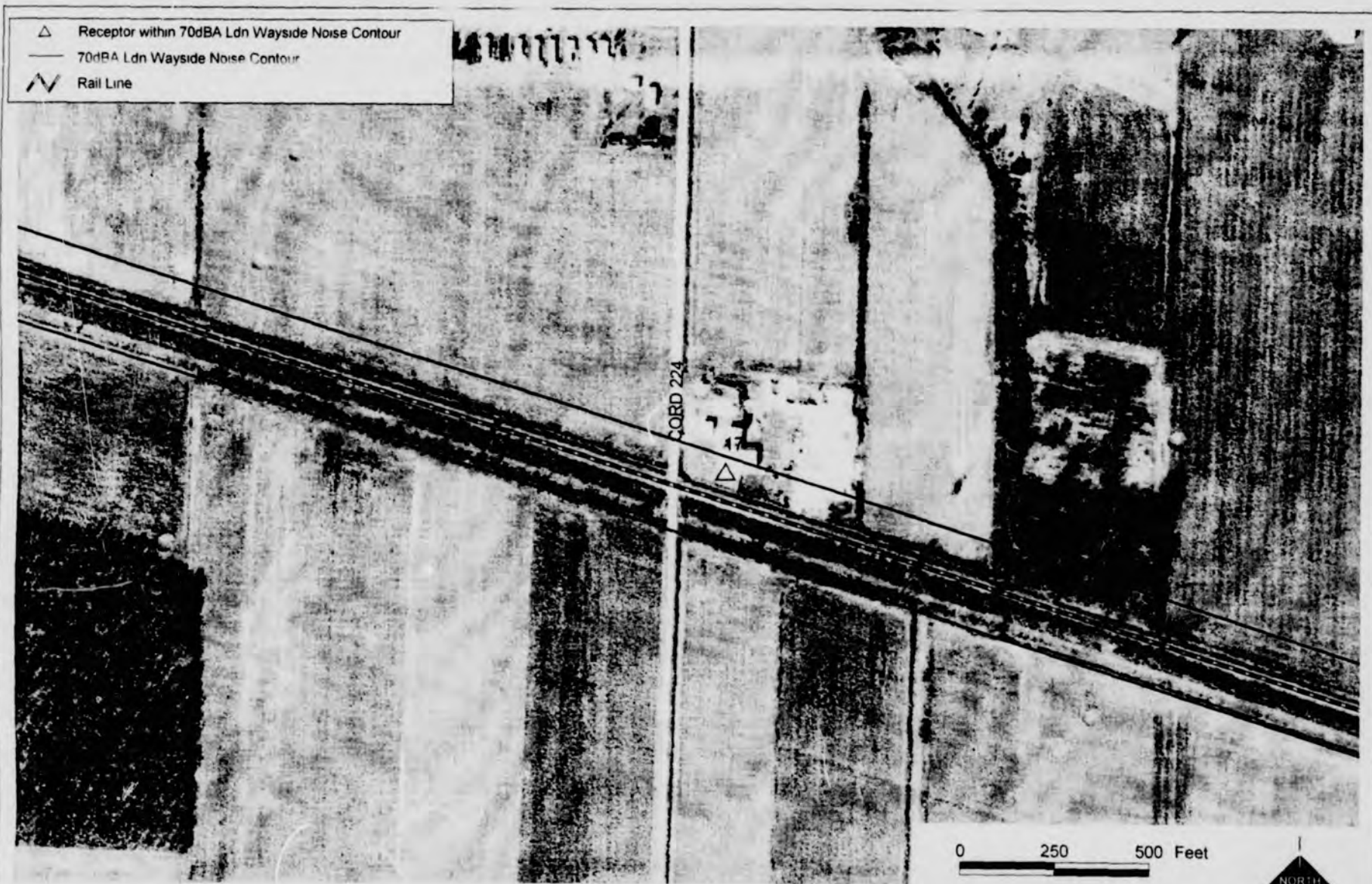


Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-17 Area 8
 OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour

AD-E-20



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-18 Area 9

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



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-19 Area 10

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

AD-E-21

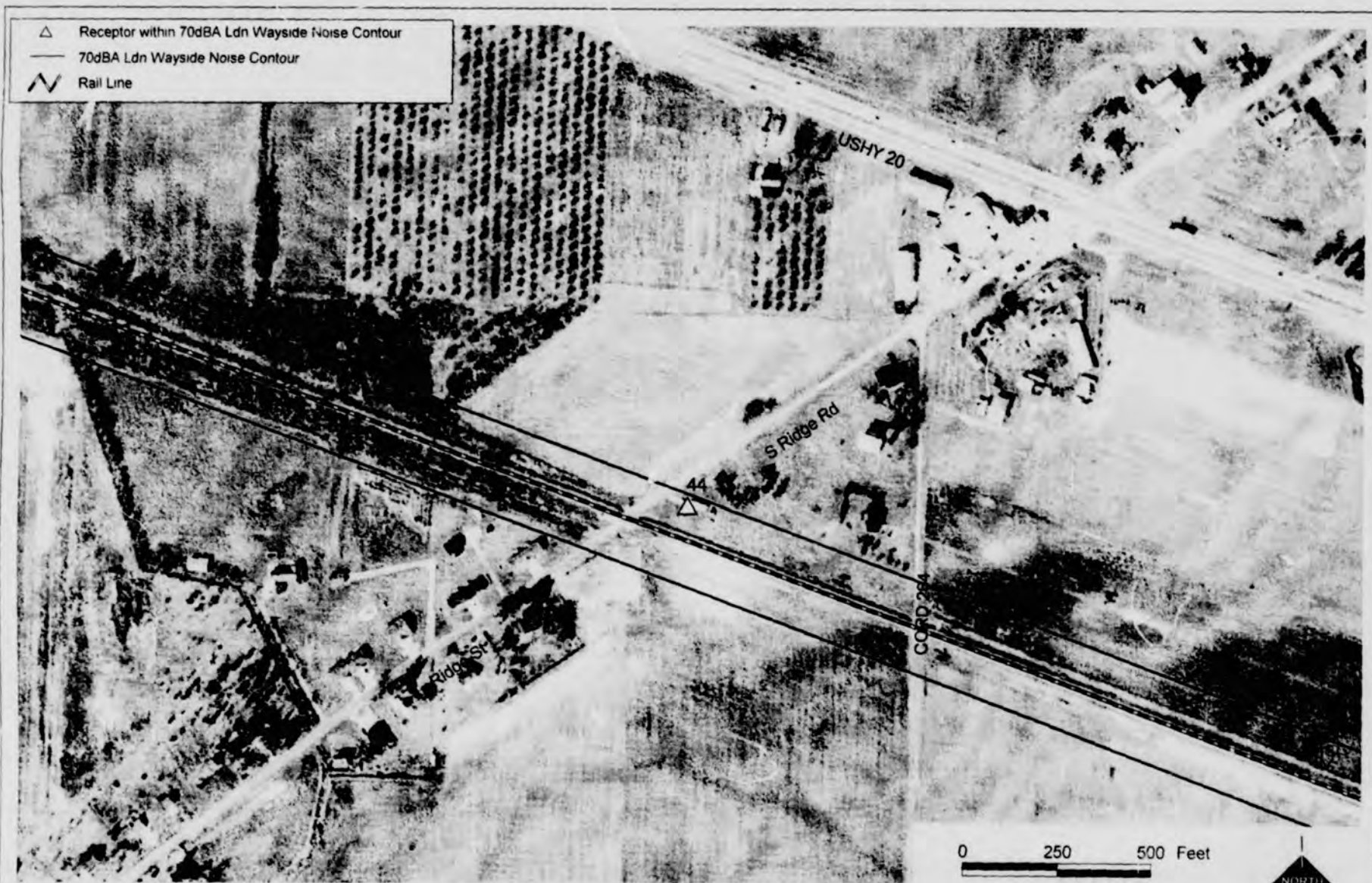


Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-20 Area 11

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



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-21 Area 12

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

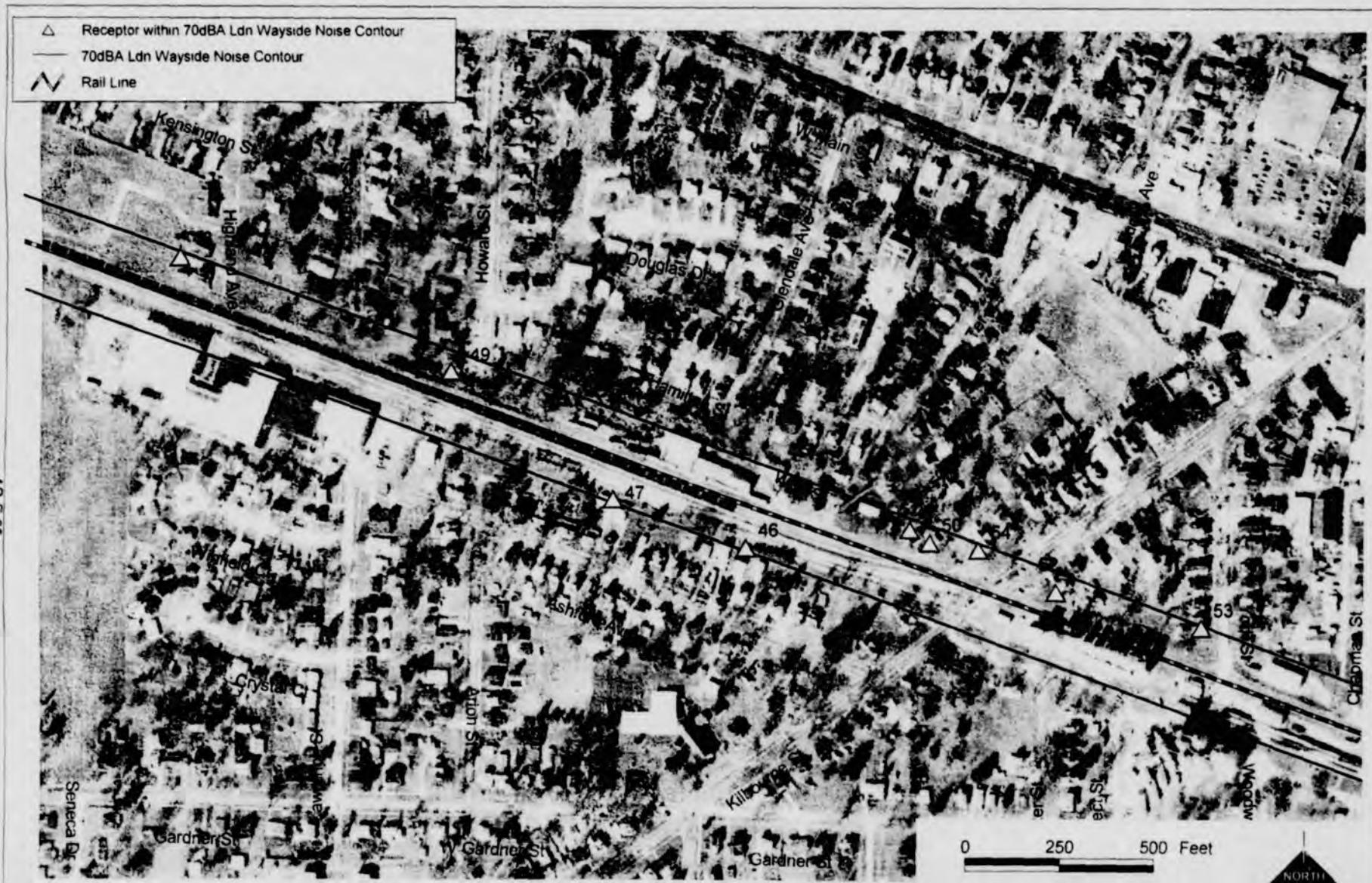
- △ Receptor within 70dBA Ldn Wayside Noise Contour
— 70dBA Ldn Wayside Noise Contour
∨ Rail Line



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-22 Area 13
OAK HARBOR-TO-BELLEVUE, N-079 Receptors Within 70dBA Ldn Wayside Noise Contour



Proposed Conrail Acquisition

Final Environmental Impact Statement

FIGURE AD-E-23 Area 14

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

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**ATTACHMENT F
ALEXANDRIA CONNECTION
TRANSPORTATION: HIGHWAY/RAIL
AT-GRADE CROSSING DELAY**

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ATTACHMENT F
ALEXANDRIA, INDIANA
HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Seg. No.	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition							
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service

Post-Acquisition Manual Control of Track Switch

Madison	N-040	474600L	S R 9	2	14,351	2.6	40	4,869	49	27	1.64	0.67	A	11.8	15	5,000	504	62	3.74	15.78	C	2.10
Madison	N-040	474601T	HARRISON ST	2	5,899	2.6	40	4,869	20	11	1.14	0.47	A	11.8	15	5,000	207	25	2.60	10.96	B	1.46

Post-Acquisition Remote Control of Track Switch

Madison	N-040	474600L	S R 9	2	14,351	2.6	40	4,869	49	27	1.64	0.67	A	11.8	30	5,000	282	34	2.09	4.92	A	0.45
Madison	N-040	474601T	HARRISON ST	2	5,899	2.6	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-F-3

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**ATTACHMENT G
BOARD DECISION NO. 69**

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SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.

NORFOLK SOUTHERN CORPORATION AND

NORFOLK SOUTHERN RAILWAY COMPANY

- - CONTROL AND OPERATING LEASES/AGREEMENTS - -

CONRAIL, INC. AND CONSOLIDATED RAIL CORPORATION

Decision No. 69

Dated: February 27, 1998

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

**Surface Transportation Board
Section of Environmental Analysis**

**Draft Environmental Impact Statement
Proposed Conrail Acquisition**

ADDITIONAL ENVIRONMENTAL INFORMATION

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 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

State	Site ID	Proposed Owner	Segment	Counties	Est. Annual Haz. Mat. Rail Carloads	
					Pre-Acq.	Post-Acq.
KY OH	C-230	CSX	NJ Cabin, KY to Columbus, OH	KY: Greenup; OH: Franklin, Pickaway, Pike, Ross, Scioto	4,000	10,000
PA	C-767	CSX	CP Newtown Jct., PA to CP Wood, PA	Bucks, Montgomery, Philadelphia	6,000	19,000
NJ PA	C-768	CSX	CP Wood, PA to Trenton, NJ	PA: Bucks; NJ: Mercer	6,000	18,000
OH	C-065	CSX	Deshler, OH to Toledo, OH	Henry, Wood	365	14,000

New Segments That May Warrant Noise Mitigation

State	Site ID	Proposed Owner	Segment	Counties	Receptors within 65 dBA Contour*	
					Pre-Acq.	Post-Acq.
IN	C-026	CSX	Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, Starke	14	1,129
IN	N-040	NS	Alexandria, IN to Muncie, IN	Delaware, Madison	83	506
NY	N-060	NS	Corning, NY to Geneva, NY	Chemung, Ontario, Schuyler, Steuben, Yates	0	117
OH	N-085	NS	Bellevue, OH to Sandusky Dock, OH	Erie, Huron	5	58
PA	C-085	CSX	Sinns, PA to Brownsville, PA	Allegheny, Fayette, Westmorland	194	781
VA	N-100	NS	Riverton Jct., VA to Roanoke, VA	Augusta, Botetourt, Buena Vista City, Clarke, Page, Roanoke, Roanoke City, Rockbridge, Rockingham, Warren, Waynesboro City	466	1,560
WV	N-110	NS	Elmore, WV to Deepwater, WV	Fayette, Raleigh, Wyoming	0	248
WV	N-111	NS	Deepwater, WV to Fola Mine, WV	Fayette, Nicholas	37	161

*includes receptors affected by highway/rail at-grade crossings.

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

State	Site ID	Proposed Owner	Segment	Counties	Potential Impact
GA	C-377	CSX	Manchester, GA to LaGrange, GA	Meriwether, Troup	Hazardous Materials Transport
IN	C-026	CSX	Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, Starke	Noise
IN	N-040	NS	Alexandria, IN to Muncie, IN	Delaware, Madison	Noise
NC TN	N-361	NS	Asheville, NC to Leadvale, TN	NC: Buncomb, Madison; TN: Cocke	Hazardous Materials Transport
NJ	S-032	CSX/NS	PN, NJ to Bayway, NJ	Essex, Union	Hazardous Materials Transport
OH PA NY	N-070	NS	Ashtabula, OH to Buffalo, NY	OH: Ashtabula; PA: Erie; NY: Chutaupua, Erie	Hazardous Materials Transport; Crossing Delay
PA	C-766	CSX	West Falls, PA to CP Newtown Jct., PA	Philadelphia	Hazardous Materials Transport
PA	N-203	NS	Bethlehem, PA to Allentown, PA	Lehigh, Northampton	Hazardous Materials Transport
PA	S-232	CSX/NS	Park Jct., PA to Frankford Jct., PA	Philadelphia	Hazardous Materials Transport
PA NJ	S-233	CSX/NS	Frankford Jct., PA to Camden, NJ	PA: Philadelphia; NJ: Camden	Hazardous Materials Transport
TN	N-406	NS	Frisco, TN to Kingsport, TN	Hawkins, Sullivan	Hazardous Materials Transport
VA	N-432	NS	Poe ML, VA to Petersburg, VA	Petersburg City	Hazardous Materials Transport

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

Area, Ohio," for a discussion about the City of 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**

New York		
Comment Date	Commentor, Subject of Document	Document ID
4/15/98	State of New York by and through its Department of Transportation; W. L. Slover, et al.; Supplemental Comments on the Draft EIS	4/17/98 12:11:56 PM
North Carolina		
Comment Date	Commentor, Subject of Document	Document ID
3/23/98	Lauren Meyerhoff, Marshall, NC; Environmental Concerns	4/2/98 12:26:14 PM
Ohio		
Comment Date	Commentor, Subject of Document	Document ID
4/13/98	ASHTA Chemicals, Inc., I. D. Chappell; Comments on the Draft EIS	4/16/98 9:28:27 AM
4/14/98	City of Conneaut, OH, R. Herron; Comments on the Draft EIS	4/16/98 10:40:04 AM
4/15/98	Ohio Attorney General, et al., K. G. O'Brien, et al.; Responsive Comment to Board Decision No. 69	4/17/98 2:50:21 PM

COPY

WTS-20

BEFORE THE SURFACE TRANSPORTATION BOARD

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

Finance Docket No 33388

RECEIVED
APR 15 1998
U.S. DEPARTMENT OF
TRANSPORTATION

SUPPLEMENTAL COMMENTS OF THE STATE OF NEW YORK ON DRAFT ENVIRONMENTAL IMPACT STATEMENT

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

Dennis C. Vacco
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State of New York
Stephen D. Houck
Assistant Attorney General
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Assistant Attorney General
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(202) 347-7170

OF COUNSEL:

Slover & Loftus
1224 Seventeenth Street, NW
Washington, D.C. 20036

Dated: April 15, 1998

Attorneys and Practitioners

4/17/98 12:11:56pm-1

BEFORE THE SURFACE TRANSPORTATION BOARD

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

Finance Docket No 33388

SUPPLEMENTAL COMMENTS OF THE STATE OF NEW YORK ON DRAFT ENVIRONMENTAL IMPACT STATEMENT

Pursuant to the Board's Decision No. 69 issued February 27, 1998 in the above-captioned proceeding,¹ the State of New York by and through its Department of Transportation ("New York") 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 ("SEA") has identified concerning potentially significant

¹See Finance Docket No. 33388, CEX Corp. and CEX Transportation, Inc., Norfolk Southern Corp. and Norfolk Southern Ry., -- Control and Operating Leases/Agreements -- Conrail, Inc. and Consolidated Rail Corp., Decision No. 69 STB served Feb. 27, 1998.

4/17/98 12:11:56pm-2

environmental effects of the transaction¹ under review in this proceeding

IDENTITY AND INTEREST

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 SEA a environmental review process recognizes, transactions like the Applicants' proposed division of Conrail have the potential to drastically alter and permanently degrade the environmental resources they affect. For this reason and as required by governing law, SEA has undertaken an extensive and on-going examination of the proposed transaction's impact on a wide range of environmental issues.

¹For purposes of these Comments, the term "transaction" refers to the division and acquisition of CEX, CEC, and their wholly-owned subsidiaries (collectively "Conrail"), by CSEC, CRET and their wholly-owned subsidiaries (collectively "CRE") and NSC, NSR, and their wholly-owned subsidiaries (collectively "NS"). For purposes of these Comments, the term "Applicant(s)" refers to either or both CEX and NS; the term "Application" or "Primary Application" refers to CEX/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.

-2-

4/17/98 12:11:56pm-3

CENTRAL ADMINISTRATIVE UNIT

REC'D:
DOCUMENT # 4-24812-36 PM

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

Office of the Secretary
Case Control Unit, Finance Docket No. 33388
Surface Transportation Board
1925 K Street NW
Washington, DC 20423-0501

ENVIRONMENTAL
DOCUMENT



Attn: Rhonda E. Korte, Environmental Project Director, Governmental Filing

Dear Board Members:

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

- 1) Transportation through our state of mass where of any kind and in any form is unacceptable
- 2) Transportation of toxic waste through the Western North Carolina corridor (from Tennessee through Asheville) is extremely dangerous due to rough terrain and sporadic weather events. Heavy loaded trains traveling up and down mountainous terrain causes traffic. Gas leaked out to the tracks as the train passes through blizzards and leaves to the location depending on weather conditions! Prevention!
- 3) There have been several toxic accidents within recent memory of Marshall residents--already more than one in 125 years in the largest Tennessee port town. Increased traffic would present a much greater risk than "prevention".
- 4) The train line runs along the French Broad River, NOT used in the largest Tennessee. Any spillage would most likely run directly into the fast running river presenting an immediate situation to clean up. Any cleanup and water pollution would permanently damage our fresh drinking water supply. Residents can either a) spring or well for drinking water or b) appear to survive a spillage.
- 5) Should an accident occur, our local volunteer based emergency response teams are not equipped and simply cannot act quickly enough to clean a disaster. Even with training we just would not know what to do. In addition most accident prone locations are inaccessible to emergency response equipment, and the river is not navigable. One bridge spans the river in the center of town with one only 1/2 mile away on the east end and our emergency vehicle located on the other. We do not want to have equipment and people waste cleanup equipment and crews on both sides of the river.
- 6) Members of our community don't want to become sick and die from radiation or chemical poisoning. Please do not take advantage of us for the sake of making large corporate profits.

Sincerely,

Leann Mayhew
Leann Mayhew
Citizen of Madison County NC

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

AD-H-3

Because NS' Ashtabula-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 SEA that NS' 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 NS' projected traffic flow will create in Dunkirk, and to request mitigation of such hazards in the form of a Board-ordered condition re-routing NS traffic, New York submits these Supplemental Comments and the attached Verified Statement of Robert D. Kesicki, Mayor of Dunkirk.

COMMENTS 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 significantly affecting the quality of the human environment." Pursuant to NEPA and its implementing regulations,¹ the Board must follow prescribed procedures designed to ensure its thorough

¹See The National Environmental Policy Act of 1969, 42 U.S.C. § 4332(2)(C).

²See *Id.* 42 U.S.C. §§ 4321 *et seq.*; 40 C.F.R. Pts. 1500-1508; 49 C.F.R. Pts. 1105 *et seq.*

4/17/98 12:11:56pm-5

examination of environmental considerations as it determines whether to approve or disapprove the pending Application. In particular, NEPA directs that the Board's environmental analysis, as set forth in its Draft and Final Environmental Impact Statements, evaluate not only the environmental impact of the proposed transaction, but also the effects of "alternatives to the proposed action." NEPA-implementing regulations require that the Board "[r]igorously explore and objectively evaluate all reasonable alternatives" to the action under review, and "[d]evote substantial treatment" in the EIS to "each alternative." Indeed, this comparative analysis of the proposed action and other alternatives "is the heart of the environmental impact statement;"³ it both facilitates and encourages judicious resolution of inevitable "conflicts concerning alternative uses of available resources."⁴

Neither SEA nor the Applicants have considered alternatives to certain planned, post-acquisition activities that threaten substantial harm to Dunkirk citizens. As the Applicants' Operating Plans make clear,⁵ and SEA has

³42 U.S.C. §§ 4332(2)(C)(iii). (E).

⁴See 40 C.F.R. §§ 1502.14(a), (b).

⁵*Id.* § 1502.14.

⁶See 42 U.S.C. § 4332(2)(E); 40 C.F.R. § 1507.2(d).

⁷See Application CHX/NS-20, vol. 3B.

4/17/98 12:11:56pm-6

acknowledged,¹ NS intends to increase freight train traffic running through Dunkirk by more than 100% upon approval of the proposed transaction. This additional traffic on NS' 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 Kesicki V.S. at 1-8 (describing the effects of NS' projected traffic increase).) Each of these impacts, in addition, will particularly affect Dunkirk's minority and low-income populations. (See *Id.*)

The Applicants have not suggested, nor has SEA considered, alternatives to NS' planned, dramatic increase in traffic over its at-grade line through Dunkirk. As means of assisting the Board's evaluation of "alternatives to the proposed action," New York submits the attached Verified Statement of Mayor Kesicki describing an alternate arrangement that both accommodates NS traffic moving through Dunkirk, and protects Dunkirk citizens from the adverse safety impacts NS' present plans for such traffic entail. Specifically, Mayor Kesicki outlines and requests a condition on the proposed transaction requiring that Applicants revise their Operating Plans to re-route some or all NS traffic across Dunkirk over the existing,

¹See DEIS, Executive Summary, Attach. ES-5 at 9.

4/17/98 12:11:56pm-7

grade-separated Conrail tracks in northern Dunkirk. (Kesicki V.S. at 8-10.) Mayor Kesicki urges that diverting traffic from NS' 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 Kesicki's requested re-routing measure as an alternative preferable to the Applicants' planned increase in train traffic on NS' at-grade line. The dangerous consequences of doubling operations over NS' 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

4/17/98 12:11:56pm-8

the Board use its broad conditioning power in this proceeding to implement the re-routing mitigation Mayor Kasicki requests.

Respectfully submitted,

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

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1224 Seventeenth Street, N.W.
Washington, D.C. 20036

Dated: April 15, 1998

Attorneys and Practitioners

-8-

4/17/98 12:11:56pm-9

VERIFIED STATEMENT
OF
ROBERT D. KASICKI

My name is Robert D. Kasicki, and I am the Mayor of the City of Dunkirk, New York. Dunkirk is located in Chautauqua County, New York, approximately 70 miles southwest 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~~ track running through the northern portion of the City; Norfolk Southern ("NS") operates over an ~~at-grade~~ line through the southern portion of the City.¹ Both railroad lines pass through Dunkirk en route from Ashtabula, Ohio and other locations, to Buffalo, New York and other locations.²

In the event the Board unconditionally approves CEI/NS' 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 SEA's Draft EIS recognizes, the Applicants anticipate an almost two-fold increase in post-transaction traffic over NS' at-grade line

¹See Map of Dunkirk, Ex. RDK-1.

²The DEIS identifies these Conrail and NS lines segments as "C-490" and "N-070" respectively. See DEIS, Executive Summary, Attach. ES-3.

4/17/98 12:11:56pm-10

across southern Dunkirk.¹ NS plans to add 13.2 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 NS freight train traffic from NS' 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 141,695 people.³ The County includes the cities of Jamestown and Fredonia, among others, in addition to Dunkirk. Dunkirk is a city of 13,989

¹DEIS, Executive Summary, Attach. ES-3 at 9.

²Id.

³1990 U.S. Census Data, Database: C90STFLA, Chautauqua County.

- 2 -

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

people, approximately 63% of which qualify as ethnic "minorities," or belong to "low-income" households.⁴ A portion of Dunkirk's minority and low-income population resides in the Courtney Street Apartments housing project located just north of NS' tracks, on Courtney Street and Maple Avenue. Other low-income families in Dunkirk live south of NS' line, 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 buses 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. 3, 4, 5, and 7.

School Nos. 3-5 and 7 are located on the opposite side of NS' railroad tracks from School No. 6. Most children living near the closed School No. 6 have continued walking to their new schools. These children, therefore, must cross NS' railroad tracks twice each day on their way to and from school. At present, children may cross the NS tracks at several different points where the line intersects with Dunkirk city streets. These at-grade crossings are open to vehicular and pedestrian

⁴See Ex. RDK-2.

- 3 -

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

traffic, and are equipped with signs warning cars and pedestrians that trains pass over those city streets. Signs also warn train locomotive drivers as they approach these open crossings, and alert them of possible vehicular or foot traffic in the area.

Children who now travel over NS' tracks daily rely on the open at-grade crossings to safely cross the railroad line. Though trains run over the NS line on a regular basis, children are protected -- at least to some degree -- by the signs at these road crossings, and train operators' awareness that such crossings are open and in use. The CEI/NS Application under review in this proceeding, however, indicates that train traffic on NS' line through Dunkirk will increase dramatically upon approval of the proposed transaction. The contemplated, near-doubling of train traffic on NS' line means that schoolchildren will far more likely encounter trains during their journey across the tracks; increased encounters with trains translate into increased risk of train-related accidents.

NS and CEI have not undertaken any action to effectively mitigate such an unacceptable, adverse impact of their proposed plan. Instead, NS has indicated its intent to take steps ~~maximizing~~ the adverse safety impacts its increased train traffic will have upon Dunkirk's pedestrians. Specifically, NS seeks to close six at-grade crossings in the

- 4 -

4/17/98 12:11:56pm-13

area near old School No. 4; children used to traversing NS' track at such crossing points will likely continue to do so after their closure, yet those crossings will no longer be designated or protected as vehicular and pedestrian crossings.'

Dunkirk strongly opposes NS' proposed crossing closings in light of the diminished level of protection such closings will portend for children walking to school across the tracks,' and in particular, low-income children from the old School No. 4 neighborhoods.' More fundamentally, however, Dunkirk objects to NS' projected, drastic increase in freight traffic running through the old School No. 5 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

NS' position on the closing issue has changed several times; in April, 1997, NS indicated its intent to keep the wishes of Dunkirk citizens, and keep the crossings open. See Ex. HXK-3 (newspaper article from Dunkirk's Evening Observer).

Indeed, the Chautauque County Legislature unanimously adopted a resolution last April opposing NS' proposed closings and the adverse consequences such closings would have on the "safety, health, and convenience" of Dunkirk citizens. See Emergency Motion No. 23-97, Ex. HXK-4.

Dunkirk fears that even more children will be endangered in the future, as several youth-oriented organizations have expressed interest in occupying the old School No. 6 building. See Ex. HXK-5 (newspaper article from Dunkirk's Evening Observer describing interested groups).

- 5 -

4/17/98 12:11:56pm-14

Board adopt the mitigation measure described infra, requiring Applicants to divert trains from NS' 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, NS' increased freight train traffic will gravely impair the ability of emergency response vehicles to reach Dunkirk residents in need of help. More traffic on NS' 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 trucks, and ambulances will encounter trains en route to emergency situations or hospitals, and lose precious time waiting for the tracks to clear.

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

"In the event the Board declines to adopt Dunkirk's requested re-routing mitigation measure, Dunkirk asks that the Board protect Dunkirk pedestrians by requiring NS 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.

- 6 -

4/17/98 12:11:56pm-15

available crossing points, in addition, will detour emergency vehicles over indirect and round-about routes to access emergency situations, as dictated by the location of open crossings. Again, this will dangerously increase response times, and imperil the lives of Dunkirk citizens in need of emergency services.

As mentioned above, some of Dunkirk's low-income population resides on the southern side of NS' tracks. It is these people who will bear the potentially life-threatening consequences of impaired emergency service caused by train traffic delays. The Board must consider this disproportionate impact in evaluating the grave effects the Applicants' plans will have upon the Dunkirk community as a whole.

3. Increased and Disproportionate Safety Hazards:
Danger From Hazardous Materials Transportation

NS' proposed increase in traffic through Dunkirk poses yet another threat to the health and welfare of Dunkirk's citizens. The additional traffic NS intends to move includes 18,000 more carloads per year of hazardous materials than presently travel over the NS line." This represents a more than three-fold increase in hazmat transportation through Dunkirk -- a jump from 8,000 carloads per year to 26,000 per year. This dramatic increase creates a hazard for Dunkirk residents living

"See DEIS, vol. 1B at NY-13.

- 7 -

4/17/98 12:11:56pm-16

near the NS line, in the form of increased risks of exposure to toxic substances emitted or spilled from the trains." 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 NS' line in and near the Courtney Street Apartment complex. These citizens -- living close to NS' line and crossing it frequently -- will most directly suffer the effects of hamlet leaks or accidents from NS trains passing through 25 times each day. Environmental justice concerns mandate particularly close attention to and appropriate mitigation of this safety impact resulting from NS' projected increased traffic.

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

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

"See Ex. RDK-6 (newspaper article from Dunkirk's Evening Observer describing concern over train transportation of hazardous materials through the City).

- 8 -

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

generally, and its minority and low-income populations in particular. As the Chautauque County Legislature unanimously agreed last April," and dozens of petitioning Dunkirk residents have urged," CEH and NS can and must take steps to eliminate the dangerous effects their proposed transaction will have on the people of Dunkirk. Either voluntarily or by Board Order, the Applicants must modify their present Operating Plans, and move some or all current and prospective traffic from NS' at-grade line onto the existing, grade-separated Conrail track through downtown Dunkirk. This diversion of NS traffic will dramatically improve safety for Dunkirk citizens residing near or along-side NS' line, as crossing safety problems and delays will decline, and the risk of hazardous materials accidents affecting residential neighborhoods will diminish. This reassignment of traffic to the elevated track will not significantly increase hazards in the downtown area, as the grade separations eliminate crossing concerns, and distance hazardous materials leaks or accidents from homes and businesses. This northern, downtown section of Dunkirk, moreover, is far less residential than the

"See Resolution No. 58-97, Ex. RDK-7; see also Ex. RDK-8 (newspaper article from Dunkirk's Evening Observer describing county legislative support for re-routing mitigation).

"See Petition Supporting Relocation of Railroad Lines Out Of The Fourth Ward, Ex. RDK-9 (sample page).

- 9 -

4/17/98 12:11:56pm-18

area surrounding NS' 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.

- 10 -

4/17/98 12:11:56pm-19

APR-13-98 3:40 FROM GLOVER & LOFTUS

ID: 2082472610

PAGE 11/17

VERIFICATION

State of New York)
)
) ss:
County of Chautauque)

Robert D. Kasicki, being duly sworn, deposes and says that he has read the foregoing Statement, knows the contents thereof, and that the same are true as stated to the best of his knowledge, information and belief.

Robert D. Kasicki
Robert D. Kasicki
Mayor of the City of Dunkirk

Subscribed and sworn to before me this 14 day of April, 1998.

John M. Dunkirk
Notary Public in and for the State
of New York
My Comm. Expires 12/31/99

4/17/98 12:11:56pm-20

Exhibit 100-2
(1 of 3)



DUNKIRK CENSUS DATA COLLECTION AREAS

4/17/98 12:11:56pm-21

4/17/98 12:11:56pen-22

Exhibit MW-
(2 of 3)

Exhibit NOK-2
(3 of 3)

	City Total	Amount Tract 200	Amount Tract 200	Amount Tract 200	Amount Tract 200	Amount Tract 200
	Percent	Percent	Percent	Percent	Percent	Percent
Total population	13,280	100.0%	3,177	100.0%	3,289	100.0%
Black/Hispanic						
White	11,411	85.8%	2,626	82.8%	2,857	86.9%
Other	457	3.5%	69	2.2%	75	2.3%
Hispanic/Indian	18	0.1%	14	0.4%	6	0.2%
Asian	38	0.3%	19	0.6%	9	0.3%
Hispanic Single	2,658	19.7%	888	27.9%	684	20.8%

Source: Bureau of the Census

Source: Report of the Census

4/17/98 12:11:56pm-23

DEPARTMENT OF HOUSING & URBAN DEVELOPMENT
FIGURES OF LOW AND MODERATE HOUSING BY RACE GROUP AND HOUSING TRACT

IN: HOUSING	WHITE (WHT)	2040
OF AND MOD HOUSING LEVEL, 4-40000 HOUSING LEVEL	20000	
VERY SPARSELY THROUGHT: IN: 40	0000	000
	000000	02

L.N. NAME		PLACE	POS	CONTR	BLK	TOTAL	TIME	1/4-MILE	REMARKS
						POINTS	POINTS		
000	Trout 304	700	40	0004	1	1000	1000	87.75	
000	Trout 305	700	40	0005	1	775	775	88.5	
000	Trout 306	700	40	0006	1	770	770	88.25	
000	Trout 307	700	40	0007	1	1000	1000	88.4	
000	Trout 308	700	40	0008	1	1000	1000	88.5	
000	Trout 309	700	40	0009	1	1000	1000	88.5	
000	Trout 310	700	40	0010	1	1000	1000	88.5	
000	Trout 311	700	40	0011	1	1000	1000	88.5	
000	Trout 312	700	40	0012	1	1000	1000	88.5	
000	Trout 313	700	40	0013	1	1000	1000	88.5	
000	Trout 314	700	40	0014	1	1000	1000	88.5	
000	Trout 315	700	40	0015	1	1000	1000	88.5	
000	Trout 316	700	40	0016	1	1000	1000	88.5	
000	Trout 317	700	40	0017	1	1000	1000	88.5	
000	Trout 318	700	40	0018	1	1000	1000	88.5	
000	Trout 319	700	40	0019	1	1000	1000	88.5	
000	Trout 320	700	40	0020	1	1000	1000	88.5	
000	Trout 321	700	40	0021	1	1000	1000	88.5	
000	Trout 322	700	40	0022	1	1000	1000	88.5	
000	Trout 323	700	40	0023	1	1000	1000	88.5	
000	Trout 324	700	40	0024	1	1000	1000	88.5	
000	Trout 325	700	40	0025	1	1000	1000	88.5	
000	Trout 326	700	40	0026	1	1000	1000	88.5	
000	Trout 327	700	40	0027	1	1000	1000	88.5	
000	Trout 328	700	40	0028	1	1000	1000	88.5	
000	Trout 329	700	40	0029	1	1000	1000	88.5	
000	Trout 330	700	40	0030	1	1000	1000	88.5	
000	Trout 331	700	40	0031	1	1000	1000	88.5	
000	Trout 332	700	40	0032	1	1000	1000	88.5	
000	Trout 333	700	40	0033	1	1000	1000	88.5	
000	Trout 334	700	40	0034	1	1000	1000	88.5	
000	Trout 335	700	40	0035	1	1000	1000	88.5	
000	Trout 336	700	40	0036	1	1000	1000	88.5	
000	Trout 337	700	40	0037	1	1000	1000	88.5	
000	Trout 338	700	40	0038	1	1000	1000	88.5	
000	Trout 339	700	40	0039	1	1000	1000	88.5	
000	Trout 340	700	40	0040	1	1000	1000	88.5	
000	Trout 341	700	40	0041	1	1000	1000	88.5	
000	Trout 342	700	40	0042	1	1000	1000	88.5	
000	Trout 343	700	40	0043	1	1000	1000	88.5	
000	Trout 344	700	40	0044	1	1000	1000	88.5	
000	Trout 345	700	40	0045	1	1000	1000	88.5	
000	Trout 346	700	40	0046	1	1000	1000	88.5	
000	Trout 347	700	40	0047	1	1000	1000	88.5	
000	Trout 348	700	40	0048	1	1000	1000	88.5	
000	Trout 349	700	40	0049	1	1000	1000	88.5	
000	Trout 350	700	40	0050	1	1000	1000	88.5	
000	Trout 351	700	40	0051	1	1000	1000	88.5	
000	Trout 352	700	40	0052	1	1000	1000	88.5	
000	Trout 353	700	40	0053	1	1000	1000	88.5	
000	Trout 354	700	40	0054	1	1000	1000	88.5	
000	Trout 355	700	40	0055	1	1000	1000	88.5	
000	Trout 356	700	40	0056	1	1000	1000	88.5	
000	Trout 357	700	40	0057	1	1000	1000	88.5	
000	Trout 358	700	40	0058	1	1000	1000	88.5	
000	Trout 359	700	40	0059	1	1000	1000	88.5	
000	Trout 360	700	40	0060	1	1000	1000	88.5	
000	Trout 361	700	40	0061	1	1000	1000	88.5	
000	Trout 362	700	40	0062	1	1000	1000	88.5	
000	Trout 363	700	40	0063	1	1000	1000	88.5	
000	Trout 364	700	40	0064	1	1000	1000	88.5	
000	Trout 365	700	40	0065	1	1000	1000	88.5	
000	Trout 366	700	40	0066	1	1000	1000	88.5	
000	Trout 367	700	40	0067	1	1000	1000	88.5	
000	Trout 368	700	40	0068	1	1000	1000	88.5	
000	Trout 369	700	40	0069	1	1000	1000	88.5	
000	Trout 370	700	40	0070	1	1000	1000	88.5	
000	Trout 371	700	40	0071	1	1000	1000	88.5	
000	Trout 372	700	40	0072	1	1000	1000	88.5	
000	Trout 373	700	40	0073	1	1000	1000	88.5	
000	Trout 374	700	40	0074	1	1000	1000	88.5	
000	Trout 375	700	40	0075	1	1000	1000	88.5	
000	Trout 376	700	40	0076	1	1000	1000	88.5	
000	Trout 377	700	40	0077	1	1000	1000	88.5	
000	Trout 378	700	40	0078	1	1000	1000	88.5	
000	Trout 379	700	40	0079	1	1000	1000	88.5	
000	Trout 380	700	40	0080	1	1000	1000	88.5	
000	Trout 381	700	40	0081	1	1000	1000	88.5	
000	Trout 382	700	40	0082	1	1000	1000	88.5	
000	Trout 383	700	40	0083	1	1000	1000	88.5	
000	Trout 384	700	40	0084	1	1000	1000	88.5	
000	Trout 385	700	40	0085	1	1000	1000	88.5	
000	Trout 386	700	40	0086	1	1000	1000	88.5	
000	Trout 387	700	40	0087	1	1000	1000	88.5	
000	Trout 388	700	40	0088	1	1000	1000	88.5	
000	Trout 389	700	40	0089	1	1000	1000	88.5	
000	Trout 390	700	40	0090	1	1000	1000	88.5	
000	Trout 391	700	40	0091	1	1000	1000	88.5	
000	Trout 392	700	40	0092	1	1000	1000	88.5	
000	Trout 393	700	40	0093	1	1000	1000	88.5	
000	Trout 394	700	40	0094	1	1000	1000	88.5	
000	Trout 395	700	40	0095	1	1000	1000	88.5	
000	Trout 396	700	40	0096	1	1000	1000	88.5	
000	Trout 397	700	40	0097	1	1000	1000	88.5	
000	Trout 398	700	40	0098	1	1000	1000	88.5	
000	Trout 399	700	40	0099	1	1000	1000	88.5	
000	Trout 400	700	40	0100	1	1000	1000	88.5	

SPACE: 1990 CENSUS SPECIAL TAB 140V. STATE OF NEW YORK

DATE 02/10/78
PAGE 004

4/17/98 12:11:56pm-24

April 9, 1997

Plan to close 4th Ward rail crossings abandoned after packed info session

By BOB COV

A proposal to close the railroad crossings in the 4th Ward of the City of Dunkirk has been dropped by the Norfolk Southern Corp.

The decision follows an informational meeting held Tuesday night at Dunkirk City Hall among railroad officials, local elected officials and members of the public.

About 60 people attended the meeting, the majority of whom were 4th Ward residents opposed to the plan, which would have closed crossings on Bay Street, Atlantic Avenue, and Locust, Hoyt, Irvine and Pennsylvania streets.

After a session that lasted more than an hour, Bill Hughes, a spokesman with Norfolk Southern, said the railroad would drop its proposal.

"We're not going to push the issue," he said. "If you don't want it, we're not going to do it."

When asked directly by an audience member if the crossings would be closed, Mr. Hughes said, "The answer is no."

However, Mr. Hughes said the doors are open and the railroad won't be taking the issue up again in the future.

During a presentation on the proposal — named the "Dunkirk Safety Corridor Project" — Mr. Hughes said safety remains top behind the Norfolk Southern

CSX, Norfolk Southern reach plan for splitting up Carroll track lines

Page 2B

While the railroad has the right-of-way under contract, it is among the most difficult crossing situations, Mr. Hughes said.

As a result, the railroad has proposed closing in many of its 10-gauge crossings in Dunkirk.

Mr. Hughes said this session of track was targeted because there are 6 crossings within 4 blocks of a mile.

"There is a huge concentration, there's no need for that many crossings," he said.

However, residents expressed concerns over the safety of pedestrians — especially children — should the crossings be closed.

Police Chief John Vande also drew similar concerns. "I don't support the closing of these grade crossings," Chief Vande said. "My concern is for the safety of kids in the area."

City Chief John Vande also said he had "major" concerns. "I don't support the closing of these grade crossings," Chief Vande said. "My concern is for the safety of kids in the area."

See Dunkirk, Page 2B

Crossings

Continued from Page 1

concerns related to adequate train and water supply.

Another concern raised was that closing the six crossings would reduce traffic congestion in the remaining crossings.

The city council also went on the record in opposition to the proposal.

"We have had several words of communication with people on this issue," Councilman-at-large Frank Conners said. "There will be a referendum in our next meeting. The answer is no."

Based on the concerns and opposition, Mr. Hughes said the proposal will be dropped at this time.

4/17/98 12:11:56pm-25

PLANS TYPE: EMERGENCY MOTION NO. 23-97

TITLE: CHAUTAUQUA COUNTY BOARD OF SUPERVISORS RESOLUTION TO CLOSE RAILROAD CROSSINGS IN DUNKIRK

BY: Legis. Township & Legis. Rep.

AT THE REQUEST OF:

WHEREAS, the Norfolk Southern Railroad has contacted the City of Dunkirk to propose the closing of a number of railroad crossings in the Fourth Ward, and

WHEREAS, a recent public meeting with residents made it clear that such closures present serious problems with health, safety and convenience of residents, and

WHEREAS, better alternatives should be examined by Norfolk Southern Railroad, such as relocation of the tracks, therefore

LET IT BE KNOWN, That the Chautauqua County Legislature here expresses its opposition to the closing of any railroad crossings by Norfolk Southern Railroad in the Fourth Ward of Dunkirk, it is therefore

MOVED, That the Clerk of the Legislature forward copies of this motion to the Mayor of Dunkirk and the Common Council, Senator Jess J. Present, Assemblyman William Parmelee, Assemblywoman Patricia McGee, and the NYS Department of Transportation

Christie L. Travers
Ronald A. G. J.

Unanimously Adopted, 4/17/97

4/17/98 12:11:56pm-26

December 12, 1997

Three groups still have interest in School 6

By BOB COV

Children's Academy

Three different groups have expressed interest in the vacant School 6 building, according to Dunkirk School Board President Robert Barker.

During a board meeting on Tuesday, Mr. Barker said the Northern Chautauque Boys & Girls Club has an interest in leasing the facility, which closed in June.

The club is currently located in the Monahan Temple building on Carroll Avenue.

On Thursday, the school board president said the Rappaport Children's Academy is also interested in the building, and is working to obtain a permit.

The board president said representatives of both the Boys & Girls Club and the Rappaport Academy have met with the board.

Mr. Barker also said Chautauque Opportunities Inc. also has an interest but has not presented anything to the district in writing.

During a meeting in September, Superintendent

Don Williams said both the Rappaport Academy and COI had made preliminary inquiries regarding the building.

The board of education decided to shut School 6 on March 15 in an effort to consolidate and possibly reorganize the district's elementary schools.

A large number of parents and other residents opposed the move.

During Tuesday's meeting, the board was asked what will become of the "pennant house" from the school, such as photographs and mementos of events at the school.

Superintendent Williams said she would schedule a meeting with the Rappaport 4 PTO officers to discuss the matter, setting them two hours duration of donating some items to the Dunkirk Historical Society.

A parent also suggested some of the items also be donated to the Dunkirk Free Library as parents would have access to them.

4/17/98 12:11:56pm-27

October 14, 1997

Resident asks for closer look at train speeds through city

By BOB COV

Children's Academy

The speed of trains passing through the City of Dunkirk has become more of a concern in the wake of a recent major derailment in the area.

A train from Harrisburg, Pa. derailed just south of the city, causing a major derailment.

In September, 39 cars on a Conrail train derailed just west of the city.

In light of the recent train derailment, many residents want to know if the city is doing enough to ensure the safety of its citizens.

Chief Vande said he has contacted railroad officials on the matter and they are willing to work with the city to address train speeds.

Councilman-at-large Frank Conners said Chief Vande is considering using radar to check train speeds as they pass through the city.

Recently and more derailments are passing through the city.

"Working down while passing through a city like this isn't smart," said the two men to ask," Mr. Vande said. "We cannot rely on luck."

Police Chief John Vande said there is a good limit for trains on the tracks.

"We have a lot of law that sets the speed at 40 mph at grade crossings," he said.

However, enforcement of the speed limit for trains is not within the city's jurisdiction.

Chief Vande said he has contacted railroad officials on the matter and they are willing to work with the city to address train speeds.

Councilman-at-large Frank Conners said Chief Vande is considering using radar to check train speeds as they pass through the city.

4/17/98 12:11:56pm-28

4/17/98 12:11:56pm-29

4/17/98 12:11:56pm-30

4/17/98 12:11:56pm-31

4/2/98 12:26:14 PM-1

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April 13, 1998



VIA OVERNIGHT MAIL

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

Re: Finance Docket No. 33368, CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Co. - Control and Operating Leases/Agreements - General, Inc. and Consolidated Rail Corporation

-Dear Secretary Williams:

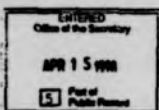
In accordance with the February 27, 1998 Decision No. 69 of the Surface Transportation Board in the captioned docket, enclosed for filing is ASHTA Chemicals Inc. comments on the Draft Environmental Impact Statement (ASHT-15). One original and twenty-six copies of the ASHT-15 pleading are enclosed. Please return the extra copy to us date-stamped in the enclosed self-addressed envelope. Copies of ASHT-15 are being served via first-class mail, postage prepaid, on the Honorable Jacob Levitthal, counsel for Applicants, and all parties of record.

Very truly yours,

Brad Davis Chappell
Brad Davis Chappell

124/Enclosure

cc: All Parties on Official Service List (w/enc.)



4/16/98 9:28:27am-1

ASHT-15

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Finance Docket No. 33368

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

**ASHTA CHEMICALS INC.
COMMENT ON DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Notarizes ASHTA Chemicals Inc. by and through counsel and, pursuant to Decision No. 69 in the above-captioned matter, respectfully submits Comments on the Draft Environmental Impact Statement of the Section of Environmental Analysis.

Respectfully submitted,

Christopher C. McCracken
CHRISTOPHER C. MCCRACKEN, ESQ.
BRAD DAVIS CHAPPELL, ESQ.
ULMER & BERNE
1800 East Ninth Street, Suite 900
Cleveland, Ohio 44114
216-421-9400

Attorneys for ASHTA Chemicals Inc.

4/16/98 9:28:27am-2

COMMENT

I. INTRODUCTION

ASHTA Chemicals Inc. ("ASHTA") is an Ashtabula, Ohio-based manufacturer and shipper of sensitive chemical material classified as hazardous under applicable state and federal law. The present application, if approved as proposed, would involve an increase in the rail shipment of this hazardous material from Ashtabula, Ohio to Buffalo, New York, where it would then be switched and rerouted back in the direction from which it came, and along to southern and western destinations throughout the United States. The mere identification of this route as having potentially significant environmental impacts requires heightened scrutiny by the Surface Transportation Board (the "Board") relative to ASHTA's concerns and its request for relief. Indeed, one of the reasons underlying ASHTA's request for conditions concerned public safety and the hazards posed by increased traffic of chemical products inefficiently transported on this rail segment.

As discussed in ASHT-11, the circuitous routing of hazardous material threatens the public interest by needlessly increasing the amount of hazardous material transported by rail. Indeed, this material could be shipped more safely and more efficiently to its southern and western

The Draft Environmental Impact Statement ("EIS"), inclusive of the Additional Environmental Information set forth in this Board's February 27, 1998 Decision No. 69 ("Decision No. 69"), identifies the Ashtabula, Ohio - Buffalo, New York line ("N-070") along which these hazardous materials would be shipped northward as a key route, a major key route, and a segment with potential hazardous material transport impacts on minority and low-income populations, thereby requiring mitigation measures. EIS Volume 3B, Ch. 5-OH, Tables 5-OH-1 and 5-OH-10; Decision No. 69 at p. 4. Specifically, N-070 is expected to see an increase from 8,000 to 26,000 hazardous material carloads shipped upon it annually, a greater than three-fold increase. EIS Volume 3B, Ch. 5-OH, Table 5-OH-10. N-070 is also expected to see an estimated change in years between accidents from one every 349 years pre-acquisition to one every 175 years post-acquisition. EIS Volume 3B, Ch. 5-OH, Table 5-OH-6.

4/16/98 9:28:27am-3

destiny - via a direct rail route, rather than up to and back from Buffalo. ASHTA requested this Board to condition approval of the present transaction upon Applicants' implementation of an existing switch in the West Yard area of Ashtabula, Ohio, so that ASHTA and any other captive shippers of chemical product in the Ashtabula, Ohio area may ship their products more directly and hence more safely to ultimate southern and western destinations.

In light of the recent identification of the N-070 line as a route having significant environmental impacts, this Board has a duty to consider the impacts identified, fashion an appropriate remedy, and investigate the environmental harm posed by the transaction. In so doing, it would be impossible for this Board to issue a Final Environmental Impact Statement (the "Final EIS") under EIS, 1998. Because of the gravity of the environmental issues involved, the deliberative process undertaken by this Board in considering the impacts to public safety must not be hurried. Comments on the Additional Environmental Information set forth in Decision No. 69 are due April 15, 1998 with the Board scheduled to issue the Final EIS on May 1, 1998. These (3) weeks do not give the Board adequate time to review, analyze and mediate the environmental effects. Therefore, ASHTA hereby underscores the need for careful review of the identified hazardous environmental impacts, and requests that this Board pause to examine and redress each such hazardous impact. The Board must not rush to bring closure to these issues, but must allow itself an opportunity for a thorough and deliberate environmental review process.

II. DISCUSSION

This Board should mitigate against the environmental impacts along the N-070 rail line by conditioning approval of the proposed transaction upon the implementation of a reciprocal switching arrangement or other competitive access remedy in the West Yard. Two primary

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

considerations support this conclusion: first, switching is an appropriate mitigation strategy which will reduce the risk of hazardous material incidents; and second, reciprocal switching should be ordered by the Board, because no other meaningful mitigation strategies have been identified that would reduce the amount of hazardous material transport in a practical and feasible manner.

A. Reciprocal switching is an appropriate mitigation measure which will reduce the risk of hazardous material incidents.

Reciprocal switching in the West Yard area of Ashabola, Ohio is an appropriate mitigation measure. Switching will allow cargo shippers to disseminate hazardous material product more directly to its northern and western destinations. This, in turn, will reduce the risk of hazardous material incidents.

That reduced rail transport of hazardous material reduces the risk of hazardous material incidents beyond dispute. Indeed, throughout the EIS, the Section of Environmental Analysis ("SEA") appears to affirm this fact, observing that even some percent decrease in "car miles per day of cars carrying hazardous material . . . should result in a . . . decrease in hazardous material releases from derailments." EIS, Volume 1, Ch. 4, Section 4.5, p. 4-21. Likewise, in the EIS Executive Summary, p. ES-19, the SEA acknowledges that "one percent fewer rail car-miles of hazardous materials [] should result in a . . . decrease in hazardous materials releases due to derailments."

Moreover, the methodology employed by the SEA in identifying key routes, major key routes, and segments having potential impacts upon minority and low-income populations due to hazardous material transport implicitly recognizes the axiomatic fact that less hazardous material transport results in less hazardous material incidents. Indeed, routes are identified as "key" and

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4/16/98 9:28:27am-5

"major key" routes which require mitigation because of an expected increase in the amount of hazardous materials transport thereon:

SEA applied two different criteria to determine if the effects of routing hazardous material car loads are potentially significant.

1. "The volume of hazardous material transported on a rail line would be 10,000 or more car loads per year. The Acquisition-related change in volume of hazardous material car loads would upgrade a rail line segment to a key route designation.
2. "The volume of hazardous material car loads doubles, and exceeds 20,000 car-load car loads per year. SEA has treated rail line segments [sic] which meet these criteria as a "major key route."

Rail line segments that meet the first criteria are considered "key routes" and warrant the least level mitigation. Rail line segments that meet the second criteria are considered "major key routes" and warrant expanded mitigation See Volume 3B, Volume 5-011, pp. 29 (emphasis added). Should more criteria:

"SEA considered the routing of hazardous material car loads to be potentially significant if the change in volume would make a rail line segment a key route or a major key route. Acquisition volume did not warrant key route designation.

Volume 1, Ch. 4, Section 4.5, p. 4-16.⁷ Likewise, in examining environmental justice impacts of the proposed Acquisition, the SEA recognized "a broad range of potential health and environmental effects . . . including effects on safety [and] hazardous materials transport [that] might result from . . . increases and decreases in rail traffic." Vol. 1, Ch. 3, Section 3.17.1, p. 3-48. The SEA's analysis, itself, requires action to mitigate the likely environmental harms.

⁷See also Volume 1, Ch. 4, Section 4.5, p. 4-16 (explaining key and major key route designations); Volume 3B, Ch. 5-011, pp. 28-29 (same).

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4

4/16/98 9:28:27am-6

Clearly, the foregoing recognizes that a reduction in hazardous material transport will decrease the amount of hazardous material incidents. The SEA's identification of N-070 as a route warranting hazardous material transport mitigation measures therefore justifies heightened Board scrutiny of the proposed Acquisition. Because a reciprocal 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 condition its approval of the proposed transaction on the implementation of such a switch.

Because the N-070 Route has been identified as likely to experience an increase in hazardous material traffic, it is incumbent on this Board to take steps to reduce the volume of hazardous material traffic on this N-070 rail line. Since a decrease in the volume and density of hazardous material transport on N-070 will reduce the risk of hazardous material incidents, and reciprocal switching in the West Yard will allow direct routing of more than 1/3 of the hazardous material product shipped annually by ASHTA out of Ashabola, the Board should be compelled to implement reciprocal switching as an mitigation measure.

B. The Board should order reciprocal switching conditions because the need for consideration of reducing hazardous material transportation has not been adequately addressed.

There is an acute need for Board-ordered conditions in this proposed transaction. Applicants, in their Safety Integration Plans, have failed to acknowledge the fact that decreased hazardous materials traffic will decrease the risk of hazardous material incidents. More importantly, direct routing has been identified as a possible mitigation strategy in the portions of their Safety Integration Plans relating to hazardous materials.

5

4/16/98 9:28:27am-7

Applicants' silence with respect to the need for direct routing is not surprising.

Despite all the arguments about the operating efficiencies to be yielded if the transaction is approved, it is clear that efficiency, safety and protection of the environment are issues not fully being addressed. Applicants have no incentive, and clearly are not inclined, to take any measures which would reduce the amount of hazardous material transport.⁷ The Board should step-in and order the mitigation measures and remedial conditions necessary to achieve "best routing and a reduction in risk of harm to the public and environment.

Safety-related reciprocal switching cannot be opposed on grounds that it is not feasible. See ASHT-11 at 6, 21, 24. Indeed, a viable switch already exists in the West Yard. ASHT-11 at pp. 6. Any argument that switching in the West Yard area is not feasible therefore fails. Reciprocal switching predicated on mitigating environmental impacts should be ordered by this Board given the findings of the SEA. Any argument that there is no basis for such a remedy is spurious. The claim that ASHTA's chemical product was shipped along N-070 pre-acquisition and, therefore, that there is no harm flowing from the transaction simply fails. Such an argument is simplistic, and ignores the fact that the proposed acquisition will radically change the N-070 rail line as well as hazardous material traffic throughout the United States. As the SEA itself has stated:

As a result of the proposed Carroll Acquisition, the railroads would change the routing of many car loads of hazardous material. The designation of key routes would change as the railroads shift hazardous material traffic from one rail line to another.

⁷Both NF and CEX have refused to consider a switching arrangement in the West Yard area which would make direct routing of hazardous materials possible. See ASHT-11, at p. 7.

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6

4/16/98 9:28:27am-8

Draft EIS, Volume 3B, Ch. 5-OH, p. OH-29.

Indeed, the very route at issue, N-070, is expected to see an increase from 8,000 to 26,000 hazardous material carloads shipped upon it annually, a greater than three-fold increase. EIS Volume 3B, Ch. 5-OH, Table 5-OH-10. N-070 is also expected to see an estimated change in years between accidents from one every 249 years pre-acquisition to one every 175 years post-acquisition. EIS Volume 3B, Ch. 5-OH, Tables 5-OH-6. Thus, my argument against the imposition of safety-related switching conditions to mitigate against the environmental impacts is untenable.

CONCLUSION

For all of the foregoing reasons, ASHTA respectfully requests that the Board order reconsideration of the environmental impacts on N-070 by conditioning approval of the proposed construction on the establishment of a respectful-switching-arrangement or other compensatory action, remedy at the West Yard in Ashland, Ohio, and at other feasible locations along the N-070 rail line.

CERTIFICATE OF SERVICE

I hereby certify that copies of ASHTA Chemicals Inc. Comments on the Draft Environmental Impact Statement (ASHT-11) have been served this 4th day of April, 1998, by first-class mail, postage prepaid on the Honorable Jacob Leventhal, all Council of Rectors in Finance Docket No. 33388, and on all parties of record identified on the Official Service List.

Christopher C. McCracken
CHRISTOPHER C. MCCRACKEN, ESQ.
One of the Attorneys for ASHTA Chemicals Inc.

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COPY

ROBERT HERRON
CITY MANAGER

City of Conneaut

Ohio's Shariest Corner

A Rivers Area

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204 Main Street
Conneaut, Ohio 44829
Telephone (440) 353-7481
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April 14, 1998

Ms. Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Re: Finance Docket No. 33388-CBX and
Norfolk Southern-Control and Acquisition
-Conneaut Draft Environmental Impact
Statement and New Information

Dear Ms. 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 your letter of February 27, 1998, in which the SEA has identified potential environmental effects which include hazardous materials, transportation safety, noise and highway/rail at-grade crossing safety and delay impacts which will result from increased rail traffic along the N-070 rail line from Ashland, Ohio to Buffalo, New York. Your conclusion that these potential environmental impacts may have high, adverse and disproportionate effects on low income residents is correct and accurate.

The City of Conneaut is a community of 13,241 encompassing 27.5 square miles. Currently the Norfolk and Southern has a yard in the central city with approximately six miles of railroad track running across the City in a east and west direction. Conneaut also has approximately six miles of railroad intersecting the City on two tracks. Currently nearly 50 trains a day stop or pass through our community on the N&S and Conrail tracks.

Attn: Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Environmental Filing

4/16/98 10:40:04am-1

Ms. Elaine K. Kaiser
April 14, 1998
Page 2

Several areas of concern exist with this proposed merger, most of which deal with the N&S 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 95% daily increase on the N&S lines. Based on the fact that the N&S has a yard in the City, these trains travel through the City at a slow rate, many times stopping. This disrupts vehicular traffic and pedestrian traffic and causes serious safety concerns. The N&S yard and tracks are located adjacent to Conneaut 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 Buffalo, Sandusky, Mill and Chestnut Streets. Each one of these crossings is no more than two blocks from the schools. Trains block these intersections routinely, which has caused serious concerns with children in the neighborhood and when school is beginning and ending. While certainly the City recognizes that it is clearly trespassing to crawl under, over or on trains as they sit at these crossings, the reality of the matter is that the area cannot be watched 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's opinion, potentially diminish property values with a substantial increase in pollution, noise and general distributions. Noise Sensitive Receptors in this area which exceeds 65 dBA L₅₀ will increase by over 100% in areas around the Conneaut yard.

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

2. The Conneaut N&S yard will remain as part of the acquisition, which is welcomed, as the N&S 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, pertain to this aspect of the Environmental Impact Statement, only they should be multiplied tenfold for the environmental impacts from the additional cars handled per day.

Currently the railroad assembles trains by pulling them in and out of the yard, blocking at least five at-grade crossings in the aforementioned neighborhood. This assemblage and the additional cars handled will cause delays, more pollution, and

4/16/98 10:40:04am-2

Ms. Elaine K. Kaiser
April 14, 1998
Page 3

noise as the engines are backing, stopping and restarting many times in this area of the City.

Steps need to be taken to address this dramatic increase of our handling.

3. It has been represented that additional hazardous materials will be handled by the N&S in the Conneaut yard. Obviously this raises public safety concerns for not only the neighborhood around the yard, but the entire City. The City public safety forces are not equipped to handle this type of increase and the City simply does not have the funds available to provide for this protection. The pre-acquisition accident rate of one or about every 244 years to a post acquisition rate of one accident every 25 years further highlights this point.
4. The relocation of Engineers (railroad employees) boarding the trains in the Conneaut yard has been expressed to the City, a reality of the acquisition. Part of the benefits of having the railroad yard located in the City is the good jobs that it provides. To have the Engineers board the trains in Cleveland or Buffalo, clearly constitutes a relocation of jobs from our City which will have a negative impact on City government and local economy. The estimated impact on the local government is at least \$50,000 per year in revenue, with the estimated impact on the local economy of this small city estimated at \$150,000 per year.
5. The current Conrail vehicular grade separation at Broad Street is in deplorable condition. There appears to be no indication of any improvements to address this issue.
6. The areas of the City, west of the N&S yard will also be impacted by the additional trains and our handling in the Conneaut yard. While not as densely populated, the City's Industrial Park and other industries that are located in the area will be adversely impacted. General Aluminum Corporation - 440 employees, CW Ohio - 260 employees, the Bailey Corporation - 400 employees, Fossco Corporation - 67 employees, Wayne Dahlen - 100 employees, Polycorn Humason - 60 employees, and Allied Resins - 60 employees, are all located in close proximity to each other, west of the yard and within two blocks of both the N&S and current Conrail tracks. Crossing delays will impact deliveries, employee access, and the response of emergency vehicles to this industrial area. The increase in response time for emergency vehicles could routinely be as high as 10 minutes. As I am sure you are aware, this could be critical in an industrial accident.
7. The two railroads dissect the City of Conneaut nearly across the middle, leaving the potential to split it in two. Currently on Broad Street, underpasses each exist for both

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Mr. Elmer K. Kaiser
April 14, 1998
Page 4

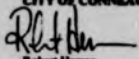
tracks, however, with the proposed acquisition the two underpasses will not be able to be utilized to minimize the environmental impact on the community caused by this acquisition, particularly as it relates to the N&S.

2. If the acquisition is to move forward, the City offers the following suggestions to minimize the environmental impact on the City. These suggestions will assist with noise pollution, air pollution, public safety issues, pedestrian safety and traffic congestion. Please note that this list is preliminary.

- A. A pedestrian overpass walkway be constructed at Mill Street over the N&S tracks.
- B. A vehicular grade separation at Parrish Road for both the N&S and Conrail tracks.
- C. Crossing signalization upgrades on all at-grade crossings for both N&S and Conrail to provide for complete crossing protection. This would enable the City and railroad to eliminate horns.
- D. Renovation of the Conrail/Broad Street underpass. This underpass was built in 1929 and is in serious need of rehabilitation.

The City of Coshocton appreciates the opportunity to comment on this proposed acquisition. We have a rich and storied history as a railroad town and as such, we support and appreciate the railroads as they are still an important employer. However, our concerns and comments on this proposed acquisition are very important to consider, as the impacts of this action will if not addressed, have a negative impact on the economic, social and the overall environment of the City of Coshocton.

If you have any questions, please feel free to contact me.

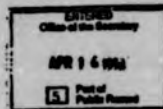
Sincerely,
CITY OF COSHOCTON

Robert Harmon
City Manager

RDH/yb

cc: City Council
Ohio Rail Commission
Congressman Steven LaTourette
Senator Robert Gardner
Representative Ross Buggs

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REPORT THE
SURFACE TRANSPORTATION BOARD
FINANCE DOCKET NO. 33388

RECEIVED
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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

RESPONSIVE COMMENTS SUBMITTED ON BEHALF OF
THE OHIO ATTORNEY GENERAL,
OHIO RAIL DEVELOPMENT COMMISSION AND
THE PUBLIC UTILITIES COMMISSION OF OHIO
TO STB DECISION NO. 69

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DATED: APRIL 15, 1998

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BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388

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

RESPONSIVE COMMENTS SUBMITTED ON BEHALF OF
THE OHIO ATTORNEY GENERAL,
OHIO RAIL DEVELOPMENT COMMISSION AND
THE PUBLIC UTILITIES COMMISSION OF OHIO
TO STB DECISION NO. 69

On February 27, 1998, the Section of Environmental Analysis (SEA) of the Surface Transportation Board (STB) issued a supplement to its December 12, 1997, Draft Environmental Impact Statement (DEIS). The supplement provided information about significant increases in the amount of hazardous materials that would move on select corridors after the acquisition of Conrail by Norfolk Southern and CSX. To ensure that affected parties would have an opportunity to comment on the new information, SEA provided a 45 day comment period with a deadline of April 15, 1998. The Ohio Attorney General (OAG), the Ohio Rail Development Commission (ORDC) and the Public Utilities Commission of Ohio (PUCO) (collectively Ohio) join in filing this response to Decision No. 69.

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

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
CSX Cabin, KY (Portsmouth/New Boston, OH) to Columbus	Scioto, Pike, Ross, Pickaway, Franklin
CSX Deshler, OH to Toledo	Henry, Wood
NS Ashtabula, OH to Buffalo	Ashtabula

Notices were sent to the Emergency Management Agencies of the eight affected Ohio counties advising them of the potential increases in hazard 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 COMMENTS

Need for NS and CSX to Better Coordinate with Local Emergency Response Officials

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

What hazardous commodities are moving in communities now? Some Ohio counties are having difficulty coordinating with

4/17/98 2:50:21pm-3

rail carriers about what is moving through their communities now even before levels of hazardous material traffic are projected to increase significantly.

What hazardous commodities will be carried after the Conrail sale? Many commodities are hazardous but some much more than others. Community concern, and more importantly community preparedness, require that local emergency agencies should be informed as to what might be passing through communities as a result of the Conrail 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 spotted 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 responses to meet new challenges. The concern arising from moving more hazmat through communities is not restricted to "how much more" but also

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

extends to the need for preparedness by all involved to deal with the specific challenges each different hazardous materials might present.

The potential issues NS and CSX need to deal with on the Ohio corridors are representative of the general problem outlined above. Communities along the Dealer 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 13,635 annual carloads of hazmat that will be passing through the area. Similarly, communities on the CSX Columbus to Cabin rail line will face the challenge of an additional 4,000 carloads of hazmat (in 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 to 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.

Need for STB Continued Involvement in Hazmat Issues

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

4

4/17/98 2:50:21pm-5

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 railroad 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.

ASHTA 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. SEA 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. ASHTA Chemicals of Ashtabula, OH, reports that CSX plans to move ASHTA hazmat chemical traffic bound for south and west of Ashtabula east to Buffalo first, and then back down through Ashtabula on

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4/17/98 2:50:21pm-6

its way to its final destination. This Ashtabula to Buffalo to Ashtabula movement doubles the amount of ASHTA hazmat on the line.

Ohio urges the SEA and STB to consider the wisdom of earlier requests of ASHTA and Ohio to allow ASHTA to pay for a reciprocal NS switch in the West Yard in Ashtabula so that NS 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 serious hazardous materials transportation safety impacts, Ohio renews the recommendations in its February 2 filing. Specifically:

Joint Applicants should be required to expand current employee and public emergency response training 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 over specific routes. Given the heavy volumes of hazardous material train traffic that certain Ohio rail segments will experience and the fact that many areas

6

4/17/98 2:50:21pm-7

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 hammet carloads over the Ashtabula-Buffalo line segment by providing ASHTA Chemical its requested reciprocal switch in the public interest.

Respectfully submitted,

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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.

Keith G. O'Brien
Keith G. O'Brien

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.
- F. Safety: Hazardous Materials Transport Analysis.
- G. Transportation: Highway/Rail At-Grade Crossing Traffic Delay Analysis.
- H. Transportation: Roadway Systems 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.
- P. SEA's Best Management Practices for Construction and Abandonment Activities.
- Q. Example Public Outreach Materials.
- R. All Relevant Board Decisions.
- S. Index for the Draft Environmental Impact Statement.
- 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.

GLOSSARY OF TERMS

- 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 bell (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*.

Area of Potential Effect(s) (AoPE):	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.
attainment area:	An area that EPA has classified as complying with the National Ambient Air Quality Standards specified under the Clean Air Act.
authorized speed:	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).
Automatic Block System (ABS):	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.
Automatic Train Control (ATC):	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.
base case:	The No-Action Alternative; the "pre-Acquisition" operations level; the existing environment.
Best Management Practice (BMP):	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.

block group:	A small population area that the U.S. Census Bureau uses to measure and record demographic characteristics. The population of a block group typically ranges from 600 to 3,000 people and is designed to reflect homogeneous living conditions, economic status, and population characteristics. Block group boundaries follow visible and identifiable features, such as roads, canals, railroads, and above-ground high-tension power lines.
block swapping:	The process of moving groups of cars with a common destination (called "blocks") from one train to another.
Board:	The Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
bulletins:	Documents addressed to train crews and other operating employees specifying temporary or local operating rules and restrictions.
cab signaling:	System that provides signal indications in the locomotive cab instead of, or in addition to, wayside signal displays.
carload:	A unit of measure used to describe commodities transported on a railroad typically in a boxcar, tank car, flat car, hopper car, or gondola.
centralized traffic control system:	A signal system that allows for the movement of trains in either direction on designated tracks at the maximum authorized speed, in accordance with the wayside or cab signals or both.
census tract:	Small, relatively permanent statistical subdivisions of a county containing between 2,500 and 8,000 persons. The U.S. Bureau of Census designs census tracts to reflect homogeneous living conditions, economic status, and population characteristics.

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.

**Conrail Shared Assets
Operations:**

See *Shared Assets Areas*.

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.

**Council on
Environmental Quality
(CEQ):**

Federal agency responsible for developing regulations and guidance for agencies implementing the National Environmental Policy Act.

craft employee:

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).

crew caller:

Term applied to a railroad employee who is responsible for notifying train crews when and where to report for duty.

crew calling:

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.

critical habitat:

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.

criteria of significance:

The criteria SEA developed specifically for the proposed Conrail Acquisition to determine whether a potential adverse environmental effect is significant and may warrant mitigation.

cross-tie:

Transverse wooden, concrete, or steel beam supporting the rails of a railroad track.

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.

degradation:	To change a habitat, either terrestrial or aquatic, so that it no longer meets the survival needs of a particular species of plant or wildlife. Such change could include reducing the feeding area, modifying the vegetation type, and limiting the available shelter.
detector car:	One of two types of rail equipment designed to detect imperfections in railroad track structure. Rail detector cars detect internal imperfections within the rail, using ultrasonic techniques. See also <i>track geometry inspection car</i> .
dimensional traffic:	A freight shipment requiring special authorization for movement because of height, width, length, or gross weight.
dispatcher (train):	The railroad operating employee responsible for issuing on-track movement and/or occupancy authority through the use of remotely controlled switches, signals, visual displays, voice control written mandatory directives, and/or all of the above.
dispatcher desk:	The workstation from which a train dispatcher controls a specific portion of a railroad's network.
dispatching:	The process of real-time planning, supervising, and controlling of train movements.
disproportionality (test for):	A comparison test to assess whether potentially high and adverse impacts of an action are predominantly borne or more severe or greater in magnitude in an Environmental Justice (EJ) population than a non-EJ population within the current analysis scale (that is, at the system, state, county, segment, or block group level).
double-stack freight service:	The transport of two intermodal containers stacked on top of each other on one platform of an intermodal rail flat car.

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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.
Endangered Species Act (ESA):	The Endangered Species Act of 1973 (16 U.S.C. 1531 <i>et seq.</i> ; P.L. 93-205), as amended in 1978, is the primary Federal law protecting endangered and threatened wildlife and plant species. The purpose of the law is to provide for the conservation of habitat for such 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.

Environmental Resource Score (ERS):	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.
equipment:	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.
equipment restrictions:	Operating instructions that restrict certain types of locomotives or freight cars from operating over selected line segments.
Errata:	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.
Executive Order (EO) 12898:	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.
extra board crew caller position:	Railroad employee who does not have a regularly assigned position but who works on an on-call basis.

floodplain:	The lowlands adjoining inland and coastal waters and relatively flat areas and flood-prone areas of offshore islands, including, at a minimum, those areas that have a 1 percent or greater chance of flood in any given year (also known as a 100-year or a Zone A floodplain).
Four City Consortium:	An alliance of the cities of East Chicago, Hammond, Gary, and Whiting, Indiana.
freight car inspections:	Pre-departure tests required for railroad freight cars pursuant to Federal Railroad Administration regulations.
fugitive dust:	According to EPA regulations, those particulate matter emissions that could not "reasonably pass" through a stack, chimney, vent, or other functionally equivalent opening. Examples of fugitive dust include wind-borne particulate matter from earth-moving and material handling during construction activities.
Geographic Information System (GIS):	A computer system for storing, retrieving, manipulating, analyzing, and displaying geographic data. GIS combines mapping and databases.
grade crossing:	See <i>highway/rail at-grade crossing</i> .
grade separation:	See <i>separated grade crossing</i> .
gross ton-mile:	A measure of railroad production that represents the weight of cars and freight movement in terms of total tons per mile transported system-wide or over a specific rail line segment. Specifically, 1 ton of railroad car and loading carried 1 mile.

- 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.

historic property:	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.
horn noise (train):	Noise that occurs when locomotives sound warning horns in the vicinity of highway/rail at-grade crossings.
hours-of-service regulations:	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.
Implementing Agreement:	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.
Inconsistent and Responsive (IR) application:	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.
Indian tribe:	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.
interchange point:	Point at which two or more railroads join to exchange freight traffic.

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_{dn}:	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.

major key route:	For the purposes 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.
Mechanical Department:	Department of the railroad primarily responsible for the maintenance and inspection of locomotive, freight cars, and other moving equipment.
Memorandum of Agreement (MOA):	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.
Memorandum of Understanding (MOU):	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.
minority population:	A population composed of persons who are Black (non-Hispanic), Hispanic, Asian American, American Indian, or Alaskan Native.
mitigation:	An action taken to prevent, reduce, or eliminate adverse environmental effects.
motive power:	Locomotives operated by the railroad.

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 <i>et seq.</i> ; 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.

National Register of Historic Places (NRHP):	Administered by the National Park Service, the Nation's master inventory of known historic properties, including buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the Federal, state, and local levels.
Native American:	According to the Native American Graves Protection and Repatriation Act of 1990, as amended (25 U.S.C. 3001 <i>et seq.</i> ; P.L. 101-601), of, or relating to, a tribe, people, or culture that is indigenous to the United States.
Native American lands:	According to the regulations of the Advisory Council on Historic Preservation in 36 CFR 800.2, as modified by the scope of this EIS, all lands under the jurisdiction or control of an Indian tribe, including all lands within the exterior boundaries of any American Indian reservation.
Negotiated Agreement:	An agreement between CSX, NS, or both, and one or more communities or other governmental units that addresses potential environmental impacts or other issues.
No-Action Alternative:	The proposed acquisition of Conrail by CSX and NS does not take place under this alternative; also the present setting for the pre-Acquisition conditions.
noise:	A disturbance or annoyance of an intruding or unwanted sound. Noise impacts essentially depend on the amount and nature of the intruding sound, the amount of background sound already present before the intruding or unwanted sound occurred, and the nature of working or living activity of the people occupying the area where the sound occurs.
noise contour:	Lines plotted on maps or drawings connecting points of equal sound levels.

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.

rail 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 Act (RCRA):	The Resource Conservation and Recovery Act of 1976 (42 U.S.C. 6901 <i>et seq.</i> ; P.L. 94-580) is a Federal act governing the generating, storing, transporting, treating, and disposing of hazardous waste.
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.

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:	<i>See noise-sensitive receptor.</i>
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.

Seven Separate Connections:	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.
Shared Assets Areas:	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.
shifted load:	An improperly secured freight car load that has moved and may protrude beyond the allowed dimensional limits.
shipment:	A unit of freight given to the railroad for movement to its destination by an individual customer.
siding:	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.
signal maintainer:	Railroad employee who maintains signal and communications systems.
socioeconomic:	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.

Sound Exposure Level (SEL):	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.
Spill Prevention, Control, and Countermeasures Plan (SPCCP):	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.
superior train:	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 <i>temporal train separation</i> .
Supplemental Environmental Report:	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.
switch:	The portion of the track structure used to direct cars and locomotives from one track to another.
switching:	The activity of moving cars from one track to another in a yard or where tracks go into a railroad customer's facility.
temporal train separation:	The time separation of passenger trains that share rail lines with freight trains, in order to reduce the possibility of train collisions. See <i>superior train</i> .

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.

trackage right(s):	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 <i>haulage right(s)</i> .
trackage rights agreement:	An agreement between two parties that defines the trackage rights granted to one party over the tracks of a second party.
traffic volume (highway):	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.
traffic volume (rail):	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.
train (freight):	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.
train (passenger):	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.
train crew:	Employees assigned to operate a train, usually an engineer, a conductor, and one or more trainmen.

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.

LIST OF ACRONYMS AND ABBREVIATIONS

AAR	Association of American Railroads
ABS	Automatic Block System
ACHP	Advisory Council on Historic Preservation
ACS	Automatic Cab Signals
ACSES	Advanced Civil Speed Enforcement System
ADT	Average Daily Traffic
ANSI	American National Standards Institute
AoPE	Area of Potential Effect(s)
APTA	American Public Transit Association
ARU	Allied Rail Unions
ASTM	American Society for Testing and Materials
ATC	Automatic Train Control
B&O	Baltimore & Ohio Railroad Company
B&OCT	Baltimore & Ohio Chicago Terminal Railroad Company
BIA	Bureau of Indian Affairs
BMP	Best Management Practice
Board	Surface Transportation Board
BOCT	Baltimore & Ohio Chicago Terminal Railroad Company
BRL	The Cities of Bay Village, Rocky River, and Lakewood, Ohio
CAA	Clean Air Act of 1970
CAAA	Clean Air Act Amendments of 1990
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CO	carbon monoxide
Conrail	Conrail, Inc. and Consolidated Rail Corporation
CP	Control Point
CPR	Canadian Pacific Railway
CRC	Comments and Requests for Conditions
CSX	CSX Corporation and CSX Transportation, Inc.
CTC	Centralized Traffic Control
CZM	Coastal Zone Management

CZMA	Coastal Zone Management Act of 1972
dB	decibel
dBA	A-weighted decibels
DES	Division of Endangered Species
DOI	U.S. Department of the Interior
DOT	Department of Transportation (for state agency)
EA	Environmental Assessment
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ERS	Environmental Resource Score
ESA	Endangered Species Act of 1973
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMEA	Failure Mode and Effects Analysis
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GPS	Global Positioning System
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HCM	The Transportation Research Board's <i>Highway Capacity Manual</i>
HMERP	Hazardous Materials Emergency Response Plan
HMIS	Hazardous Materials Information System
HUD	Department of Housing and Urban Development
ICC	Interstate Commerce Commission
ID	Identification
IHB	Indiana Harbor Belt Railroad Company
IR	Inconsistent and Responsive [application]
ISTEA	Intermodal Surface Transportation Efficiency Act
IT	Information Technology
LAL	Livonia, Avon, and Lakeville Railroad Corporation
L_{dn}	day-night equivalent sound level
L_{eq(h)}	hourly energy-averaged sound level
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MARC	Maryland Rail Commuter (Maryland's Mass Transit Administration's Commuter Rail Service)
MBTA	Massachusetts Bay Transportation Authority

Metra	Northeast Illinois Regional Commuter Railroad Corporation
MNR	Metro-North Railroad (Metro-North Commuter Railroad Company)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MRS	Multiple Resource Score
MRTA	Metro Regional Transit Authority of Akron, Ohio
N/A	Not Applicable
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act of 1969
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NJT	New Jersey Transit
NORAC	Northeast Operating Rules Advisory Committee
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NRC	Nuclear Regulatory Commission
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway Company and Norfolk Southern Corporation
NWI	National Wetlands Inventory
O₃	ozone
OAR	Office of Air and Radiation (within Environmental Protection Agency)
OHPO	Ohio Historic Preservation Office
OMS	Office of Mobile Sources (within Environmental Protection Agency)
PCB	polychlorinated biphenyl
PDEA	Preliminary Draft Environmental Assessment
PIH	Poison Inhalation Hazard
P.L.	Public Law
PM	particulate matter
PM₁₀	particulate matter less than 10 microns in diameter
POR	Party of Record
PSD	Prevention of Significant Deterioration
RCRA	Resource Conservation and Recovery Act of 1976
RCRIS	Resource Conservation and Recovery Information System
RER	Responsive Environmental Report
RQ	Reportable Quantity
SACP	Safety Assurance and Compliance Program
SARA	Superfund Amendments and Reauthorization Act of 1986
SCS	Soil Conservation Service

SEA	Section of Environmental Analysis
SEL	Sound Exposure Level
SEPTA	Southeastern Pennsylvania Transportation Authority
SHPO	State Historic Preservation Office
SIPG	Safety Implementation Plan Guidelines
SPCCP	Spill Prevention, Control, and Countermeasures Plan
Stat.	Statute
STB	Surface Transportation Board
SO₂	sulfur dioxide
TCS	Triple Crown Service
TLCPA	Toledo-Lucas County Port Authority
TMACOG	Toledo Metropolitan Area Council of Governments
Tri-Rail	Florida Tri-County Commuter Rail Authority
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USCG	U.S. Coast Guard
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Area Transit Authority

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT

	Page
<u>VOLUME – EXECUTIVE SUMMARY</u>	
LETTER TO INTERESTED PARTIES	
GUIDE TO EXECUTIVE SUMMARY VOLUME	
CONTENTS OF EXECUTIVE SUMMARY	ES-i
EXECUTIVE SUMMARY	ES-1
INTRODUCTION	ES-1
PURPOSE AND NEED FOR THE PROPOSED CONRAIL ACQUISITION ..	ES-3
DESCRIPTION OF THE PROPOSED ACTION	ES-3
ALTERNATIVES	ES-6
THE BOARD'S ENVIRONMENTAL REVIEW PROCESS AND THE	
PUBLIC'S RIGHT TO SEEK ADMINISTRATIVE REVIEW	ES-7
OVERVIEW OF THE BOARD'S AND SEA'S ENVIRONMENTAL	
ACTIVITIES SINCE THE DRAFT EIS	ES-8
AGENCY COORDINATION AND PUBLIC OUTREACH	ES-8
OVERVIEW OF PUBLIC COMMENTS	ES-8
OPERATIONAL SAFETY AND INTEGRATION PLANS	ES-10
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION	ES-10
CONCLUSIONS	ES-18
FIGURES	
ES-1 Existing System - CSX, Norfolk Southern, and Conrail	ES-4
ES-2 Proposed System - CSX and Norfolk Southern	ES-5
GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
GLOSSARY OF TERMS	Glossary-1
LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i

INFORMATION SOURCES	Sources-1
----------------------------------	------------------

INDEX	Index-1
--------------------	----------------

VOLUME 1

GUIDE TO VOLUME 1

CONTENTS OF CHAPTER 1	1-i
------------------------------------	------------

CHAPTER 1: INTRODUCTION AND BACKGROUND	1-1
---	------------

1.1	INTRODUCTION	1-1
1.2	BACKGROUND OF THE JOINT APPLICATION TO ACQUIRE CONTROL OF CONRAIL	1-2
1.3	PURPOSE OF AND NEED FOR THE PROPOSED CONRAIL ACQUISITION	1-3
1.4	THE BOARD'S APPLICATION REVIEW PROCESS	1-3
1.4.1	Background on Railroad Regulation	1-6
1.4.2	Role of the Board in Reviewing Railroad Mergers and Acquisitions	1-7
1.4.3	SEA and Its Independent Third-party Contractors	1-15
1.4.4	Thresholds for Environmental Analysis	1-15
1.4.5	Analysis of Railroad Activities and Environmental Issues	1-17
1.5	THE PROPOSED ACTION AND ALTERNATIVES	1-19
1.5.1	Proposed Action	1-19
1.5.2	Alternatives	1-22
1.6	SEA'S PUBLIC OUTREACH ACTIVITIES	1-25
1.7	THE BOARD'S AND SEA'S ACTIVITIES SINCE THE DRAFT EIS	1-25
1.8	OVERVIEW OF PUBLIC COMMENTS	1-27
1.9	SAFETY INTEGRATION PLANS	1-28

FIGURES

1-1	Existing System - CSX, Norfolk Southern, and Conrail	1-4
1-2	Proposed System - CSX and Norfolk Southern	1-5
1-3	Surface Transportation Board's Decision Making Process for the Proposed Conrail Acquisition	1-11
1-4	Summary of Environmental Review Process	1-12

TABLES

1-1	Board's Procedural and SEA's Environmental Review Schedule	1-9
1-2	Surface Transportation Board Thresholds for Environmental Analysis	1-16

CONTENTS OF CHAPTER 2	2-i
------------------------------------	------------

CHAPTER 2: SCOPE OF THE ENVIRONMENTAL ANALYSIS	2-1
2.1 THRESHOLDS FOR ENVIRONMENTAL ANALYSIS	2-1
2.2 RAIL LINE SEGMENTS	2-7
2.3 INTERMODAL FACILITIES	2-18
2.4 RAIL YARDS	2-21
2.5 CONSTRUCTIONS	2-22
2.6 ABANDONMENTS	2-25

TABLES

2-1	SEA's Thresholds for Environmental Analysis	2-3
2-2	Rail Line Segments Exceeding SEA Thresholds for Environmental Analysis	2-8
2-3	Intermodal Facilities That Meet or Exceed the Board's Thresholds for Environmental Analysis	2-19
2-4	Rail Yards That Meet or Exceed the Board's Thresholds for Environmental Analysis	2-22
2-5	Proposed Construction Projects	2-24
2-6	Proposed Abandonments	2-25

CONTENTS OF CHAPTER 3	3-i
------------------------------------	------------

CHAPTER 3: AGENCY COORDINATION AND PUBLIC OUTREACH	3-1
3.1 INTRODUCTION	3-1
3.1.1 Public Outreach Process	3-2
3.1.2 Agency Coordination Process	3-2
3.2 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR DRAFT EIS	3-3
3.2.1 Notification of Draft EIS Availability	3-3
3.2.2 Distribution of Draft EIS	3-7
3.2.3 Summary of Draft EIS Public Comment Process	3-9
3.2.4 Ohio Historic Properties Outreach	3-9
3.3 ENVIRONMENTAL JUSTICE	3-10
3.3.1 Environmental Justice Outreach Strategy	3-11
3.3.2 Environmental Justice Outreach Activities	3-11
3.3.3 Additional Environmental Justice Outreach Activities	3-13
3.4 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR FINAL EIS	3-15
3.4.1 Notification of Final EIS Availability	3-15
3.4.2 Distribution of Final EIS	3-16

TABLES

3-1	Notice of Availability Postcard Distribution	3-5
3-2	Distribution of Draft Environmental Impact Statement	3-7

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
GLOSSARY OF TERMS	Glossary-1
LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i

VOLUME 2

GUIDE TO VOLUME 2

CONTENTS OF CHAPTER 4	4-i
------------------------------------	------------

CHAPTER 4: SUMMARY OF ENVIRONMENTAL REVIEW 4-1

4.1 BACKGROUND	4-1
4.1.1 Framework of SEA's Analysis	4-1
4.1.2 Additional Activities Resulting in Refinements to the Draft EIS	4-3
4.2 SAFETY: HIGHWAY/RAIL AT-GRADE CROSSINGS	4-5
4.2.1 Analysis Methods	4-5
4.2.2 Public Comments and Additional Evaluations	4-6
4.2.3 Analysis Results and Impacts	4-7
4.2.4 Mitigation	4-8
4.3 SAFETY: HAZARDOUS MATERIALS TRANSPORT	4-10
4.3.1 Analysis Methods	4-11
4.3.2 Public Comments and Additional Evaluations	4-12
4.3.3 Analysis Results and Impacts	4-14
4.3.4 Mitigation	4-16
4.4 SAFETY: PASSENGER RAIL OPERATIONS	4-18
4.4.1 Analysis Methods	4-18
4.4.2 Public Comments and Additional Evaluations	4-19
4.4.3 Analysis Results and Impacts	4-20
4.4.4 Mitigation	4-21
4.5 SAFETY: FREIGHT RAIL OPERATIONS	4-22
4.5.1 Analysis Methods	4-22
4.5.2 Public Comments and Additional Evaluations	4-23
4.5.3 Analysis Results and Impacts	4-24
4.5.4 Mitigation	4-25
4.6 TRANSPORTATION: PASSENGER RAIL SERVICE	4-26
4.6.1 Analysis Methods	4-27
4.6.2 Public Comments and Additional Evaluations	4-28
4.6.3 Analysis Results and Impacts	4-28

4.6.4	Mitigation	4-29
4.7	TRANSPORTATION: HIGHWAY/RAIL AT-GRADE CROSSING DELAY	4-29
4.7.1	Analysis Methods	4-29
4.7.2	Public Comments and Additional Evaluations	4-31
4.7.3	Analysis Results and Impacts	4-33
4.7.4	Mitigation	4-33
4.7.5	Delay of Emergency Vehicles	4-35
4.8	TRANSPORTATION: ROADWAY SYSTEMS	4-38
4.8.1	Analysis Methods	4-39
4.8.2	Public Comments and Additional Evaluations	4-40
4.8.3	Analysis Results and Impacts	4-42
4.8.4	Mitigation	4-43
4.9	TRANSPORTATION: NAVIGATION	4-43
4.9.1	Analysis Methods	4-43
4.9.2	Public Comments and Additional Evaluations	4-44
4.9.3	Analysis Results and Impacts	4-44
4.9.4	Mitigation	4-45
4.10	ENERGY	4-45
4.10.1	Analysis Methods	4-46
4.10.2	Public Comments and Additional Evaluations	4-47
4.10.3	Analysis Results and Impacts	4-48
4.10.4	Mitigation	4-50
4.11	AIR QUALITY	4-50
4.11.1	Analysis Methods	4-52
4.11.2	Public Comments and Additional Evaluations	4-56
4.11.3	Analysis Results and Impacts	4-61
4.11.4	Mitigation	4-63
4.12	NOISE	4-64
4.12.1	Analysis Methods	4-65
4.12.2	Public Comments and Additional Evaluations	4-66
4.12.3	Analysis Results and Impacts	4-68
4.12.4	Mitigation	4-69
4.13	CULTURAL RESOURCES	4-72
4.13.1	Analysis Methods	4-72
4.13.2	Public Comments and Additional Evaluations	4-73
4.13.3	Analysis Results and Impacts	4-74
4.13.4	Mitigation	4-75
4.14	HAZARDOUS WASTE SITES	4-78
4.14.1	Analysis Methods	4-78
4.14.2	Public Comments and Additional Evaluations	4-79
4.14.3	Analysis Results and Impacts	4-80
4.14.4	Mitigation	4-81
4.15	NATURAL RESOURCES	4-82

4.15.1	Analysis Methods	4-82
4.15.2	Public Comments and Additional Evaluations	4-83
4.15.3	Analysis Results and Impacts	4-85
4.15.4	Mitigation	4-86
4.16	LAND USE AND SOCIOECONOMICS	4-88
4.16.1	Analysis Methods	4-88
4.16.2	Public Comments and Additional Evaluations	4-89
4.16.3	Analysis Results and Impacts	4-90
4.16.4	Mitigation	4-91
4.17	ENVIRONMENTAL JUSTICE	4-92
4.17.1	Analysis Methods	4-93
4.17.2	Public Comments and Additional Evaluations	4-95
4.17.3	Analysis Results and Impacts	4-98
4.17.4	Mitigation	4-100
4.18	CUMULATIVE EFFECTS	4-103
4.18.1	Analysis Methods	4-105
4.18.2	Public Comments and Additional Evaluations	4-108
4.18.3	Analysis Results and Impacts	4-109
4.18.4	Mitigation	4-112
4.19	COMMUNITY EVALUATIONS	4-112
4.19.1	Greater Cleveland Area, Ohio	4-113
4.19.2	Erie, Pennsylvania	4-149
4.19.3	Four City Consortium, Indiana	4-157
4.19.4	Lafayette, Indiana	4-164
4.20	INCONSISTENT AND RESPONSIVE APPLICATIONS AND REQUESTS FOR CONDITIONS	4-170
4.21	SETTLEMENT AGREEMENTS AND NEGOTIATED AGREEMENTS	4-178
4.21.1	Settlement Agreements	4-178
4.21.2	Negotiated Agreements	4-181
4.22	ANTICIPATED ENVIRONMENTAL BENEFITS	4-183
4.22.1	Energy Efficiency and Consumption	4-183
4.22.2	Air Quality	4-184
4.22.3	Hazardous Materials Transportation	4-184
4.22.4	Transportation Safety	4-185

FIGURES

4-1	Greater Cleveland Area Rail Routes	4-115
4-2	Cleveland Area Alternative 1 - Application Base Case	4-116
4-3	Cleveland Area Alternative 2 - NS Cloggsville	4-122
4-4	Cleveland Area Alternative 3 - Cleveland Flip Plan No. 1	4-123
4-5	Cleveland Area Alternative 4 - Cleveland Flip Plan No. 2	4-124
4-6	Cleveland Area Alternative 5 - Wickliffe Flyover	4-125
4-7	Cleveland Area Alternative 6 - Wickliffe Flyover with Erie Connection	4-126

4-8	Cleveland Area Alternative 7 - Cleveland Reverse Curve	4-127
4-9a	Erie Area Rail Routes	4-152
4-9b	Erie Area Rail Routes	4-153
4-10a	Four City Area Rail Routes	4-157
4-10b	Four City Area Rail Routes	4-159
4-11	Lafayette Area Rail Routes	4-166

TABLES

4-1	Surface Transportation Board Thresholds for Environmental Analysis	4-2
4-2	Revised Findings and Recommendations for Highway/Rail At-grade Crossing Safety	4-8
4-3	Disproportionately High and Adverse Impacts on Environmental Justice Populations for Which SEA Recommends Mitigation	4-101
4-4	Train Traffic Through Selected Greater Cleveland Residential Areas	4-121
4-5a	Comparison of Alternative Routes in the Greater Cleveland Area - Implementation and Operational Issues	4-130
4-6	Requests for Conditions Submitted by Passenger/Commuter Rail Organizations	4-174
4-7	Summary of Adverse Environmental Impacts by State	4-186

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 3

GUIDE TO VOLUME 3

CONTENTS OF CHAPTER 5	5-i
------------------------------------	------------

CHAPTER 5: SUMMARY OF COMMENTS AND RESPONSES	5-1
---	------------

5.1	OVERVIEW OF COMMENTS	5-3
5.1.1	Federal Agencies	5-3
5.1.2	Applicants	5-4
5.1.3	National and Regional Groups	5-4
5.1.4	Alabama	5-5
5.1.5	Connecticut	5-5
5.1.6	Delaware	5-5
5.1.7	Florida	5-5

5.1.8	Georgia	5-6
5.1.9	Illinois	5-6
5.1.10	Indiana	5-6
5.1.11	Kentucky	5-6
5.1.12	Louisiana	5-7
5.1.13	Maryland	5-7
5.1.14	Massachusetts	5-7
5.1.15	Michigan	5-7
5.1.16	Mississippi	5-7
5.1.17	Missouri	5-7
5.1.18	New Jersey	5-8
5.1.19	New York	5-8
5.1.20	North Carolina	5-8
5.1.21	Ohio	5-8
5.1.22	Pennsylvania	5-9
5.1.23	Rhode Island	5-9
5.1.24	South Carolina	5-9
5.1.25	Tennessee	5-9
5.1.26	Virginia	5-9
5.1.27	West Virginia	5-10
5.1.28	District of Columbia	5-10
5.2	GENERAL COMMENTS ON THE DRAFT EIS	5-11
5.2.1	The Application Review Process	5-11
5.2.1.1	Support for the Proposed Conrail Acquisition	5-11
5.2.1.2	Opposition to the Proposed Conrail Acquisition	5-12
5.2.1.3	Merits	5-13
5.2.1.4	Consultation and Negotiation	5-14
5.2.1.5	Oversight and Enforcement Period	5-16
5.2.2	The Environmental Review Process	5-17
5.2.2.1	Application of NEPA	5-17
5.2.2.2	Public Involvement	5-18
5.2.2.3	Alternatives to the Proposed Conrail Acquisition	5-21
5.2.2.4	Methodology of the Impact Analysis	5-22
5.2.2.5	Requests for Information and Corrections	5-26
5.2.2.6	Mitigation	5-28
5.2.3	System-wide Technical Analysis	5-36
5.2.3.1	Safety: Highway/Rail At-grade Crossings	5-36
5.2.3.2	Safety: Hazardous Materials Transport	5-44
5.2.3.3	Safety: Passenger Rail Operations	5-50
5.2.3.4	Safety: Freight Rail Operations	5-54
5.2.3.5	Safety: Other	5-57
5.2.3.6	Transportation: Passenger Rail Service	5-57
5.2.3.7	Transportation: Highway/Rail At-grade Crossing	

	Delay	5-66
5.2.3.8	Transportation: Roadway Systems	5-74
5.2.3.9	Transportation: Other	5-75
5.2.3.10	Energy	5-76
5.2.3.11	Air Quality	5-76
5.2.3.12	Noise	5-85
5.2.3.13	Cultural and Historic Resources	5-89
5.2.3.14	Natural Resources	5-91
5.2.3.15	Land Use and Socioeconomics	5-92
5.2.3.16	Environmental Justice	5-94
5.2.3.17	Cumulative Effects	5-104
5.3	COMMENTS ON STATE AND COMMUNITY ISSUES	5-106
5.3.1	Alabama	5-106
5.3.2	Connecticut	5-107
5.3.3	Delaware	5-112
5.3.4	Florida	5-122
5.3.5	Georgia	5-123
5.3.6	Illinois	5-125
5.3.7	Indiana	5-155
5.3.8	Kentucky	5-185
5.3.9	Louisiana	5-189
5.3.10	Maryland	5-192
5.3.11	Massachusetts	5-200
5.3.12	Michigan	5-202
5.3.13	Mississippi	5-222
5.3.14	Missouri	5-224
5.3.15	New Jersey	5-225
5.3.16	New York	5-236
5.3.17	North Carolina	5-257
5.3.18	Ohio	5-264
5.3.19	Pennsylvania	5-417
5.3.20	Rhode Island	5-440
5.3.21	South Carolina	5-441
5.3.22	Tennessee	5-442
5.3.23	Virginia	5-444
5.3.24	West Virginia	5-468
5.3.25	District of Columbia	5-469

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT Guide-1

GLOSSARY OF TERMS Glossary-1

LIST OF ACRONYMS AND ABBREVIATIONS Acronyms-1

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT i

VOLUME 4

GUIDE TO VOLUME 4

CONTENTS OF CHAPTER 6 6-i

CHAPTER 6: SAFETY INTEGRATION PLANNING 6-1

6.1	INTRODUCTION AND SUMMARY	6-1
6.2	PROCEDURAL HISTORY	6-3
6.3	SAFETY INTEGRATION PLANNING OVERVIEW	6-4
6.3.1	Purpose and Topics of the Safety Integration Plans	6-4
6.3.2	Operating Practices, Rules, and Procedures	6-5
6.3.3	Dispatching	6-5
6.3.4	Signals, Communications, and Train Control	6-5
6.3.5	Motive Power and Equipment	6-6
6.3.6	Track and Structures	6-7
6.3.7	Hazardous Materials Transport and Handling	6-7
6.3.8	Passenger Service	6-7
6.3.9	Overall Safety Management Process	6-8
6.3.10	Planning and Scheduling	6-8
6.3.11	Staffing and Workload	6-8
6.3.12	Training	6-9
6.3.13	Implementation Monitoring and Feedback	6-9
6.3.14	Corporate Culture's Safety Implications	6-10
6.3.15	Information Technology	6-10
6.4	SUMMARY OF COMMENTS REGARDING SAFETY INTEGRATION PLANS	6-11
6.4.1	U.S. Department of Transportation	6-11
6.4.2	State and Local Government	6-12
6.4.3	Non-Applicant Railroads	6-13
6.4.4	Labor Unions	6-13
6.4.5	Shippers and Other Parties	6-14
6.4.6	CSX and NS	6-15
6.5	SEA'S CONCLUSIONS	6-16
6.5.1	Responses to Comments	6-16
6.5.2	Recommended Conditions	6-19
6.6	MEMORANDUM OF UNDERSTANDING (MOU)	6-19

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT Guide-1

GLOSSARY OF TERMS	Glossary-1
LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i

VOLUME 5

GUIDE TO VOLUME 5

CONTENTS OF CHAPTER 7	7-i
------------------------------------	------------

CHAPTER 7: RECOMMENDED ENVIRONMENTAL CONDITIONS	7-1
--	------------

7.1	OVERVIEW	7-1
7.1.1	Broad Geographic Scope of the Proposed Conrail Acquisition	7-3
7.1.2	Number of Concerned Communities	7-3
7.1.3	Variety of Environmental Issues	7-4
7.1.4	Importance of Safety	7-4
7.1.5	Importance of Safety Integration Planning	7-5
7.1.6	Accommodation of Freight Rail and Passenger Rail Service on the Same Rail Line	7-6
7.1.7	Concerns About Environmental Justice	7-6
7.1.8	The Scope of the Board's Jurisdiction to Impose Mitigation	7-7
7.1.9	SEA's Conclusions	7-8
7.2	FINAL RECOMMENDED ENVIRONMENTAL CONDITIONS	7-10
7.2.1	Final Recommended General Conditions	7-12
7.2.2	Final Recommended Regional Environmental Conditions	7-16
7.2.3	Final Recommended Local or Site-specific Environmental Conditions	7-24
7.2.4	Final Recommended Environmental Conditions for Proposed Constructions and Abandonments	7-49
7.3	RECOMMENDED SAFETY INTEGRATION CONDITIONS	7-53
7.4	RECOMMENDED MONITORING AND ENFORCEMENT	7-53

TABLES

7-1	Final Recommended Conditions by State	7-10
-----	---	------

ATTACHMENTS

7-A	Best Management Practices for Recommended Environmental Conditions Nos. 68 and 69	7-54
-----	--	------

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i

VOLUME 6A

GUIDE TO VOLUME 6A

LIST OF APPENDICES	Appendices-i
---------------------------------	---------------------

APPENDIX A: COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT	A-1
--	------------

TABLES

A-1	Comments Received on the Draft EIS	A-3
A-2	Comments Received on SEA's Additional Hazardous Materials Transport and Noise Analysis	A-19
A-3	Comment Documents Received between Publication of the Final Scope and Service of the Draft EIS	A-21
A-4	Comments Received after Close of Comment Period	A-25

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 6B

GUIDE TO VOLUME 6B

LIST OF APPENDICES	Appendices-i
---------------------------------	---------------------

APPENDIX B: DRAFT ENVIRONMENTAL IMPACT STATEMENT CORRECTION LETTER, ERRATA, SUPPLEMENTAL ERRATA AND ADDITIONAL ENVIRONMENTAL INFORMATION, AND BOARD NOTICES TO PARTIES OF RECORD	B-1
Draft Environmental Impact Statement Correction Letter	B-5
Draft Environmental Impact Statement Errata	B-13
Draft Environmental Impact Statement Supplemental Errata	B-41
Draft Environmental Impact Statement Additional Environmental	

Information	B-79
-------------------	------

TABLES

B-1	Distribution of the Correction Letter, Errata, and Supplemental Errata	B-2
B-2	Distribution of the Additional Environmental Information	B-3

APPENDIX C: SETTLEMENT AGREEMENTS AND NEGOTIATED

AGREEMENTS	C-1
C.1 SETTLEMENT AGREEMENTS	C-1
C.1.1 CSX	C-3
C.1.2 NS	C-3
C.2 NEGOTIATED AGREEMENTS	C-4
C.2.1 CSX	C-4
C.2.2 NS	C-5
C.2.3 CSX and NS	C-5

ATTACHMENTS

C-1	SEA Letter Requesting That NS and CSX Provide a Verified Statement or a Supplemental Environmental Report for Settlement Agreements (February 13, 1998)	C-7
C-2	SEA Letter Requesting Copies of all Settlement Agreements That CSX and NS Have Reached with Other Railroads or Organizations (March 27, 1998)	C-11
C-3	Verified Statement of John H. Friedmann, Strategic Planning Director, NS	C-17
C-4	Supplemental Environmental Report of NS Regarding Settlement Agreement with Indiana & Ohio Rail System	C-27
C-5	Verified Statement of William M. Hart, Vice President of Corporate Development, CSX	C-35

APPENDIX D: AGENCY CONSULTATION	D-1
Agency Letters	D-17

TABLES

D-1	Consultation With Agencies	D-1
-----	----------------------------------	-----

APPENDIX E: SAFETY: HIGHWAY/RAIL AT-GRADE CROSSING SAFETY ANALYSIS	E-1
---	------------

ATTACHMENTS

E-1	Illinois Highway/Rail At-grade Crossing Accident Frequency	E-3
E-2	Indiana Highway/Rail At-grade Crossing Accident Frequency	E-9
E-3	Maryland Highway/Rail At-grade Crossing Accident Frequency	E-23
E-4	Michigan Highway/Rail At-grade Crossing Accident Frequency	E-27
E-5	New York Highway/Rail At-grade Crossing Accident Frequency	E-31
E-6	Ohio Highway/Rail At-grade Crossing Accident Frequency	E-35

E-7	Pennsylvania Highway/Rail At-grade Crossing Accident Frequency	E-61
E-8	Virginia Highway/Rail At-grade Crossing Accident Frequency	E-67
E-9	West Virginia Highway/Rail At-grade Crossing Accident Frequency	E-73

APPENDIX F: SAFETY: HAZARDOUS MATERIALS TRANSPORT

ANALYSIS	F-1
-----------------------	------------

ATTACHMENTS

F-1	Comparison of CSX Hazardous Materials Transport Data Used in the Draft EIS and Final EIS	F-3
F-2	All Rail Line Segments with a Projected Increase in Hazardous Materials Transported	F-11
F-3	New Key Route and Major Key Route Rail Line Segments	F-17
F-4	Accident Predictions for Rail Line Segments with a Projected Increase in Hazardous Materials Transported	F-21

APPENDIX G: TRANSPORTATION: HIGHWAY/RAIL AT-GRADE

CROSSING TRAFFIC DELAY ANALYSIS	G-1
--	------------

G.1	REVISED ANALYSES WITH REFINED DATA	G-1
-----	--	-----

G.2	ADDITIONAL ANALYSES IN RESPONSE TO PUBLIC COMMENTS	G-2
-----	--	-----

G.2.1	Emergency Response Vehicle Delay	G-2
-------	--	-----

G.2.2	Fostoria, Ohio	G-5
-------	----------------------	-----

G.2.3	Corridor Analysis	G-8
-------	-------------------------	-----

FIGURES

G-1	Fostoria Area	G-6
-----	---------------------	-----

ATTACHMENTS

G-1	Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-11
-----	---	------

G-2	CSX Louisville Service Lane/Toledo Subdivision (Columbus to Toledo) Rail Line Segment C-065 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-21
-----	---	------

G-3	CSX C&O Business Unit/Columbus Subdivision (Columbus to Toledo) Rail Line Segments C-070 and C-229 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-25
-----	--	------

G-4	CSX Baltimore Service Lane/Willard Subdivision (Willard to Auburn) Rail Line Segments C-066 and C-206 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-29
-----	---	------

G-5	Conrail Dearborn Division (Chicago Line) Rail Line Segments N-077 and N-303 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-33
-----	---	------

G-6	NS Lake Region (Cleveland and Fostoria Districts) Rail Line Segments C-080 and C-467 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-37
-----	--	------

G-7	NS Lake Region (Sandusky District) Rail Line Segments N-071, N-073, and	
-----	---	--

	N-085 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-43
G-8	NS Lake Region (Toledo District) Rail Line Segment N-079 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-47
G-9	NS Lake Region (Detroit District) Rail Line Segment N-476 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-51
G-10	Conrail Indianapolis Division/Indianapolis Line (Wellington and New London) Rail Line Segment C-061 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-55
G-11	NS Illinois Region/Lafayette District (Lafayette) Rail Line Segment C-046 Highway/Rail At-grade Crossing Vehicle Delay and Queues	G-59

APPENDIX H: TRANSPORTATION: ROADWAY SYSTEMS ANALYSIS H-1

H.1	NEW YORK CITY/NORTHERN NEW JERSEY METROPOLITAN AREA	H-1
H.1.1	Existing Transportation Environment	H-3
H.1.2	The Applicants' Proposed Operations	H-7
H.1.3	Conditions Proposed in the Metropolitan Area by Parties of Record	H-9
H.1.4	Draft EIS Analysis of Changes Related to the Proposed Conrail Acquisition in Northern New Jersey and in the New York Metropolitan Area	H-12
H.1.5	Analysis of Truck Movement Effects within the Metropolitan Area Regional Highway System	H-14
H.2	NS PROPOSED SANDUSKY INTERMODAL FACILITY	H-19
H.3	PHILADELPHIA AREA INTERMODAL FACILITIES	H-21
H.3.1	Proposed NS AmeriPort/South Philadelphia Intermodal Facility	H-24
H.3.2	Revised Analysis for NS Morrisville Intermodal Facility	H-25

FIGURES

H-1	Proposed Transportation Routes - Metropolitan New York City Area and Southern New England	H-2
H-2A	Metropolitan New York City Area Major Transportation Facilities and Truck Routes	H-4
H-2B	Metropolitan New York City Area Major Transportation Facilities and Truck Routes	H-5
H-3	Metropolitan New York City Area Maximum Potential Truck Route Shifts ...	H-18
H-4	NS - Sandusky Triple Crown Services Facility	H-20
H-5	CSX and NS South Philadelphia Intermodal Facilities	H-22

TABLES

H-1	Tractor-trailers (Heavy Trucks) Average Daily Traffic (ADT), Eastbound	H-7
H-2	Metropolitan Area and Southern New England Commentor List	H-10

H-3	Increased Trucks at Intermodal Facilities in the Proposed North Jersey Shared Assets Area	H-13
H-4	Effects of Potential Truck Trip Shifts from Tappan Zee Bridge to George Washington Bridge on Average Daily Traffic	H-17
H-5	Increased Truck Activity Associated With Proposed Sandusky Intermodal Facility	H-19
H-6	Increased Truck Activity Associated With Proposed NS AmeriPort/South Philadelphia Intermodal Facility	H-25
H-7	Traffic Analysis Summary for Morrisville Intermodal Facility	H-26

APPENDIX I: AIR QUALITY ANALYSIS I-1

I.1	EMISSIONS ANALYSES	I-1
I.1.1	Additional and Revised Emissions Analyses	I-3
I.1.2	Additional Emissions Analysis Associated With Increased Traffic from Inconsistent and Responsive Applications and Settlement Agreements	I-9
I.2	ADDITIONAL ANALYSES IN RESPONSE TO COMMENTS	I-13
I.2.1	Projected Cumulative Changes in Nitrogen Oxides Emissions	I-13
I.2.2	Potential Ambient Carbon Monoxide Concentrations Due to Motor Vehicle Delays at Highway/Rail At-grade Crossings	I-15
I.2.3	Potential Ambient Air Pollutant Concentrations Due to Diesel Locomotive Exhaust Emissions from Stopped Trains	I-17
I.2.4	Potential Ambient Air Pollutant Concentrations Due to Emissions from Diesel Locomotives on Rail Line Segments	I-20
I.2.5	Potential Health Effects of Toxic Air Pollutants in Diesel Locomotive Exhaust Emissions	I-25

TABLES

I-1	County/Jurisdiction Emissions Screening Levels	I-2
I-2	Butler County, Ohio Annual Nitrogen Oxides Emissions Summary	I-4
I-3	Hamilton County, Ohio Annual Nitrogen Oxides Emissions Summary	I-5
I-4	Ottawa County, Ohio Annual Nitrogen Oxides Emissions Summary	I-6
I-5	Wayne County, Michigan Annual Nitrogen Oxides Emissions Summary	I-8
I-6	Estimated Increases in Emissions in Albany County	I-10
I-7	Estimated Increases in Emissions in Rensselaer County	I-10
I-8	Vanderburgh County Annual Nitrogen Oxides Emissions Summary	I-11
I-9	Estimated Increases in Emissions in Counties Affected by Louisville and Indiana Railroad Settlement	I-12
I-10	Carbon Monoxide Modeling Input Values and Results for Highway/rail At-grade Crossings	I-16
I-11	Modeling Input Values for Analysis of Stopped, Idling Locomotives	I-19
I-12	Maximum Concentrations of Criteria Pollutants Due to Stopped, Idling Diesel Locomotives	I-20

I-13	Modeling Input Values For Analysis of Locomotives on Rail Line Segments . . .	I-22
I-14	Maximum Concentrations of Criteria Pollutants Due to 153 Locomotive Passbys/Day Compared to EPA Significance Levels and NAAQS	I-24

ATTACHMENTS

I-1	Cumulative Nitrogen Oxides Emissions Changes Due to Proposed Conrail Acquisition and EPA Locomotive Rules	I-31
I-2	Charts Showing Cumulative Nitrogen Oxides (NO _x) Emissions Changes Due to Proposed Conrail Acquisition and EPA Locomotive Rules	I-35
I-3	Maximum Concentrations of Diesel Particulates and Organic Substances and Comparison to Health Criteria for 153 Diesel Locomotive Passbys Per Day	I-45
I-4	Maximum Calculated Concentrations of Diesel Particulates and Organic Substances Due to Locomotives and Comparison to Health Criteria for 73 Locomotive Passbys Per Day	I-49

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
------------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 6C

GUIDE TO VOLUME 6C

LIST OF APPENDICES	Appendices-i
-------------------------------------	---------------------

APPENDIX J: NOISE ANALYSIS	J-1
---	------------

J.1	DEFINITION OF RAILROAD NOISE	J-1
J.2	SCREENING PROCESS	J-1
J.3	MODELING	J-2
J.3.1	Geographic Information System-based Noise Model	J-3
J.3.2	Reference Sound Exposure Level Values	J-3
J.3.3	Parallel Rail Line Segments	J-4
J.3.4	Wayside Noise at Highway/Rail At-grade Crossings	J-4
J.4	QUALITY ASSURANCE/QUALITY CONTROL	J-4
J.5	RESULTS	J-4
J.6	NOISE MITIGATION	J-5
J.6.1	Noise Mitigation Criteria	J-5
J.6.2	Noise Mitigation Analysis	J-6
J.6.3	Mitigation Analysis Results	J-6

TABLES

J-1	Reference Sound Exposure Level Values (dBA)	J-3
J-2	Receptors That Meet Wayside Noise Mitigation Criteria	J-7

ATTACHMENTS

J-1	Noise Impact Analysis Quality Assurance Checklist	J-9
J-2	Sensitive Receptor Counts for Rail Line Segments That Meet the Board's Thresholds for Noise Analysis	J-13
J-3	Sensitive Receptor Counts for Intermodal Facilities and Rail Yards That Meet the Board's Thresholds for Noise Analysis	J-17
J-4	Noise Contour Maps Showing Receptors That Meet the Noise Mitigation Criteria	J-21

APPENDIX K: CULTURAL RESOURCES ANALYSIS	K-1
K.1 RANDOLPH STREET GRADE SEPARATION	K-1
K.2 SOUTH BEND-TO-DILLON JUNCTION ABANDONMENT	K-2
K.3 PARIS-TO-DANVILLE ABANDONMENT	K-2

APPENDIX L: NATURAL RESOURCES ANALYSIS	L-1
L.1 NATURAL RESOURCES ASSESSMENT	L-1
L.1.1 Analysis Presented in the Draft EIS	L-2
L.1.2 Natural Resources Assessment Conclusions	L-4
L.2 STORMWATER IMPACTS ASSESSMENT	L-4
L.3 HAZARDOUS MATERIALS ASSESSMENT	L-6
L.3.1 Chemical Migration	L-7
L.3.2 Risk Potential for Hazardous Materials Transport	L-9
L.3.3 Mitigation for Potential Releases	L-10
L.3.4 Hazardous Materials Assessment Conclusions	L-12

TABLES

L-1	Potential Effects of a Chemical Release	L-8
L-2	Top 10 Hazardous Chemicals and Petroleum Products Transported	L-8

ATTACHMENTS

L-1	Failure Mode and Effects Analysis (FMEA)	L-13
-----	--	------

APPENDIX M: ENVIRONMENTAL JUSTICE ANALYSIS	M-1
M.1 BACKGROUND INFORMATION	M-1
M.1.1 Summary of Draft EIS Environmental Justice Analysis Methodology and Conclusions	M-2
M.1.2 Public Comments and SEA Response	M-3
M.2 METHODOLOGY	M-3
M.2.1 Identifying the Potential Health and Environmental Effects	M-4
M.2.2 Determining Whether Potential Effects Might Occur in Minority	

	and Low-income Populations	M-4
M.2.3	Assessing Whether Potential Effects are "High" and "Adverse"	M-6
M.2.4	Determining Whether Potentially High and Adverse Effects Are Disproportionate	M-7
M.3	QUANTITATIVE RESULTS	M-14
M.4	DETERMINING APPROPRIATE MITIGATION MEASURES TO AVOID OR REDUCE DISPROPORTIONATE EFFECTS	M-17
M.5	ADDITIONAL OR TAILORED MITIGATION TO ADDRESS DISPROPORTIONATELY HIGH AND ADVERSE IMPACTS ON MINORITY AND LOW-INCOME POPULATIONS	M-17

TABLES

M-1	Premitigation Noise Level Scores	M-9
M-2	Premitigation Increase in Noise Level Scores	M-9
M-3	Premitigation Hazardous Materials Transport Scores	M-10
M-4	Premitigation Increase in Hazardous Materials Transport Scores	M-10
M-5	Route Designation Scores	M-11
M-6	Premitigation Highway/Rail At-grade Crossing Safety and Traffic Delay Scores	M-12
M-7	Areas of Potential Effect with Disproportionately High and Adverse Effects on Minority and Low-income Populations by Rail Line Segment (Premitigation)	M-14
M-8	Proposed Tailored or Additional Mitigation for Areas of Potential Effect with Disproportionately High and Adverse Effects on Minority and Low-income Populations	M-19

ATTACHMENTS

M-1	Environmental Justice Summary for Intermodal Facilities	M-21
M-2	Summary of Areas of Potential Effect for the System and Each State	M-25
M-3	Summary of Number of Environmental Justice, Nonenvironmental Justice, and Total Block Groups in Each County	M-29
M-4	Summary of Noise Scoring by State	M-39
M-5	Summary of Noise Scoring by County	M-43
M-6	Summary of Hazardous Materials Scoring by State	M-51
M-7	Summary of Hazardous Materials Scoring by County	M-55
M-8	Summary of Safety and Delay Scoring by State	M-63
M-9	Summary of Safety and Delay Scoring by County	M-67
M-10	Environmental and Nonenvironmental Justice Communities with High and Adverse Multiple Impacts	M-75
M-11	Summary of MRS Scoring at State Level	M-83
M-12	Summary of MRS Scoring at County Level	M-87
M-13	Pre-Mitigation Test Results and Conclusions for SEA's Threshold Segments ..	M-97
M-14	Pre-Mitigation Test Results and Conclusions for SEA's State Analysis	M-101

M-15	Pre-Mitigation Test Results and Conclusions for SEA's County Analysis	M-105
M-16	Map of Environmental Justice County Groupings	M-109
M-17	Pre-Mitigation Test Results and Conclusions for Cleveland, Lafayette, and Erie Alternatives	M-113

APPENDIX N: COMMUNITY EVALUATIONS N-1

N.1	CLEVELAND, OHIO	N-1
N.1.1	Definition of Study Area	N-3
N.1.2	Alternative Actions Considered	N-7
N.1.2.1	Alternative 1: Application Base Case Alternative	N-7
N.1.2.2	Alternative 2: NS Cloggsville Alternative	N-11
N.1.2.3	Alternatives Offered by the City of Cleveland	N-16
N.1.2.4	Alternatives Developed by SEA for Consideration	N-25
N.1.2.5	Overview Comparison of Train Traffic in the Seven Alternatives	N-37
N.1.2.6	Additional Improvements	N-39
N.1.2.7	Discretionary Stand-Alone Improvements in the Greater Cleveland Area	N-40
N.1.2.8	Alternatives Considered and Rejected from Further Study	N-40
N.1.2.9	Proposal to Establish a Neutral Independent Railroad Operating Entity to Serve Northeastern Ohio	N-41
N.1.3	Potential Environmental Impacts of the Alternative Actions and Recommended Mitigation	N-44
N.1.3.1	Safety: Highway/Rail At-grade Crossings	N-45
N.1.3.2	Safety: Hazardous Materials Transport	N-47
N.1.3.3	Safety: Passenger Rail Operations	N-50
N.1.3.4	Safety: Freight Rail Operations	N-52
N.1.3.5	Transportation: Passenger Rail Service	N-53
N.1.3.6	Transportation: Highway/Rail At-grade Crossing Delay	N-54
N.1.3.7	Transportation: Roadway Systems	N-58
N.1.3.8	Transportation: Navigation	N-58
N.1.3.9	Energy	N-61
N.1.3.10	Air Quality	N-62
N.1.3.11	Noise	N-65
N.1.3.12	Cultural Resources	N-66
N.1.3.13	Hazardous Waste Sites	N-74
N.1.3.14	Natural Resources	N-88
N.1.3.15	Land Use and Socioeconomics	N-95
N.1.3.16	Environmental Justice	N-97
N.1.3.17	Cumulative Effects	N-101
N.1.3.18	Project Construction Cost	N-102

	N.1.3.19 Inconsistent and Responsive Applications and Comments and Requests for Conditions	N-104
	N.1.4 Summary of Differences Among Alternatives	N-104
	N.1.5 Comparisons and SEA Recommendations	N-116
N.2	FOUR CITY CONSORTIUM AREA, INDIANA	N-121
	N.2.1 Background	N-122
	N.2.2. The Four City Consortium Alternative Routing Plan	N-123
	N.2.3 Evaluation of the Alternative Routing Plan Proposed by the Four City Consortium and CSX Operating Plan	N-127
	N.2.4 Summary	N-132
N.3	ERIE, PENNSYLVANIA	N-132
	N.3.1 Description of Existing Environment	N-132
	N.3.2 Changes Resulting from the Proposed Conrail Acquisition ...	N-133
	N.3.3 Potential Environmental Impacts and Recommended Mitigation	N-136
	N.3.3.1 Safety: Highway/Rail At-grade Crossings	N-136
	N.3.3.2 Safety: Hazardous Materials Transport	N-139
	N.3.3.3 Safety: Freight Rail Operations	N-141
	N.3.3.4 Transportation: Highway/Rail At-grade Crossing Delay	N-142
	N.3.3.5 Energy	N-144
	N.3.3.6 Air Quality	N-145
	N.3.3.7 Noise	N-145
	N.3.3.8 Cultural Resources	N-146
	N.3.3.9 Hazardous Waste Sites	N-147
	N.3.3.10 Natural Resources Analysis	N-151
	N.3.3.11 Land Use and Socioeconomics	N-153
	N.3.3.12 Environmental Justice	N-154
N.4	LAFAYETTE, INDIANA	N-155
	N.4.1 Description of Existing Environment	N-155
	N.4.2 Changes Resulting from the Proposed Conrail Acquisition ...	N-156
	N.4.3 Environmental Analysis Methods	N-158
	N.4.3.1 Safety: Highway/Rail At-grade Crossings	N-158
	N.4.3.2 Safety: Hazardous Materials Transport	N-162
	N.4.3.3 Safety: Freight Rail Operations	N-163
	N.4.3.4 Transportation: Highway/Rail At-grade Crossing Delay	N-165
	N.4.3.5 Air Quality	N-157
	N.4.3.6 Noise	N-167
	N.4.3.7 Environmental Justice	N-168

FIGURES

N-1	Cleveland Area Alternative Rail Line Segment Index	N-4
-----	--	-----

N-2	Cleveland Area Alternative 1 - Base Application	N-9
N-3	Cleveland Area Alternative 2 - NS Cloggsville	N-12
N-4	Cleveland Area Alternative 3 - Cleveland Flip Plan No. 1	N-18
N-5	Cleveland Area Alternative 4 - Cleveland Flip Plan No. 2	N-22
N-6	Cleveland Area Alternative 5 - Wickliffe Flyover	N-26
N-7	Cleveland Area Alternative 6 - Wickliffe Flyover with Erie Connection	N-31
N-8	Cleveland Area Alternative 7 - Cleveland Reverse Curve	N-36
N-9A	Four City Consortium Area - Indiana	N-124
N-9B	Four City Consortium Area - Indiana	N-125
N-10A	Erie NS Realignment	N-134
N-10B	Erie NS Realignment	N-135
N-11	Lafayette Railroad Relocation Project	N-157

TABLES

N-1	Comparison of Rail Line Segments Studied in Draft EIS With Rail Line Segments Studied in the Cleveland-area Alternatives Mitigation Study	N-5
N-2	Rail Line Segments Affected by Alternative 1 Application Base	N-10
N-3	Rail Line Segments Affected by Alternative 2 NS Cloggsville	N-13
N-4	Rail Line Segments Affected by Alternative 3 Cleveland Flip Plan #1	N-17
N-5	Rail Line Segments Affected by Alternative 4 Cleveland Flip Plan #2	N-23
N-6	Rail Line Segments Affected by Alternative 5 Wickliffe Rail/Rail Flyover ..	N-27
N-7	Rail Line Segments Affected by Alternative 6 Wickliffe Rail/Rail Flyover with Erie Line Rehabilitation	N-30
N-8	Affected Rail Line Segments in Alternative 7 SEA Revision of Cleveland Reverse Curve Alternative	N-35
N-9	Comparison of Train Traffic for the Seven Cleveland-area Alternatives	N-38
N-10	Predicted Aggregate Rate of Accidents per Year at 86 Intersections in the Greater Cleveland Area	N-46
N-11	Annual Hazardous Materials Carloads Transported Through Selected Residential Areas	N-48
N-12	Hazardous Materials Transport "Exposure Effect"	N-48
N-13	Supplemental Train Defect Detection	N-49
N-14	Predicted Aggregate Measures of Highway/rail At-grade Crossing Delay at 86 Intersections in the Greater Cleveland Area	N-56
N-15	Train Levels on Rail Line Segments with Movable Bridges Before and After the Proposed Conrail Acquisition	N-60
N-16	Sensitive Receptor Counts for Alternatives	N-66
N-17	Sites Evaluated for Cultural Resources and Alternatives Associated with Those Sites	N-68
N-18	Acronyms, Abbreviations, and Names of Resources in EDR Database	N-75
N-19	Sites Evaluated for Hazardous Materials and Alternatives Associated with Those Sites	N-76
N-20	Sites Reported by EDR for the Berea Area	N-77

N-21	Sites Reported by EDR for the Cloggsville Area	N-79
N-22	Sites Reported by EDR for the Wickliffe Rail/Rail Flyover Area	N-80
N-23	Sites Reported by EDR for the Erie Connection Area	N-81
N-24	Sites Reported by EDR for the Rockport Yard Area	N-84
N-25	Known Hazardous Waste Sites or Related Environmental Concerns	N-84
N-26	Sites Evaluated for Natural Resources and Alternatives Associated with Those Sites	N-91
N-27	Cleveland Area Mitigation Alternatives Environmental Justice Impacts (Pre-mitigation)	N-100
N-28	Estimated Cost to Implement Study Alternatives	N-103
N-29a	Comparison of Alternative Routes in the Greater Cleveland Area— Implementation and Operational Issues	N-105
N-29b	Comparison of Alternative Routes in the Greater Cleveland Area— Environmental Impact Issues	N-107
N-30	Train Traffic Through Selected Cleveland Residential Areas	N-110
N-31	Rail Line Segments in Four City Consortium Area	N-126
N-32	Input Values Used to Analyze Traffic Changes for the Proposed Conrail Acquisition in Erie, Pennsylvania	N-136
N-33	Aggregate Predicted Rate of Accidents per Year at 25 Intersections in Erie, Pennsylvania	N-138
N-34	Predicted Accidents per Year at Highway/Rail At-grade Crossings That Warrant Safety Mitigation in Erie, Pennsylvania	N-139
N-35	Accident Predictions for Hazardous Materials Transport Along Rail Line Segments in Erie, Pennsylvania	N-140
N-36	Accident Predictions for Rail Line Segments Erie, Pennsylvania	N-142
N-37	Predicted Aggregate Measures of Highway/Rail At-grade Crossing Delay at 25 Intersections in Erie, Pennsylvania	N-144
N-38	Sites Reported by EDR for West Erie	N-148
N-39	Sites Reported by EDR for East Erie	N-150
N-40	Input Values Used to Analyze Traffic Changes for the Proposed Conrail Acquisition in Lafayette, Indiana	N-156
N-41	Predicted Aggregate Rate of Accidents per Year at 39 Intersections in Lafayette, Indiana	N-160
N-42	Predicted Accidents per Year at 15 Highway/Rail At-grade Crossings That Warrant Safety Mitigation in Lafayette, Indiana	N-161
N-43	Mitigation for Highway/Rail At-grade Crossings Warranting Safety Mitigation in Lafayette, Indiana	N-161
N-44	Accident Predictions for Hazardous Materials Transport Along Rail Line Segments in Lafayette, Indiana	N-163
N-45	Accident Predictions for Rail Line Segments, Lafayette, Indiana	N-164
N-46	Predicted Aggregate Measures of Highway/Rail At-grade Crossing Delay at 39 Intersections in Lafayette, Indiana	N-166

ATTACHMENTS

N-1	Highway/Rail At-grade Crossing Accident Frequency Erie, Pennsylvania	N-171
N-2A	Highway/Rail At-grade Crossing Vehicle Delay and Queues Erie, Pennsylvania	N-175
N-2B	Highway/Rail At-grade Crossing Vehicle Delay and Queues Erie, Pennsylvania	N-179
N-3	Sensitive Receptor Counts for Alternative Rail Line Segments Erie, Pennsylvania	N-183
N-4	Highway/Rail At-grade Crossing Accident Frequency Lafayette, Indiana	N-187
N-5	Highway/Rail At-grade Crossing Summary of Vehicle Delay Lafayette, Indiana	N-191
N-6A	Highway/Rail At-grade Crossing Vehicle Delay and Queues Lafayette, Indiana	N-195
N-6B	Highway/Rail At-grade Crossing Vehicle Delay and Queues Lafayette, Indiana	N-199
N-7	Sensitive Receptor Counts for Alternative Rail Line Segments Lafayette, Indiana	N-203

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Guide-1
--	----------------

GLOSSARY OF TERMS	Glossary-1
--------------------------------	-------------------

LIST OF ACRONYMS AND ABBREVIATIONS	Acronyms-1
---	-------------------

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT	i
---	----------

VOLUME 6D

GUIDE TO VOLUME 6D

LIST OF APPENDICES	Appendices-i
---------------------------------	---------------------

APPENDIX O: EPA RULES ON LOCOMOTIVE EMISSIONS	O-1
--	------------

ATTACHMENTS

O-1	EPA Fact Sheet "Final Emissions Standards for Locomotives and Locomotive Engines" (December 1997)	O-3
O-2	EPA Fact Sheet "Emission Factors for Locomotives" (December 1997)	O-11

APPENDIX P: SEA'S BEST MANAGEMENT PRACTICES FOR CONSTRUCTION AND ABANDONMENT ACTIVITIES	P-1
--	------------

APPENDIX Q: EXAMPLE PUBLIC OUTREACH MATERIALS	Q-1
Press Release, Newspaper Notice, and the Federal Register Notice	Q-3
The Notification Post Card, and Sample Letters to Congressional Representatives and Consultation Communities	Q-17
Fact Sheets and Accompanying Cover Letter, and Public Service Announcements for Environmental Justice Communities	Q-27
Outreach Strategies for Environmental Justice Communities	Q-81
Letter to Reference Librarian	Q-93
Letters to Native American Tribes and Bureau of Indian Affairs	Q-97
Acknowledgment Receipt Letter	Q-105
Information Letter Regarding Potential Effects of the Proposed Conrail Acquisition on Historic Properties in Ohio	Q-109
A Newspaper Notice for Additional Environmental Justice Communities and the Federal Register Notice for Additional Environmental Analysis	Q-113
Public Service Announcement and Cover Letter for Additional Environmental Justice Communities	Q-121
Letter to Interested Parties in Additional Environmental Justice Communities	Q-127
Outreach Strategies for Additional Environmental Justice Communities	Q-131
Letter to Reference Librarian in Additional Environmental Justice Communities	Q-205
Letter to Mayors and County Administrators in Additional Environmental Justice Communities	Q-209
Follow-up Letter to County Administrators in Consultation Communities	Q-215
APPENDIX R: ALL RELEVANT BOARD DECISIONS	R-1
Board Decision No. 6	R-3
Board Decision No. 9	R-19
Board Decision No. 12	R-33
Board Decision No. 52	R-73
Board Decision No. 54	R-79
Board Decision (Sub-No. 1)	R-95
Board Decision No. 71	R-125
APPENDIX S: INDEX FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT	S-1
DRAFT EIS EXECUTIVE SUMMARY	S-1
DRAFT EIS VOLUME 1	S-7
DRAFT EIS VOLUME 2	S-17
DRAFT EIS VOLUME 3A	S-19
DRAFT EIS VOLUME 3B	S-33
DRAFT EIS VOLUME 4	S-47
DRAFT EIS VOLUME 5A, 5B, AND 5C	S-53
DRAFT EIS VOLUME 6	S-55

**APPENDIX T: FINAL ENVIRONMENTAL IMPACT STATEMENT RAIL
LINE SEGMENTS T-1**

ATTACHMENTS

T-1 Master Rail Line Segment Table T-1

APPENDIX U: LIST OF PREPARERS U-1

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT Guide-1

GLOSSARY OF TERMS Glossary-1

LIST OF ACRONYMS AND ABBREVIATIONS Acronyms-1

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT i

VOLUME 7

ADDENDUM AD-1

GUIDE TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT Guide-1

GLOSSARY OF TERMS Glossary-1

LIST OF ACRONYMS AND ABBREVIATIONS Acronyms-1

CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT i

STB FD

33388

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K

29206V6D

1/10

FINAL ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33338

"PROPOSED CONRAIL ACQUISITION"

**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**



VOLUME 6D

Appendices O through U

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GUIDE TO VOLUME 6D

Volume 6D of the Proposed Conrail Acquisition Final EIS contains the following items:

- List of Appendices.
- Appendix O, "EPA Rules on Locomotive Emissions."
- Appendix P, "SEA's Best Management Practices for Construction and Abandonment Activities."
- Appendix Q, "Example Public Outreach Materials."
- Appendix R, "All Relevant Board Decisions."
- Appendix S, "Index for the Draft Environmental Impact Statement (Draft EIS)."
- Appendix T, "Final Environmental Impact Statement Rail Line Segments."
- Appendix U, "List of Preparers."
- Guide to the Final EIS.
- Glossary of Terms.
- List of Acronyms and Abbreviations.
- Contents of the Final EIS.

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LIST OF APPENDICES

Appendix A: Comments Received on the Draft Environmental Impact Statement

Appendix B: Draft Environmental Impact Statement Correction Letter, Errata, Supplemental Errata and Additional Environmental Information, and Board Notices to Parties of Record

Appendix C: Settlement Agreements and Negotiated Agreements

Appendix D: Agency Consultation

Appendix E: Safety: Highway/Rail At-grade Crossing Safety Analysis

Appendix F: Safety: Hazardous Materials Transport Analysis

Appendix G: Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis

Appendix H: Transportation: Roadway Systems Analysis

Appendix I: Air Quality Analysis

Appendix J: Noise Analysis

Appendix K: Cultural Resources Analysis

Appendix L: Natural Resources Analysis

Appendix M: Environmental Justice Analysis

Appendix N: Community Evaluations

Appendix O: EPA Rules on Locomotive Emissions

Appendix P: SEA's Best Management Practices for Construction and Abandonment Activities

Appendix Q: Example Public Outreach Materials

Appendix R: All Relevant Board Decisions

Appendix S: Index for the Draft Environmental Impact Statement

Appendix T: Final Environmental Impact Statement Rail Line Segments

Appendix U: List of Preparers

APPENDIX O
EPA Rules on Locomotive Emissions

CONTENTS

	Page
APPENDIX O: EPA RULES ON LOCOMOTIVE EMISSIONS	O-1

ATTACHMENTS

O-1	EPA Fact Sheet "Final Emissions Standards for Locomotives and Locomotive Engines" (December 1997)	O-3
O-2	EPA Fact Sheet "Emission Factors for Locomotives" (December 1997)	O-11

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APPENDIX O

EPA RULES ON LOCOMOTIVE EMISSIONS

The U.S. Environmental Protection Agency (EPA) issued its final rulemaking on emission standards for locomotives and locomotive engines on December 17, 1997. EPA published "Emission Standards for Locomotives and Locomotive Engines; Final Rule" in the Federal Register on April 16, 1998.

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).

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ATTACHMENT O-1

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

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Regulatory Announcement

Final Emissions Standards for Locomotives

The Environmental Protection Agency (EPA) is finalizing emission standards for oxides of nitrogen (NO_x), 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 NO_x 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 NO_x, which is more than 10 percent of the nationwide mobile source NO_x emissions. This makes locomotives one of the largest remaining unregulated sources of NO_x 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.

Emission Standards

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 manufactured 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				
Tier and duty-cycle	Gaseous and Particulate Emissions (g/bhp-hr)			
	HC¹	CO	NO_x	PM
Tier 0 line-haul duty-cycle	1.00	5.0	9.5	0.60
Tier 0 switch duty-cycle	2.10	8.0	14.0	0.72
Tier 1 line-haul duty-cycle	0.55	2.2	7.4	0.45
Tier 1 switch duty-cycle	1.20	2.5	11.0	0.54
Tier 2 line-haul duty-cycle	0.30	1.5	5.5	0.20
Tier 2 switch duty-cycle	0.60	2.4	8.1	0.24

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)			
	Steady-state	30-sec peak	3-sec pe
Tier 0	30	40	50
Tier 1	25	40	50
Tier 2	20	40	50

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 NO_x, HC, and PM, contribute to air pollution in both urban and rural areas, and have significant health and environmental effects. NO_x is a major component of smog and acid rain. NO_x 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. NO_x 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)**

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Technical Highlights

Emission Factors for Locomotives

The Environmental Protection Agency (EPA) has established emission standards for oxides of nitrogen (NO_x), 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 NO_x and PM.

Table 1 - Estimated Baseline In-Use Emission Rates (g/bhp-hr)				
	HC	CO	NOx	PM
Line-Haul*	0.48	1.28	13.0	0.32
Switch**	1.01	1.83	17.4	0.44

* 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)			
Line-Haul Cycle			
NOx	PM	NOx	PM
10.3-18.2	0.22-0.41	9.2-33.1	0.22-0.

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)				
	HC	CO	NOx	PM
Line-Haul	10	26.6	270	6.7
Switch	21	38.1	362	9.2

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)								
	HC		CO		NOx		PM	
	g/bhp-hr	g/gal	g/bhp-hr	g/gal	g/bhp-hr	g/gal	g/bhp-hr	g/gal
Line-Haul	0.48	10	1.28	26.6	8.6	178	0.32	6.7
Switch	1.01	21	1.83	38.1	12.6	262	0.44	9.2

Table 5 - Estimated Controlled Emission Rates for Locomotives Manufactured in 2002-2004 (Tier 1)								
	HC		CO		NOx		PM	
	g/bhp-hr	g/gal	g/bhp-hr	g/gal	g/bhp-hr	g/gal	g/bhp-hr	g/gal
Line-Haul	0.47	9.8	1.28	26.6	6.7	139	0.32	6.7
Switch	1.01	21	1.83	38.1	9.9	202	0.44	9.2

Table 6 - Estimated Controlled Emission Rates for Locomotives Manufactured after 2004 (Tier 2)								
	HC		CO		NOx		PM	
	g/bhp-hr	g/gal	g/bhp-hr	g/gal	g/bhp-hr	g/gal	g/bhp-hr	g/gal
Line-Haul	0.26	5.4	1.28	26.6	5.0	103	0.17	3.6
Switch	0.52	11	1.83	38.1	7.3	152	0.21	4.3

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)	
National Freight Line-Haul	3,331
National Freight Switching	270
Local and Regional Freight	215
Passenger	133

Table 8 - Estimated 1996 Nationwide Locomotive Emission Rates (thousand short tons per year)			
HC	CO	NOx	PM
47	119	1,202	30

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								
Year	(g/bhp-hr)				(g/gal)			
	HC	CO	NOx	PM	HC	CO	NOx	PM
1999	0.52	1.32	13.30	0.33	10.7	27.4	276.7	6.8
2000	0.52	1.32	13.16	0.33	10.7	27.4	273.8	6.8
2001	0.52	1.32	12.74	0.33	10.7	27.4	265.0	6.8
2002	0.52	1.32	11.96	0.33	10.7	27.4	248.8	6.8
2003	0.52	1.32	11.22	0.33	10.7	27.4	233.3	6.8
2004	0.51	1.32	10.49	0.33	10.7	27.4	218.1	6.8
2005	0.50	1.32	9.60	0.32	10.4	27.4	199.8	6.6
2006	0.48	1.32	8.92	0.31	10.1	27.4	185.6	6.4
2007	0.47	1.32	8.51	0.30	9.8	27.4	177.0	6.2
2008	0.46	1.32	8.29	0.29	9.6	27.4	172.5	6.0
2009	0.45	1.32	8.09	0.28	9.4	27.4	168.3	5.9
2010	0.44	1.32	7.84	0.28	9.1	27.4	163.0	5.7
2011	0.44	1.32	7.74	0.27	9.1	27.4	161.1	5.7
2012	0.43	1.32	7.62	0.27	8.9	27.4	158.5	5.6
2013	0.42	1.32	7.50	0.26	8.8	27.4	155.9	5.5
2014	0.42	1.32	7.37	0.26	8.7	27.4	153.4	5.4
2015	0.41	1.32	7.26	0.25	8.5	27.4	151.0	5.3
2016	0.40	1.32	7.14	0.25	8.4	27.4	148.5	5.2
2017	0.40	1.32	7.04	0.25	8.3	27.4	146.5	5.1
2018	0.39	1.32	6.94	0.24	8.2	27.4	144.4	5.1
2019	0.39	1.32	6.84	0.24	8.1	27.4	142.4	5.0
2020	0.38	1.32	6.75	0.24	7.9	27.4	140.3	4.9
2021	0.38	1.32	6.65	0.23	7.8	27.4	138.3	4.8
2022	0.37	1.32	6.56	0.23	7.7	27.4	136.4	4.7
2023	0.37	1.32	6.46	0.22	7.6	27.4	134.4	4.7
2024	0.36	1.32	6.37	0.22	7.5	27.4	132.5	4.6
2025	0.36	1.32	6.29	0.22	7.4	27.4	130.7	4.5
2026	0.35	1.32	6.20	0.21	7.3	27.4	129.0	4.4
2027	0.35	1.32	6.12	0.21	7.2	27.4	127.2	4.4
2028	0.34	1.32	6.04	0.21	7.1	27.4	125.6	4.3
2029	0.34	1.32	5.96	0.20	7.0	27.4	124.0	4.2
2030	0.33	1.32	5.88	0.20	6.9	27.4	122.3	4.2
2031	0.33	1.32	5.80	0.20	6.8	27.4	120.7	4.1
2032	0.32	1.32	5.73	0.19	6.7	27.4	119.2	4.0
2033	0.32	1.32	5.66	0.19	6.6	27.4	117.6	4.0
2034	0.31	1.32	5.58	0.19	6.5	27.4	116.1	3.9
2035	0.31	1.32	5.54	0.19	6.4	27.4	115.3	3.9
2036	0.31	1.32	5.52	0.19	6.4	27.4	114.9	3.9
2037	0.31	1.32	5.49	0.18	6.3	27.4	114.3	3.8
2038	0.30	1.32	5.47	0.18	6.3	27.4	113.7	3.8
2039	0.30	1.32	5.44	0.18	6.2	27.4	113.2	3.7
2040	0.30	1.32	5.41	0.18	6.2	27.4	112.6	3.7

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APPENDIX P
SEA'S Best Management Practices
for Construction and Abandonment Activities

CONTENTS

	Page
APPENDIX P: SEA'S BEST MANAGEMENT PRACTICES FOR CONSTRUCTION AND ABANDONMENT ACTIVITIES	P-1

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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 Applicants¹ 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.

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APPENDIX Q
Example Public Outreach Materials

CONTENTS

	Page
APPENDIX Q: EXAMPLE PUBLIC OUTREACH MATERIALS	Q-1
Press Release, Newspaper Notice, and the Federal Register Notice	Q-3
The Notification Post Card, and Sample Letters to Congressional Representatives and Consultation Communities	Q-17
Fact Sheets and Accompanying Cover Letter, and Public Service Announcements for Environmental Justice Communities	Q-27
Outreach Strategies for Environmental Justice Communities	Q-81
Letter to Reference Librarian	Q-93
Letters to Native American Tribes and Bureau of Indian Affairs	Q-97
Acknowledgment Receipt Letter	Q-105
Informational Letter Regarding Potential Effects of the Proposed Conrail Acquisition on Historic Properties in Ohio	Q-109
A Newspaper Notice for Additional Environmental Justice Communities and the Federal Register Notice for Additional Environmental Analysis	Q-113
Public Service Announcement and Cover Letter for Additional Environmental Justice Communities	Q-121
Letter to Interested Parties in Additional Environmental Justice Communities	Q-127
Outreach Strategies for Additional Environmental Justice Communities	Q-131
Letter to Reference Librarian in Additional Environmental Justice Communities	Q-205
Letter to Mayors and County Administrators in Additional Environmental Justice Communities	Q-209
Follow-up Letter to County Administrators in Consultation Communities ...	Q-215

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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.

- 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.

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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
1925 K Street, N.W.
Washington, D.C. 20423-0001

NEWS

FOR RELEASE:
Friday, December 12, 1997
No. 97-106

Contact: Elaine K. Kaiser
Mike Dalton
(888)869-1997
TDD (202) 565-1695
www.conrailmerger.com

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-Conrail¹ railroad control proceeding². 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

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

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**Surface Transportation
Board Section of
Environmental Analysis
Release of Draft
Environmental
Impact Statement
Proposed Conrail
Acquisition**

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: 202-565-1695). 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. Keiser
Environmental Project
Director
Environmental Filing

NEWSPAPER NOTIFICATION LIST

State	Newspapers	Publication Date
Alabama	Gadsden Times	12/26
	Birmingham News	12/22
Delaware	(Dover) Delaware State News	12/22
	Wilmington Journal	12/29
Georgia	Atlanta Journal	12/26
	Douglas County Sentinel	12/24
	Macon Telegraph	12/26
	Columbus Ledger-Enquirer	1/5
	Conyers Rockdale Citizen	1/1
Illinois	Alton Telegraph	12/22
	Back of the Yards Journal (Chicago)	12/24
	Alsip/Crestwood/Blue Island Sun	12/25
	Blue Island Star	12/30
	Bridgeport News (Chicago)	12/24
	Champaign News-Gazette	12/26
	Chicago Defender	12/22
	Chicago Sun Times	12/22
	Chicago Tribune	12/22
	Commercial News (Danville)	12/22
	Daily Southtown (Blue Island)	12/23
	Decatur Herald	12/26
	Forum Newspaper (Blue Island)	1/13 (bi-monthly)
	Kankakee Daily Journal	12/26
	Lawndale Press (Chicago)	12/25
	Morris Herald	12/29
	News Democrat (Belleville)	1/6
	Ottawa Times	1/9
	Paris Beacon News	12/22
	Southwest Extra (Chicago)	1/8
	Southwest News Herald (Chicago)	1/8
	Springfield State Journal	12/26
	Taylorville Breeze	12/22
Indiana	Alexandria Times Tribune	
	Anderson Herald Bulletin	12/22
	Auburn Evening Star	12/22
	Clinton Clintonian	12/26
	Courier	12/22
	Elkhart Truth	12/22
	Fort Wayne News-Sentinel	1/5
	Frost Illustrated (Fort Wayne)	12/24

State	Newspapers	Publication Date
Indiana (cont'd)	Gary New Crusader	1/6
	Gary Info	12/25
	Huntington Herald Press	12/22
	Indianapolis Star	12/29
	The Journal Gazette (Fort Wayne)	12/22
	Kendallville News-Sun	12/29
	Lafayette Journal & Courier	12/26
	Lafayette Leader	1/9
	Logansport Pharos-Tribune	12/29
	Michigan City News-Dispatch	12/26
	Muncie Star	12/22
	Muncie Times	1/15
	Munster Times	12/29
	New Castle Courier Times	12/26
	The News Sentinel	12/26
	Peru Tribune	12/22
	Plymouth Pilot-News	12/29
	Princeton Clarion	12/26
	Palladium-Item	1/7
	Post-Tribune (Gary)	12/22
	South Bend Tribune	12/22
	Terre-Haute Tribune	12/22
	Vincennes Sun Commercial	12/22
	Wabash Plain Dealer	12/22
	Warsaw Times Union	12/22
Kentucky	Ashland Independent	12/22
	The Gleaner & Journal	12/30
	Kentucky New Era	12/22
	Lexington Herald-Leader	12/29
	Louisville Courier Journal	12/22
	Madisonville Messenger	12/29
	Owensboro Messenger-Inquirer	12/22
	Paducah Sun	12/29
Louisiana	The Times-Picayune	12/22
Maryland	The Avenue News (Baltimore)	12/26
	Baltimore City Newspaper	1/7
	The Baltimore Sun	12/22
	The Baltimore Times	1/2
	The Capital	12/29
	Elkton Cecil Whig	12/22
	Frederick News-Post	12/22
	Prince George's Journal	1/2

State	Newspapers	Publication Date
Maryland (cont'd)	The Prince George's Post	12/25
	Prince George's Sentinel	12/25
	Hagerstown Herald Mail	12/29
	Westminster Times	12/22
Michigan	Ann Arbor News	12/29
	Bay City Times	12/29
	Detroit Free Press	12/29
	Flint Journal	12/22
	Grand Rapids Press	12/29
Michigan (cont'd)	Midland News	12/29
	Monroe News	12/29
	Muskegon Chronicle	12/22
	Port Huron Times-Herald	1/2
	Saginaw News	1/7
Missouri	Kansas City Star	12/22
	St. Louis Post-Dispatch	12/22
New Jersey	Atlantic City Press	12/29
	Bergen County Record	12/22
	Camden Courier Post	1/2
	Easton Express Times	12/22
	Jersey City Jersey Journal	12/29
	Asbury Park Press	12/22
	Home News Tribune (formerly New Brunswick Homes)	12/22
	Star Ledger	12/26
	North Jersey Herald	12/26
	Salem Today's Sunbeam	12/29
	Trenton Times	12/22
	Vineland Journal	12/22
New York	Albany Times Union	12/22
	Amsterdam Recorder	12/26
	Buffalo News	12/22
	Catskill Mail	12/26
	Corning Leader	12/22
	Elmira Star-Gazette	12/22
	Geneva Finger Lakes	12/22
	Jamestown Post Journal	12/22
	Middletown Times Herald	12/22
	New York Times	12/22
	Niagara Falls Gazette	12/22
	Nyack Rockland Journal	1/7
	Poughkeepsie Journal	12/26
	Schenectady Gazette	12/22

State	Newspapers	Publication Date
New Jersey (cont'd)	Troy Record	1/8
	Watertown Daily Times	1/5
	White Plains Reporter	1/6
Ohio	Akron Beacon Journal	12/26
	Ashtabula Star Beacon	12/26
	Bucyrus Telegraph	12/22
	The Business Journal (Youngstown)	1/19 (semi-monthly)
	Call & Post (Cleveland)	1/8
	Canton Repository	12/29
	Cincinnati Post Enquirer	12/22
	Community News (Cleveland)	1/8
	Coshocton Tribune	12/22
	Dayton News	12/22
	Defiant Crescent News	12/29
	Dispatch	12/22
	East Side Daily News (Cleveland)	12/26
	Findlay Courier	12/22
	Fremont News Messenger	12/22
	Gallipolis Tribune	12/26
	Kenton Times	1/2
	Kent Ravenna Record	12/22
	La Prensa Nacional (Toledo)	12/24
	The Lima News	1/5
	Lisbon Journal	12/29
	The Journal (Lorain)	12/22
	Mansfield News Journal	12/22
	Marietta Times	12/22
	Marion Star	12/26
	Medina Gazette	12/22
	Napolean Northwest	12/26
	Newark Advocate	12/26
	Norwalk Reflector	12/26
	The Plain Dealer (Cleveland)	1/6
	Pomeroy Sentinel	12/29
	Point & Shoreland Journal (Toledo)	12/30
	Point Pleasant Register	12/22
	Port Clinton News Herald	12/29
	Sandusky Register	12/29
	Sidney News	12/22
	Springfield News-Sun	12/26
	Sun Scoop Journal (Cleveland)	1/8
	Sun Messenger (Cleveland)	1/8

State	Newspapers	Publication Date
Ohio (cont'd)	Steubenville Herald	12/22
	Tiffin Advertiser	12/22
	The Times Recorder (Zanesville)	12/22
	Toledo Blade	12/22
	Toledo Herald (also referred to as News-Herald)	12/24
	Toledo Journal	1/14
	Troy News	1/8
	Van Wert Times Bulletin	1/6
	Vindicator (Youngstown)	1/6
	Warren Tribune Chronicle	12/26
	Whilloughby News-Herald	12/26
	Wilmington News-Journal	12/29
	(Youngstown) Buckeye Review	12/24
Pennsylvania	Call Chronicle (Allentown)	12/29
	Beaver County Times	12/22
	Binghamton Press and Sun	12/26
	Butler Eagle	12/29
	Carlisle Sentinel	12/22
	Chambersburg Public	12/22
	Daily Local News (Westchester)	12/22
	Erie Times	12/22
	Greensburg Tribune	12/22
	Harrisburg News-Record	12/22
	Hazleton Standard	12/26
	Herald Standard (Uniontown)	12/22
	Kittanning Leader Times	12/22
	Lancaster New Era	12/22
	Lebanon News	12/22
	Lehighon Times-News	12/26
	Lewistown Sentinel	12/22
	Meadville Tribune	12/29
	New Castle News	12/26
	Patriot News (Harrisburg)	12/29
	Paxton Herald (Harrisburg)	12/24
	Pocono Record	12/22
	Philadelphia Enquirer	12/22
	Post-Gazette	12/22
	Scranton Times	12/22
	Shamokin News-Item	12/29
	Sharon Herald	12/22
	State College Centre	12/22
	(Sunbury) Daily Item	12/22

State	Newspapers	Publication Date
Pennsylvania (cont'd)	Tribune-Democrat	12/29
	Warren Times Observer	12/29
	Washington Observer	12/22
	York Dispatch & Report	12/26
Tennessee	Clarksville Leaf-Chron	12/22
	Cleveland Banner	1/5
	Jackson Sun	12/26
	Commercial Appeal (Memphis)	12/29
	Daily News Journal (Murfreesboro)	12/22
	Nashville Banner	1/8
Virginia	Daily Press (Newport News)	12/29
	Harrisonburg News Record	12/22
	Northern Virginia Daily	12/26
	Petersburg Progress	12/22
	Potomac News	12/22
	Roanoke Times & World	12/26
	Staunton News Leader	12/22
	Times-Dispatch (Richmond)	12/22
	Virginia Pilot	12/22
	Winchester Star	12/26
Washington D.C.	Capitol Spotlight Observer	12/25
	El Diario de la Nacion	12/26
	El Pregonero	1/1
	Northwest Current	12/24
	Washington Afro-American	12/27
	Washington City Paper	12/26
	The Washington Informer	12/22
	Washington New Observer	1/8
	Washington Post	12/22
	Washington Times	12/26
West Virginia	Beckley Register-Herald	12/22
	Charleston Gazette	12/22
	Fairmont Times-West	12/26
	Huntington Herald Dispatch	12/22
	Lewisburg West Virginia	1/6
	The Journal (Martinsburg)	12/26
	Parkersburg News Sentinel	12/29

the seven days' notice required by the Government in the Sunshine Act:

Chairman Hoecker
Commissioner Bailey
Commissioner Massey
Commissioner Breathitt
Commissioner Hebert
Lola D. Cashell,
Secretary.

[FR Doc. 97-33304 Filed 12-17-97; 8 45 am]
BILLING CODE 6717-01-M

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 Fehrenbach 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: fehrenbach.margie@epamail.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. 97-33227 Filed 12-18-97; 8:45 am]
BILLING CODE 6880-80-F

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-5487-4]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 or (202) 564-7153.

Weekly receipt of Environmental Impact Statements Filed December 08, 1997 Through December 12, 1997, Pursuant to 40 CFR 1506.9.

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. 970471, DRAFT EIS, FHW, NH, Manchester Airport Access Road Highway Improvement Project, Bedford-Manchester-Londonderry-Litchfield-Merrimack, Funding and NPDES Permit and COE Section 404 Permit, Hillsborough and Rockingham Counties, NH, Due: February 02, 1998, Contact: William F. O'Donnell, P.E. (603) 225-1608.

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 Shrewsbury, Funding, EPA Permit and COE Section 404 Permit, Rutland County, VT, Due: March 06, 1998, Contact: Frederick Downs (802) 828-4433.

EIS No. 970473, DRAFT EIS, UAF, FL, CA, Evolved Expendable Launch Vehicle (EELV) Program, Development, Operation and Deployment, Proposed Launch Locations are Cape Canaveral Air Station (AS), Florida and Vandenberg Air Force Base (AFB), California, Federal Permits and Licenses, FL and CA, Due: February 02, 1998, Contact: Jonathan D. Farthing (210) 536-3668.
EIS No. 970474, DRAFT EIS, USA, AL, Fort McClellan (Main Post) Disposal and Reuse, Implementation, Calhoun, Cleburne, Randolph, Clay, Talladega, St. Clair, Etowah and Cherokee Counties, AL, Due: February 02, 1998, Contact: Carla Coulson (703) 697-0225.

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. Gainger 1-(800)-881-7292.

EIS No. 970477, FINAL EIS, AFS, MT, Jericho Salvage Timber Sale, Implementation, Salvage Treatments and Temporary Road Construction, Helena National Forest, Helena Ranger District, Powell County, MT, Due: January 19, 1998, Contact: Dan Mainwaring (406) 449-5490.

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 Madrzak (608) 829-7510.

EIS No. 970479, FINAL EIS, USA, NJ, Evans Subpost Disposal and Reuse, Implementation, Fort Monmouth, Ocean and Monmouth Counties, NJ, Due: January 19, 1998, Contact: Ms. Susan H. Bauer (703) 697-0126.

EIS No. 970480, FINAL EIS, UMC, CA, Santa Margarita River Flood Control Project (MILCON P-010) and Basilone 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.

EIS No. 970481, DRAFT EIS, STB.
 Conrail Acquisition (Finance Docket No. 33388) by CSX Corporation and CSX Transportation Inc., and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), Control and Operating Leases and Agreements, To serve portion of eastern United States, Due: February 02, 1998, Contact: Michael Dalton (202) 565-1530.

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 Dittmeier (404) 562-3512.

Amended Notices

EIS No. 970433, FINAL EIS, FHW, PA.
 US 202 Section 700 Corridor, Improvements, from PA 63 in Montgomeryville to the PA-611 Bypass in Doylestown Township, COE Section 404 Permit and Right-of-Way, Montgomery and Bucks Counties, PA, Due: January 30, 1998, Contact: Ronald W. Carmichael (717) 221-3461. Published FR 11-14-97—Review Period extended.

Dated: December 16, 1997.

B. Katherine Biggs,

Associate Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 97-33242 Filed 12-18-97; 8:45 am]

BILLING CODE 6560-60-U

ENVIRONMENTAL PROTECTION AGENCY

[FRL-5937-9]

Investigator-Initiated Grants: Request for Applications

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of request for applications.

SUMMARY: This document provides information on the availability of the fiscal year 1998 investigator-initiated grants program announcements, in which the areas of research interest, eligibility and submission requirements, evaluation criteria, and implementation schedule are set forth. Grants will be competitively awarded following peer review.

DATES: Receipt dates vary depending on the specific research area within the solicitation and are listed in SUPPLEMENTARY INFORMATION section.

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/ncerqa>.

SUPPLEMENTARY INFORMATION: In its Requests 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 and the U.S. Department of Agriculture), (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.

Dated: December 10, 1997.

Stephen A. Lingle,

Acting Assistant Administrator for Research and Development.

[FR Doc. 97-33226 Filed 12-18-97; 8:45 am]

BILLING CODE 6560-60-P

ENVIRONMENTAL PROTECTION AGENCY

[OPP-68637; FRL-5761-4]

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 testings 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 does not contain CBI must be submitted for 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.

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SURFACE TRANSPORTATION BOARD
SECTION OF ENVIRONMENTAL ANALYSIS
1925 K Street, NW
WASHINGTON, DC 20423-0001

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300
RETURN AFTER FIVE DAYS



Conrail Acquisition



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.conrailmerger.com>.

Thank you for your interest.

Sincerely yours,

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

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,

Elaine K. Kaiser
Chief
Section of Environmental Analysis

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 23, 1997

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

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

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
Q-23

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

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

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**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.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

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.

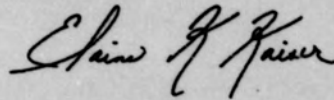
SEA has prepared a Draft Environmental Impact Statement (Draft EIS) on the Proposed Acquisition which addresses a broad range of environmental issues including safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials 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.

STB FD 33388 5-22-98 K 29206V6D 2/10

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,

A handwritten signature in cursive script, appearing to read "Elaine K. Kaiser".

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>.

Conrail Acquisition



FACT SHEET - ASHTABULA, 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 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

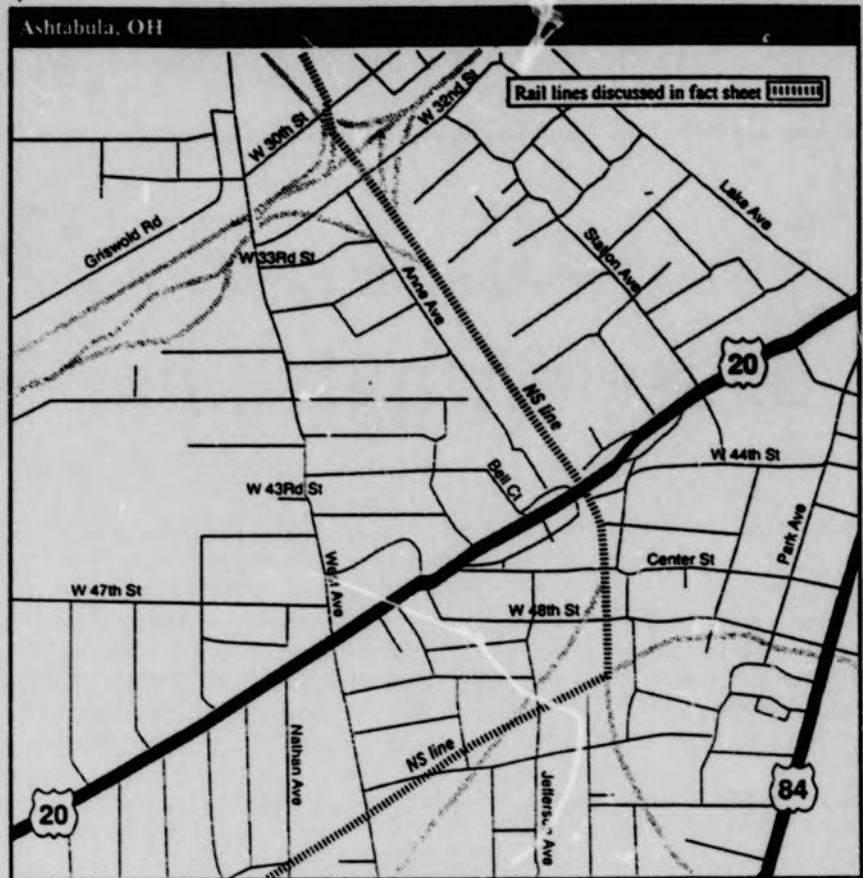
Please send an original and 10
copies of written comments to:

*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.



Conrail Acquisition



FACT SHEET - BALTIMORE, MARYLAND 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 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 envi-

ronmental 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



Conrail Acquisition

FACT SHEET - BLUE ISLAND, 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 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

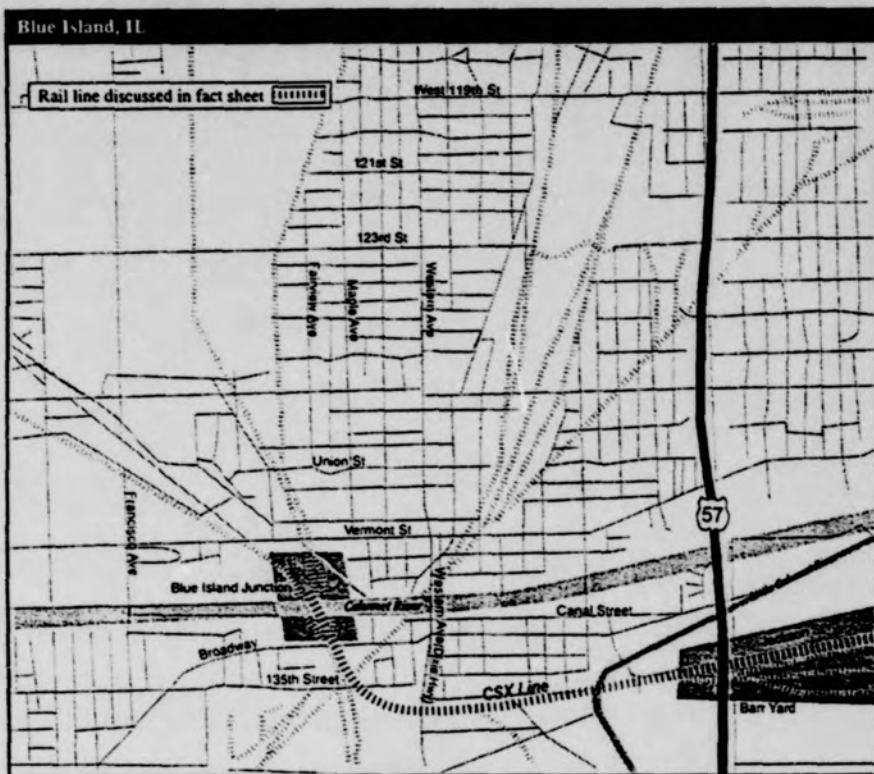
Please send an original and 10 copies of written comments to:

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

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*



Conrail Acquisition



FACT SHEET - CHICAGO 59TH STREET 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. 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

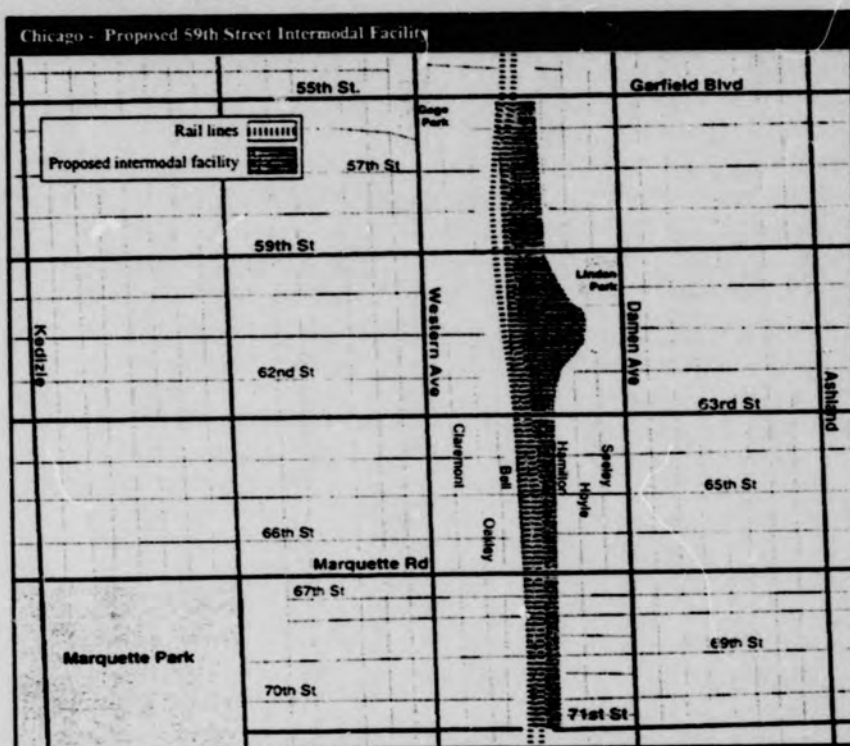
Please send an original and 10 copies of written comments to:

*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.



Conrail Acquisition



COMPENDIO 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 perfila 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 está proponiendo transformar una ex playa ferroviaria de la calle 59 en una moderna instalación intermodal donde los bienes son transferidos entre camiones y

trenes. 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 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:

- **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

COMO MANDAR COMENTARIOS O RECIBIR MÁS INFORMACIÓN

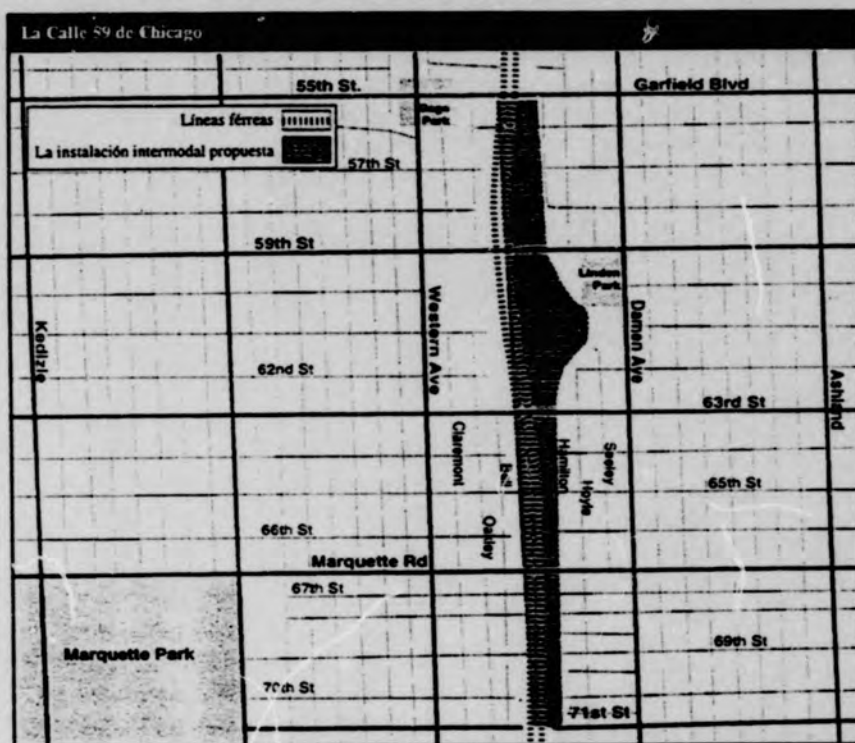
Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

*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*

Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.



Conrail Acquisition

FACT SHEET - CLEVELAND AND EAST CLEVELAND, 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 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.

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:

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- 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

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
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, 1997. 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.

Cleveland and East Cleveland, OH



Conrail Acquisition

COMPENDIO DE DATOS — CLEVELAND Y CLEVELAND ESTE, OHIO

Adquisición Propuesta



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 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 perfila 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. 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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- East Cleveland Public Library
Main Branch
14101 Euclid Ave.
- East Cleveland Public Library
North Branch
1425 Hayden Ave.
- East Cleveland Public Library
Caledonia Branch
960 Caledonia Ave.

COMO MANDAR COMENTARIOS O RECIBIR MÁS INFORMACIÓN

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

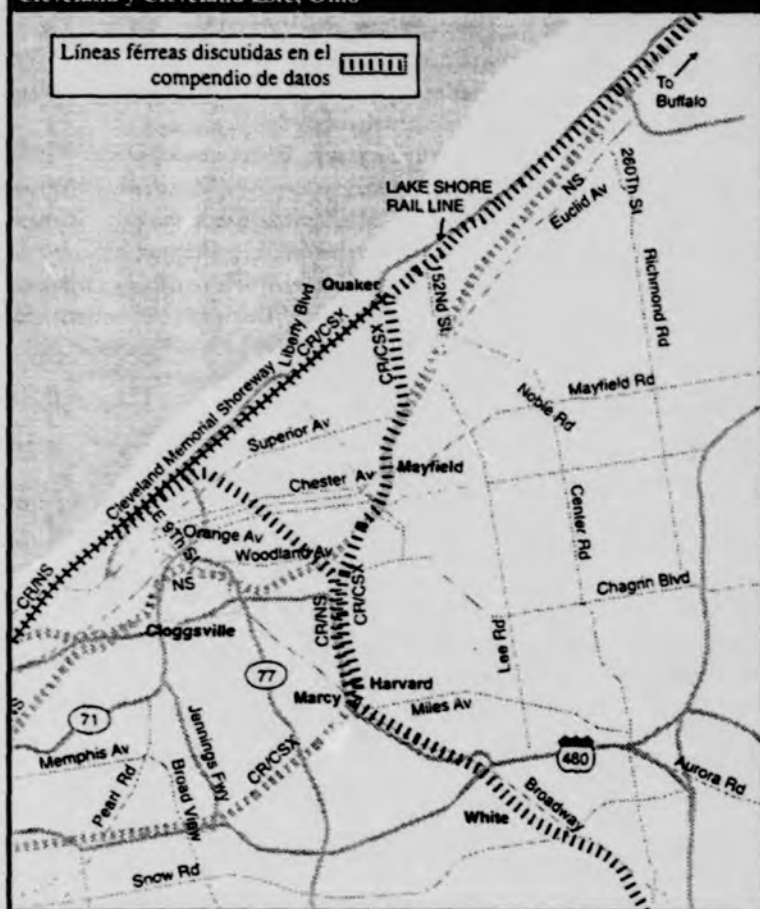
*Office of the Secretary
Case Control Unit
Financial Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001*

Indique en el ángulo inferior izquierdo:

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

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Cleveland y Cleveland Este, Ohio



Conrail Acquisition

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.

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:

- 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

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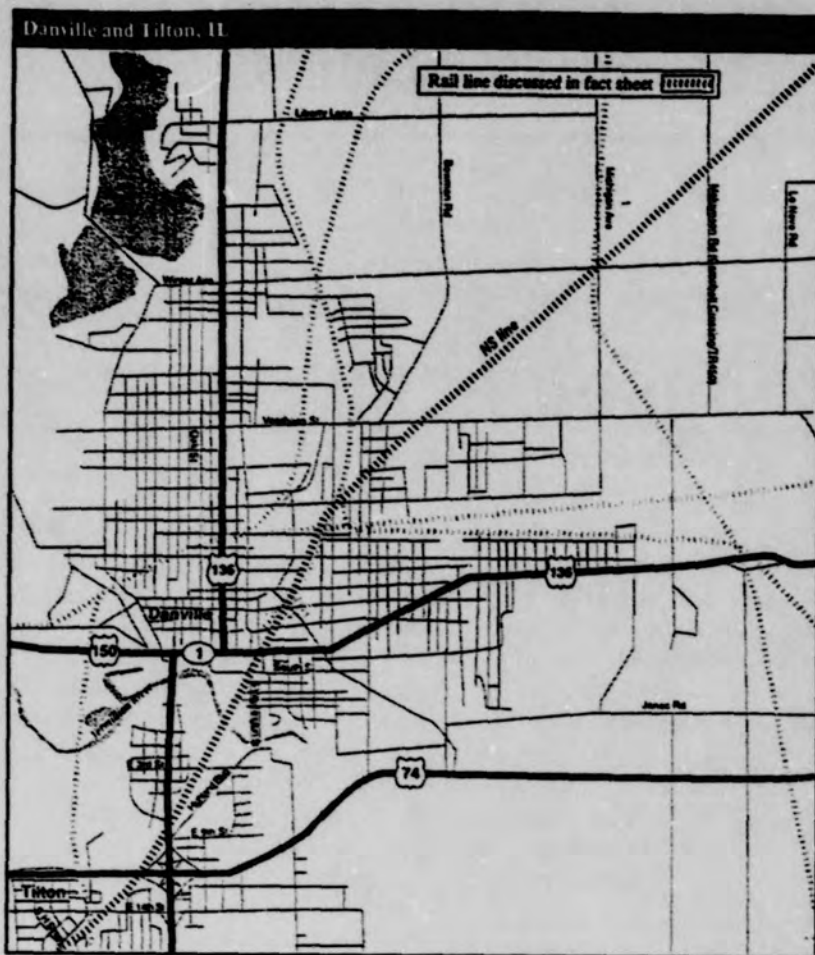
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hearing impaired 202-565-1695) for
further information.



Conrail Acquisition



FACT SHEET -- DISTRICT OF COLUMBIA 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 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.

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- **Capital View Public Library**
Central Avenue & 50th Street, SE
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- **Lamond-Riggs Public Library**
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- **Sorsum Public Library**
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- **Washington Highlands Public Library**
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Washington, D.C.
- **Watha T. Daniel Public Library**
8th Street & Rhode Island Avenue, NW
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- **Woodridge Regional Public Library**
18th Street & Rhode Island Ave., NE
Washington, D.C.

Prince George's County area libraries:

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- **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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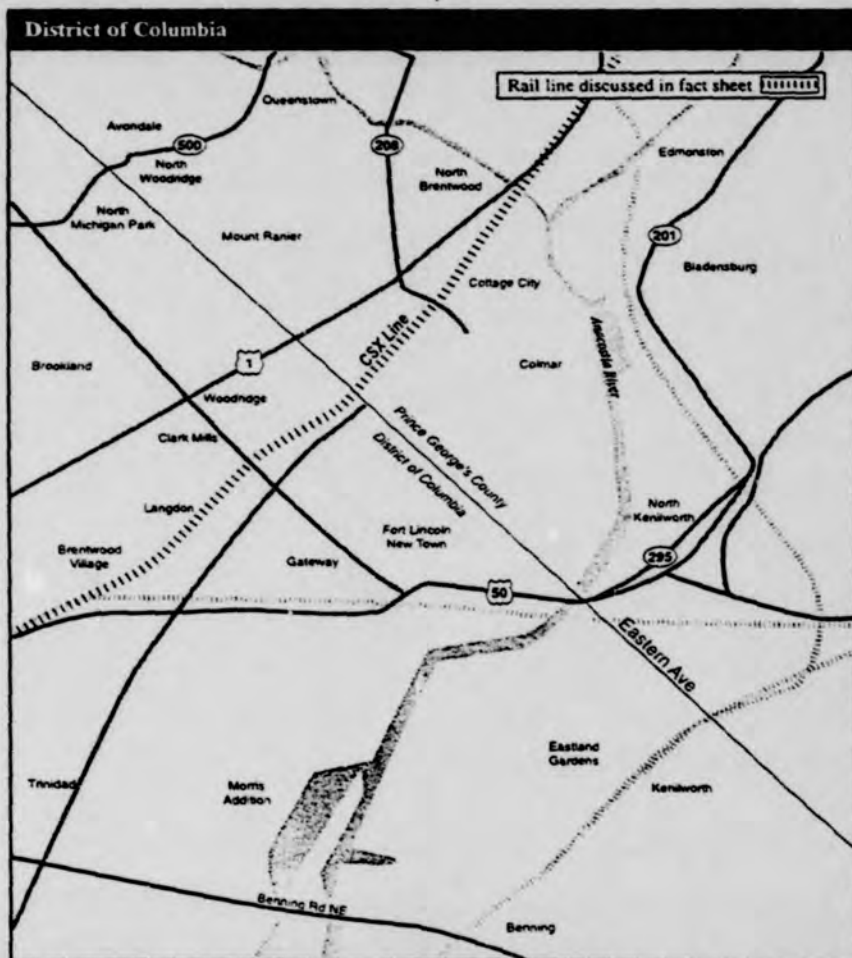
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Washington, D.C. 20423-0001*

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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.



Conrail Acquisition

COMPENDIO DE DATOS - DISTRITO DE COLUMBIA Adquisición Propuesta



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 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 trans-

acciones 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 perfila 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 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.

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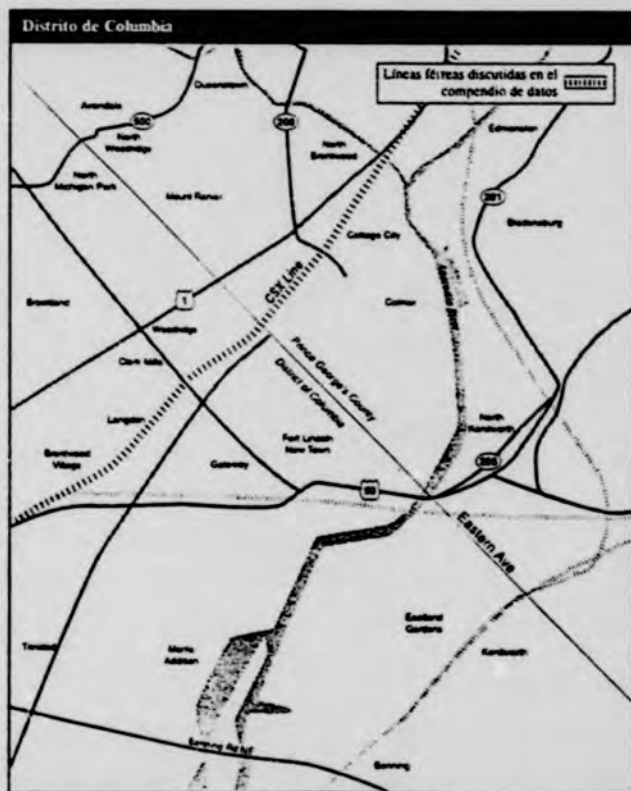
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Financial Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001*

Indique en el ángulo inferior izquierdo:

**ATTN: Elaine K. Kaiser
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Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.



Conrail Acquisition

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:

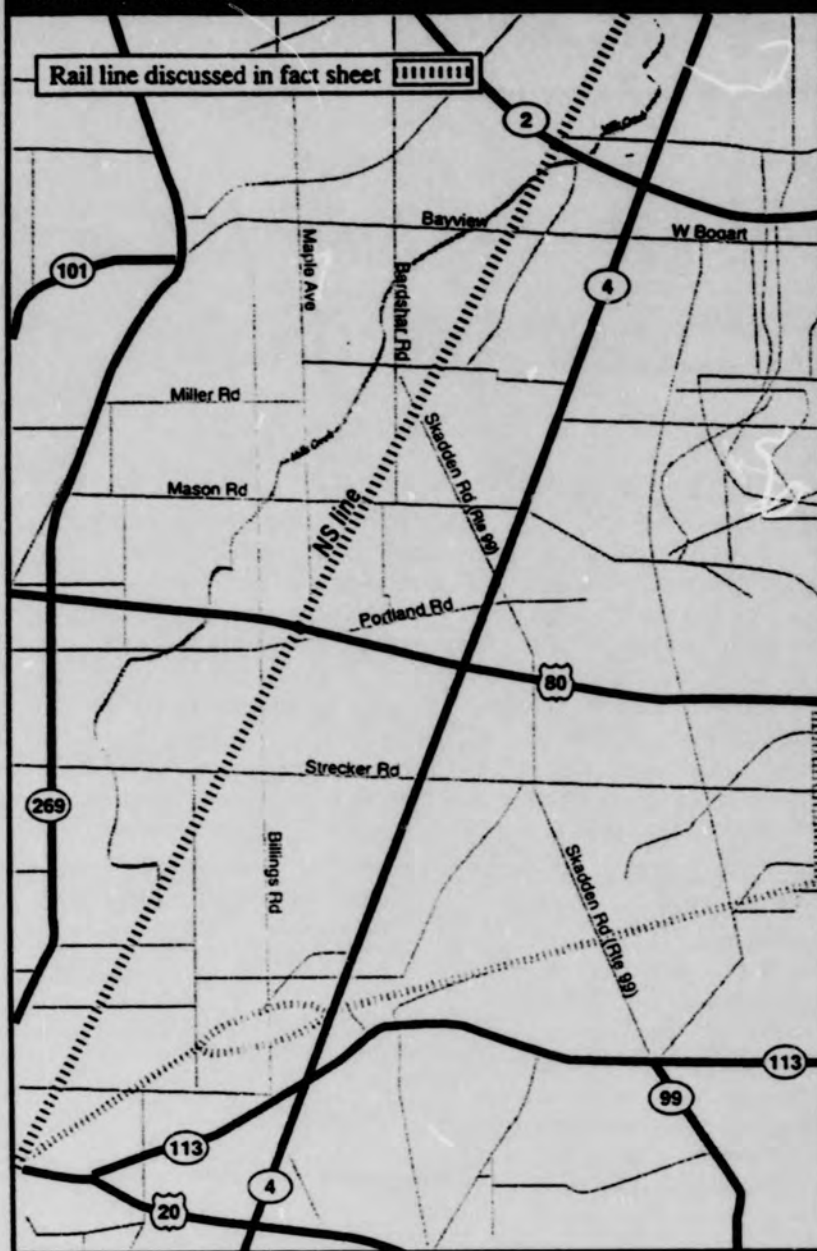
*Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001*

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.

Sandusky Docks to Bellevue, OH



Conrail Acquisition



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.

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- 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

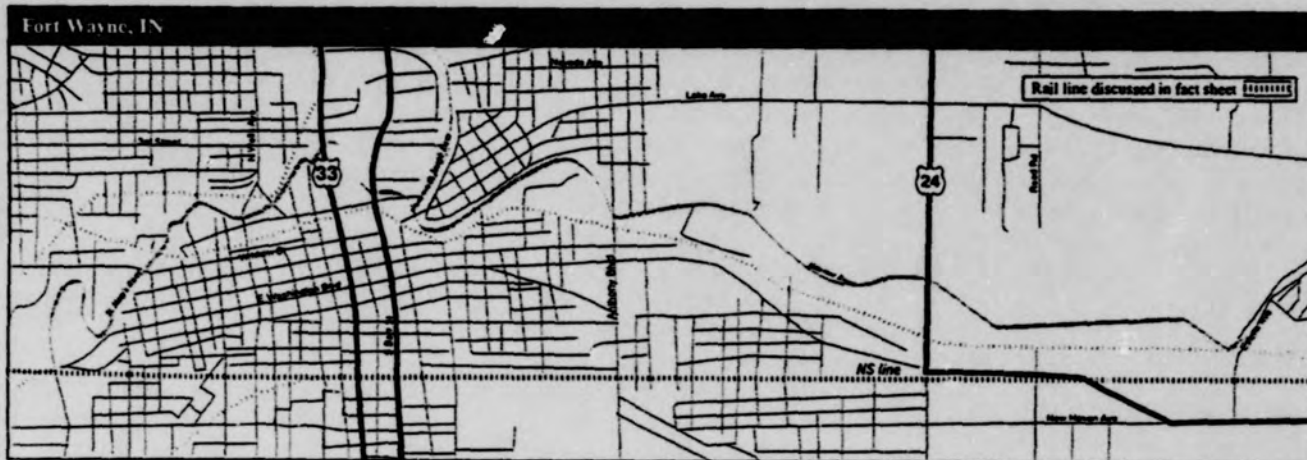
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1925 K Street, N.W.
Washington D.C. 20423-0001**

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indicate:

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

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Conrail Acquisition



COMPENDIO DE DATOS - FORT WAYNE, INDIANA Adquisición Propuesta

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 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 perfila 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 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:

- 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*

Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.

Fort Wayne, Indiana



Conrail Acquisition



FACT SHEET - GARY, 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 Gary, 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 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.

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- Gary Public Library Main Branch
220 W. 5th Street, Gary
- Dubois Branch
1835 Broadway, Gary
- Kennedy Branch
3953 Broadway, Gary
- Tollestson Branch
1113 Taft Street, Gary
- Wildermuth Branch
501 S. Lake Street, Gary

HOW TO COMMENT OR RECEIVE MORE INFORMATION

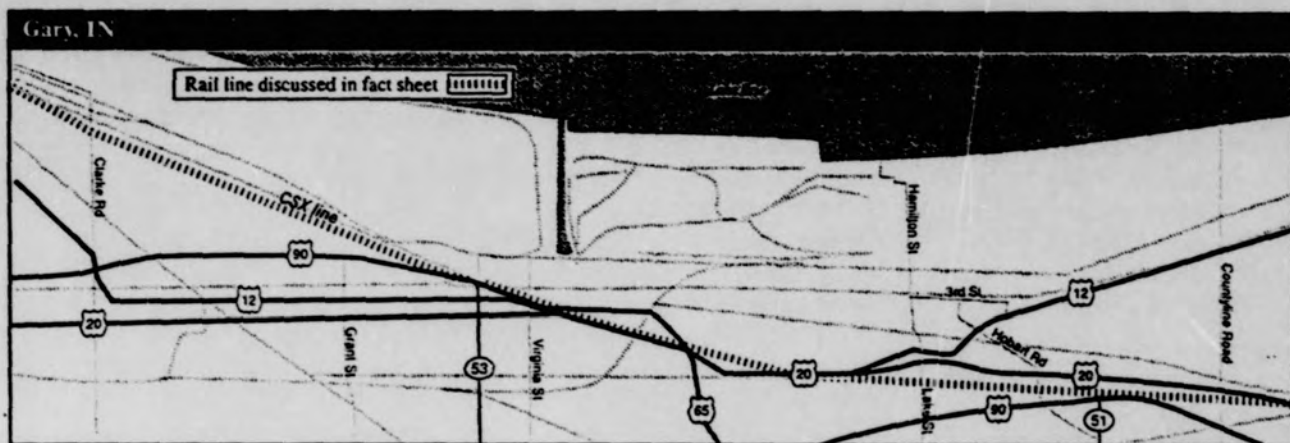
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Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001

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



Conrail Acquisition

FACT SHEET — GENEVA, 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 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 environmen-

tal 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.

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- Geneva Public Library
860 Sherman Street, Geneva

HOW TO COMMENT OR RECEIVE MORE INFORMATION

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copies of written comments to:

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Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001*

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Conrail Acquisition

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 Pro-

posed 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.

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- **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

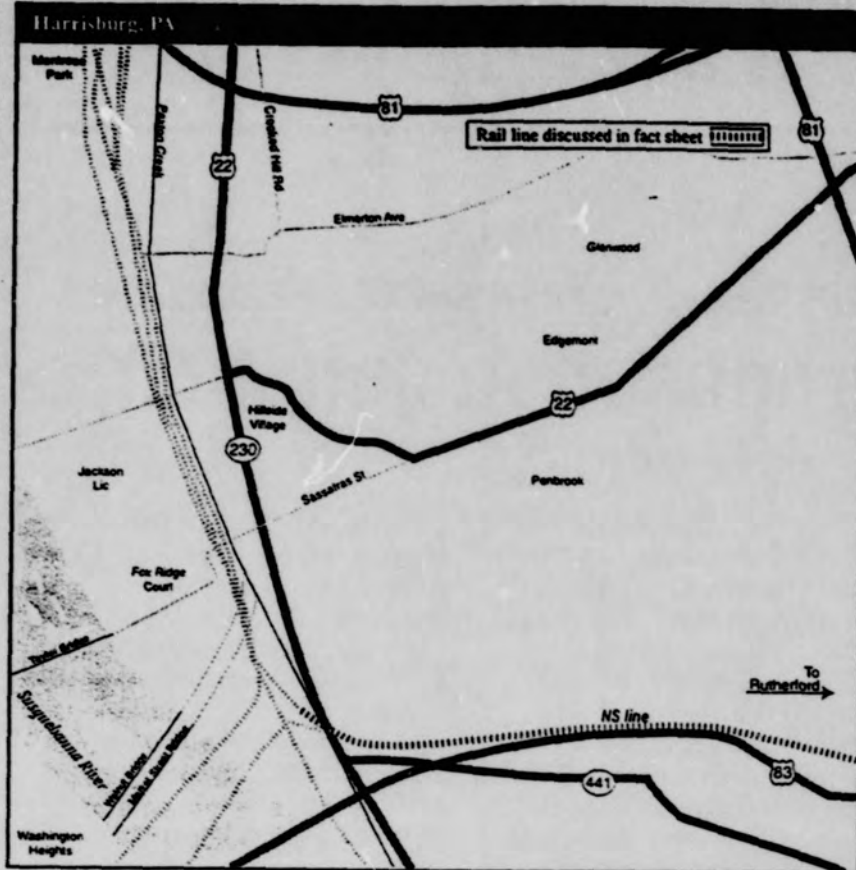
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Conrail Acquisition



FACT SHEET - LAFAYETTE, 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 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.

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- West Lafayette Public Library
208 West Columbia, West Lafayette
- Tippecanoe County Public Library
627 South Street, Lafayette

HOW TO COMMENT OR RECEIVE MORE INFORMATION

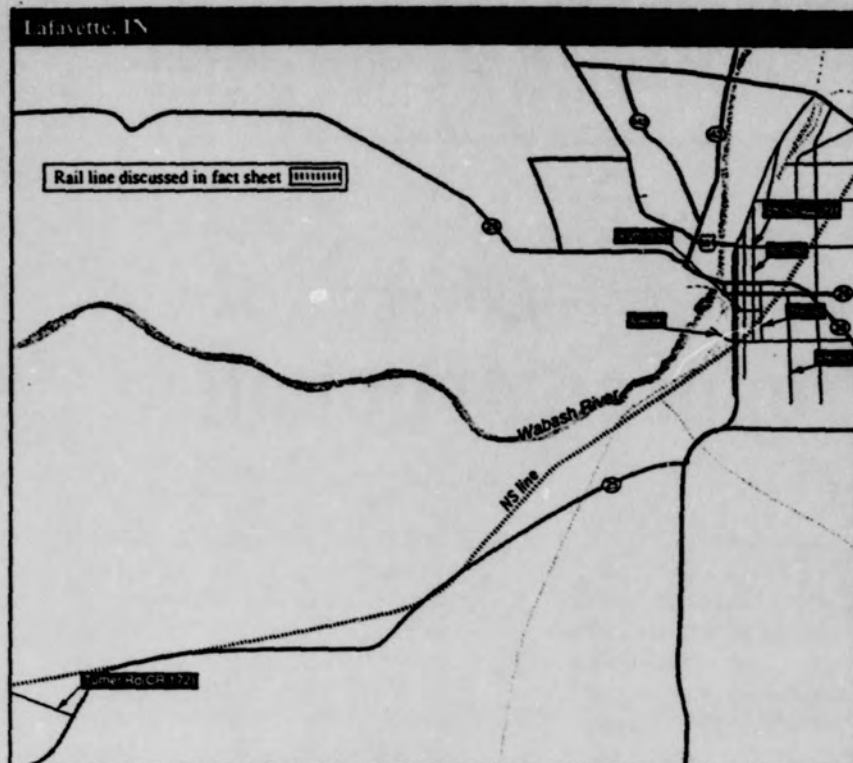
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Conrail Acquisition

FACT SHEET - MADISON COUNTY, 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 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.

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- **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

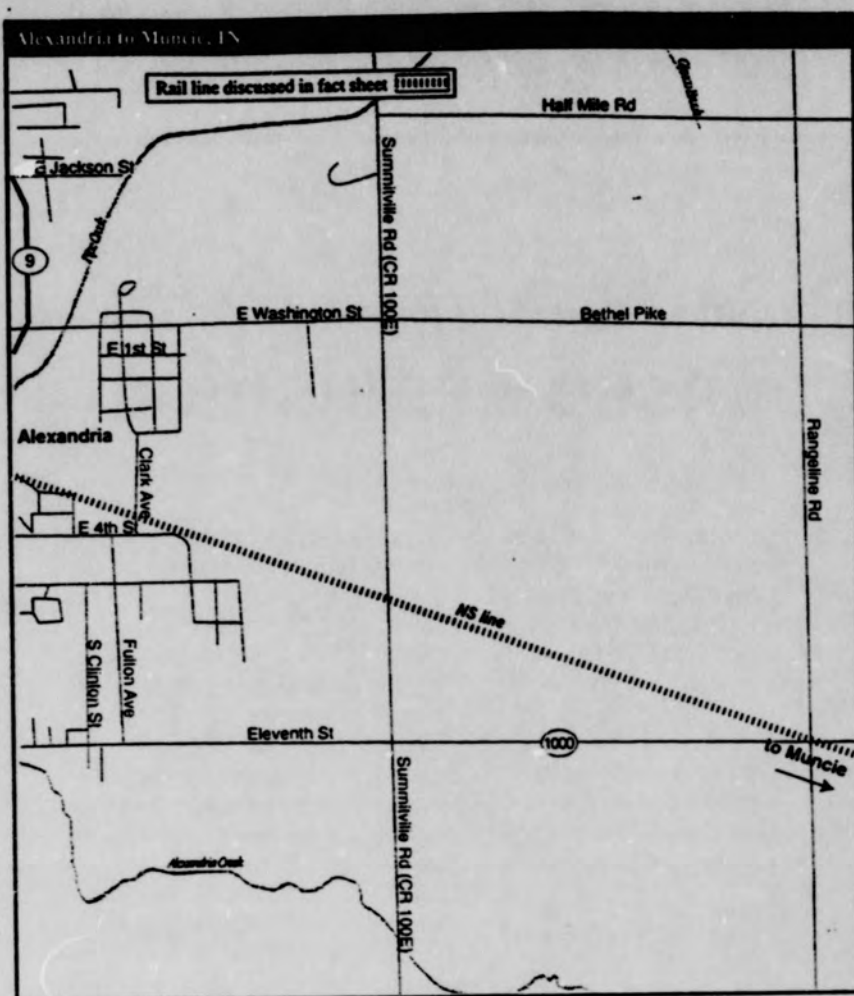
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**Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001**

In the lower left-hand corner,
indicate:

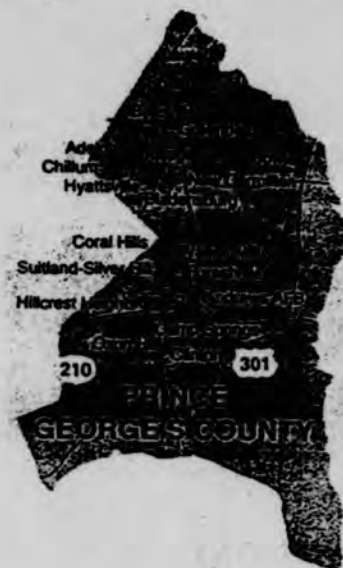
**ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing**

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.



Conrail Acquisition

FACT SHEET – PRINCE GEORGE'S COUNTY, MARYLAND 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 Prince George's County, 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 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

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Environmental Project Director
Environmental Filing*

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Conrail Acquisition



FACT SHEET - TOLEDO, 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 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 Pro-

posed 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 circulat-

ing 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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- **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

HOW TO COMMENT OR RECEIVE MORE INFORMATION

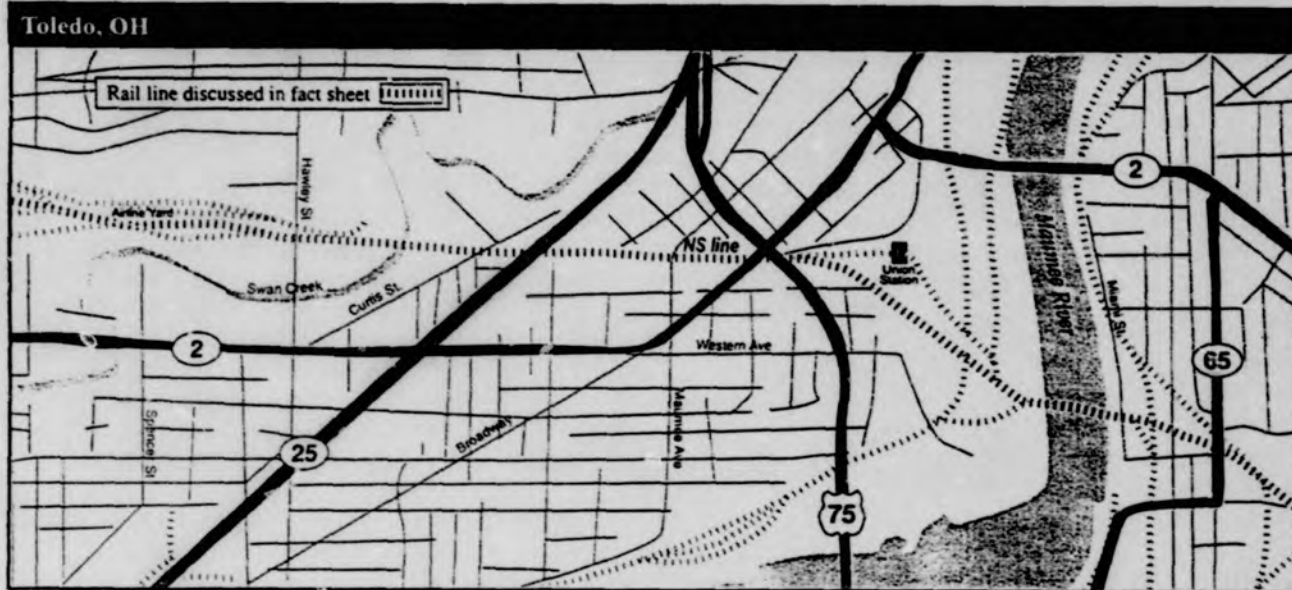
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Washington D.C. 20423-0001*

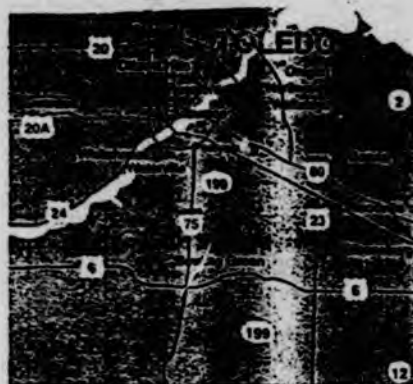
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Environmental Project Director
Environmental Filing*

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Conrail Acquisition



COMPENDIO DE DATOS – TOLEDO, OHIO

Adquisición Propuesta

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 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 perfila 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 VOLUMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

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COMO MANDAR COMENTARIOS O RECIBIR MÁS INFORMACIÓN

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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*

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Toledo, Ohio



Conrail Acquisition

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

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 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

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Conrail Acquisition



COMPENDIO DE DATOS - YOUNGSTOWN, OHIO

Adquisición Propuesta

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Los ferrocarriles proporcionaron información a SEA que indica que der ser aprobado el proyecto, el

tráfico de trenes podría incrementarse en 12 trenes por día a lo largo de la línea férrea 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.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

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.

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**Surface Transportation Board
Section of Environmental Analysis**

Proposed Conrail Acquisition

**PSA Radio Spot
:30**

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).

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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.

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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

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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.

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Conrail Acquisition Draft Environmental Outreach Strategy Madison County, Indiana

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

Madison County Public Libraries: 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. Donald 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

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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.

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**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

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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.

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