STB Docket No. AB-290 (Sub-No. 197X), *Norfolk and Western Railway Company--Abandonment Exemption--Toledo Pivot Bridge in Lucas County, OH.*

APPENDIX B: PROCEDURAL SCHEDULE

May 16, 1997	Preliminary Environmental Report filed.
June 23, 1997	Primary application and related filings filed. Environmental Report filed.
July 23, 1997	Publication in the *Federal Register*, by this date, of: notice of acceptance of primary application and related filings; and notice of the five related abandonment filings.
August 6, 1997	Comments on the draft scope of the Environmental Impact Statement due.[39]
August 7, 1997	Notice of intent to participate in proceeding due.
August 22, 1997	Description of anticipated responsive (including inconsistent) applications due; petitions for waiver or clarification due with respect to such applications.
September 5, 1997	Preliminary Draft Environmental Assessments for the construction projects referenced in Decision No. 9 due.
October 1, 1997	Responsive Environmental Report and Environmental Verified Statements of responsive (including inconsistent) applicants due.
October 21, 1997	Responsive (including inconsistent) applications due. All comments, protests, and requests for conditions, and any other opposition evidence and argument, due.[40] Comments of the U.S. Secretary of Transportation and the U.S. Attorney General due. With respect to all related abandonments: opposition submissions, requests for public use conditions, and Trails Act requests due.

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[39] *See* the notice served July 3, 1997, and published in the *Federal Register* on July 7, 1997, at 62 FR 36332. As indicated in that notice, slip op. at 3, 62 FR at 36333, it is not necessary to be a party of record to file comments on the draft scope of the EIS and/or to participate in the environmental review process.

[40] As indicated in the notice published in the *Federal Register* on July 11, 1997 (62 FR 37331), petitions for reconsideration with respect to the physical construction of the Crestline connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 1) embraced docket, and/or operation thereover by CSXT, are due by July 31, 1997. As indicated in the notices published in the *Federal Register* concurrently herewith, comments respecting the physical construction of the Willow Creek, Greenwich, Sidney Junction, Sidney, Alexandria, and Bucyrus connection tracks, as proposed in the STB Finance Docket No. 33388 (Sub-Nos. 2, 3, 4, 5, 6, and 7) embraced dockets, respectively, and/or operation thereover by applicants, are due by August 22, 1997.

November 20, 1997	Notice of acceptance (if required) of responsive (including inconsistent) applications published in the *Federal Register*.
December 15, 1997	Response to responsive (including inconsistent) applications due. Response to comments, protests, requested conditions, and other opposition evidence and argument due. Rebuttal in support of primary application and related filings due. With respect to all related abandonments: rebuttal due; and responses to requests for public use and Trails Act conditions due.
January 14, 1998	Rebuttal in support of responsive (including inconsistent) applications due.
February 23, 1998	Briefs due, all parties (not to exceed 50 pages).
April 9, 1998	Oral argument (close of record).
April 14, 1998	Voting conference (at Board's discretion).
June 8, 1998	Date of service of final decision.
	With respect to any exempted abandonments: offers of financial assistance may be filed no later than 10 days after the date of service of the final decision.

NOTES: Immediately upon each evidentiary filing, the filing party will place all documents relevant to the filing (other than documents that are privileged or otherwise protected from discovery) in a depository open to all parties, and will make its witnesses available for discovery depositions. Access to documents, subject to protective order, will be appropriately restricted. Parties seeking discovery depositions may proceed by agreement. Discovery on responsive (including inconsistent) applications will begin immediately upon their filing.

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BOARD DECISION NO. 52

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SERVICE DATE - LATE RELEASE NOVEMBER 3, 1997

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. 52

Decided: November 3, 1997

As requested by the United States Department of Transportation (DOT) in its filing on October 21, 1997, in this proceeding (DOT-3) at pages 4-6, we have decided to require Applicants[1] to prepare Safety Integration Plans (SIPs) that address the concerns set forth in the verified statement of Edward R. English included with DOT's submission. That verified statement and Applicants' SIPs will be made a part of the environmental record and dealt with through the environmental review process. This is consistent with the Board's practice of treating safety matters in its environmental review of the proposals that come before it. We anticipate that DOT, as well as other interested parties, will analyze the Applicants' SIPs and give us the benefit of their views on the adequacy of Applicants' plans.

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[1] CSX Corporation (CSXC) and CSX Transportation, Inc. (CSXT) are referred to collectively as CSX. Norfolk Southern Corporation (NSC) and Norfolk Southern Railway Company (NSR) are referred to collectively as NS. Conrail Inc. (CRI) and Consolidated Rail Corporation (CRC) are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as Applicants.

Specifically, we will require Applicants to file these SIPs with the Board 30 days from the date of service of this decision. These SIPs will be incorporated as a separate section of the Draft Environmental Impact Statement (EIS) to facilitate participation by commenters desiring to address only the adequacy of Applicants' SIPs. To accommodate inclusion of this material in the Draft EIS, and because of the late receipt of information necessary to prepare a sufficiently complete Draft EIS (e.g., receipt of the Errata and Supplemental Environmental Report approximately 9 weeks after the filing of the Application and Environmental Report), service of the Draft EIS, which had been scheduled for November, will not occur until the latter part of December. The 45 day period for comment on the Draft EIS will commence upon the service of the Draft EIS. We anticipate that the comment period will end in early February. Given the additional time required to issue the Draft EIS with the SIPs, we must extend the time accordingly for our Section of Environmental Analysis (SEA) to complete the EIS process and to ensure that the Board has adequate time to consider fully the environmental record in arriving at its decision in this proceeding. As a result, the Final EIS, which had been scheduled for service in early April 1998, will now be served in May of 1998.

These changes, in turn, will require the following modifications to our overall schedule for processing the applications as set forth in Decision Nos. 6 and 12 in this proceeding.[2] Oral argument will now be held on June 4, 1998, to be followed by a voting conference on June 8, 1998. Our final written decision will be served on Thursday, July 23, 1998. The remainder of the current procedural schedule, including the date for filing the parties' briefs will not be

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[2] Served on May 30, 1997, and on July 23, 1997, respectively.

affected.

We recognize that our decision today results in extending the previously established schedule by 45 days. However, we have concluded that this delay is necessary to permit us to give safety concerns full consideration as warranted by this proceeding.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Applicants CSX and NS, and Conrail, to the extent it will be responsible for operation in the Shared Assets Areas, shall file Safety Integration Plans in conformity with the request of the United States Department of Transportation in DOT-3 in this proceeding, as more specifically detailed in the verified statement of Edward R. English, within 30 days of the date of service of this order.

2. Responses to Applicants' SIPs shall be made as comments to the Draft EIS, which will be served by the end of the year. Comments on the Draft EIS will be due 45 days from the date of service of that document.

3. Oral Argument will be held on June 4, 1998.

4. The Board will hold a voting conference on June 8, 1998.

5. The final written decision will be served on July 23, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams

Secretary

BOARD DECISION NO. 54

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SERVICE DATE - NOVEMBER 20, 1997

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 33388

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

STB Finance Docket No. 33388 (Sub-No. 35)

RESPONSIVE APPLICATION--NEW YORK STATE ELECTRIC AND GAS CORPORATION

STB Finance Docket No. 33388 (Sub-No. 36)

RESPONSIVE APPLICATION--ELGIN, JOLIET & EASTERN RAILWAY COMPANY, TRANSTAR, INC., AND I & M RAIL LINK, LLC

STB Finance Docket No. 33388 (Sub-No. 39)

RESPONSIVE APPLICATION--LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION

STB Finance Docket No. 33388 (Sub-No. 59)

RESPONSIVE APPLICATION--WISCONSIN CENTRAL LTD.

STB Finance Docket No. 33388 (Sub-No. 61)

RESPONSIVE APPLICATION--BESSEMER AND LAKE ERIE RAILROAD COMPANY

STB Finance Docket No. 33388 (Sub-No. 62)

RESPONSIVE APPLICATION--ILLINOIS CENTRAL RAILROAD COMPANY

STB Finance Docket No. 33388 (Sub-No. 63)

RESPONSIVE APPLICATION--R.J. CORMAN RAILROAD COMPANY/WESTERN OHIO LINE

STB Finance Docket No. 33388 (Sub-No. 69)

RESPONSIVE APPLICATION--STATE OF NEW YORK, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, AND THE NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION

STB Finance Docket No. 33388 (Sub-No. 72)

RESPONSIVE APPLICATION--THE BELVIDERE & DELAWARE RIVER RAILWAY AND THE BLACK RIVER & WESTERN RAILROAD

STB Finance Docket No. 33388 (Sub-No. 75)

RESPONSIVE APPLICATION--NEW ENGLAND CENTRAL RAILROAD, INC.

STB Finance Docket No. 33388 (Sub-No. 76)

RESPONSIVE APPLICATION--INDIANA SOUTHERN RAILROAD, INC.

STB Finance Docket No. 33388 (Sub-No. 77)

RESPONSIVE APPLICATION--INDIANA & OHIO RAILWAY COMPANY

STB Finance Docket No. 33388 (Sub-No. 78)

RESPONSIVE APPLICATION--ANN ARBOR ACQUISITION CORPORATION, D/B/A ANN ARBOR RAILROAD

STB Finance Docket No. 33388 (Sub-No. 80)

RESPONSIVE APPLICATION--WHEELING & LAKE ERIE RAILWAY COMPANY

STB Finance Docket No. 33388 (Sub-No. 81)

RESPONSIVE APPLICATION--CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK WESTERN RAILROAD INCORPORATED

STB Finance Docket No. 33388 (Sub-No. 83)

GRAND TRUNK WESTERN RAILROAD INCORPORATED--CONSTRUCTION AND OPERATION EXEMPTION--CONNECTING TRACKS AT TRENTON, MI

DECISION NO. 54

AGENCY: Surface Transportation Board.

ACTION: Decision No. 54; Notice of Acceptance of Responsive Applications and Related Filing.

SUMMARY: The Board is accepting for consideration the responsive applications filed: by New York State Electric and Gas Corporation (NYSEG) in STB Finance Docket No. 33388 (Sub-No. 35); jointly by Elgin, Joliet & Eastern Railway Company, Transtar, Inc., and I & M Rail Link, LLC, in STB Finance Docket No. 33388 (Sub-No. 36);[1] by Livonia, Avon & Lakeville Railroad Corporation (LAL) in STB Finance Docket No. 33388 (Sub-No. 39); by Wisconsin Central Ltd. (WCL) in STB Finance Docket No. 33388 (Sub-No. 59); by Bessemer and Lake Erie Railroad Company (BLE) in STB Finance Docket No. 33388 (Sub-No. 61); by Illinois Central Railroad Company (IC) in STB Finance Docket No. 33388 (Sub-No. 62); by R.J. Corman Railroad Company/Western Ohio Line (RJCW) in STB Finance Docket No. 33388 (Sub-No. 63); jointly by (i) the State of New York, acting by and through its Department of Transportation (NYDOT), and (ii) the New York City Economic Development Corporation (NYCEDC) in STB Finance Docket No. 33388 (Sub-No. 69);[2] jointly by the Belvidere & Delaware River Railway (BDRV) and the Black River & Western Railroad (BRW) in STB Finance Docket No. 33388 (Sub-No. 72); by New England Central Railroad, Inc. (NECR), in STB Finance Docket No. 33388 (Sub-No. 75); by Indiana Southern Railroad, Inc. (ISRR), in STB Finance Docket No. 33388 (Sub-No. 76); by Indiana & Ohio Railway Company (IORY) in STB Finance Docket No. 33388 (Sub-No. 77); by Ann Arbor Acquisition Corporation, d/b/a Ann Arbor Railroad (AA), in STB Finance Docket No. 33388 (Sub-No. 78); by Wheeling & Lake Erie Railway Company (W&LE) in STB Finance Docket No. 33388 (Sub-No. 80); and jointly by Canadian National Railway Company (CN) and Grand Trunk Western Railroad Incorporated (GTW) in STB Finance Docket No. 33388 (Sub-No. 81). The Board is also accepting for consideration the notice of exemption filed by GTW in STB Finance Docket No. 33388 (Sub-No. 83). The responsive applications filed in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62,

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[1] Elgin, Joliet & Eastern Railway Company and Transtar, Inc. are referred to collectively as EJE. I & M Rail Link, LLC is referred to as IMRL.

[2] The responsive application filed jointly by NYDOT and NYCEDC purports to be filed both in STB Finance Docket No. 33388 (Sub-No. 69) (this being the sub-number docket reserved by NYDOT) and in STB Finance Docket No. 33388 (Sub-No. 54) (this being the sub-number docket reserved by NYCEDC). Although there are two responsive applicants there is only one responsive application, and we will treat this single application as if it had been filed in STB Finance Docket No. 33388 (Sub-No. 69) only.

63, 69, 72, 75, 76, 77, 78, 80, and 81) are responsive to the primary application filed June 23, 1997, in STB Finance Docket No. 33388 by CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR), Conrail Inc. (CRR), and Consolidated Rail Corporation (CRC).[3] The notice of exemption filed in STB Finance Docket No. 33388 (Sub-No. 83) is related to the responsive application filed in STB Finance Docket No. 33388 (Sub-No. 81).[4]

DATES: The effective date of this decision is November 20, 1997. Comments regarding the responsive filings must be filed with the Board by December 15, 1997. Rebuttal in support of these responsive filings must be filed with the Board by January 14, 1998. Briefs (not to exceed 50 pages) must be filed with the Board by February 23, 1998.

ADDRESSES: An original and 25 copies of all comments referring to STB Finance Docket No. 33388 (Sub-No. 35), STB Finance Docket No. 33388 (Sub-No. 36), STB Finance Docket No. 33388 (Sub-No. 39), STB Finance Docket No. 33388 (Sub-No. 59), STB Finance Docket No. 33388 (Sub-No. 61), STB Finance Docket No. 33388 (Sub-No. 62), STB Finance Docket No. 33388 (Sub-No. 63), STB Finance Docket No. 33388 (Sub-No. 69), STB Finance Docket No. 33388 (Sub-No. 72), STB Finance Docket No. 33388 (Sub-No. 75), STB Finance Docket No. 33388 (Sub-No. 76), STB Finance Docket No. 33388 (Sub-No. 77), STB Finance Docket No. 33388 (Sub-No. 78), STB Finance Docket No. 33388 (Sub-No. 80), STB Finance Docket No. 33388 (Sub-No. 81), and/or STB Finance Docket No. 33388 (Sub-No. 83) must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, ATTN.: STB Finance Docket No. 33388, 1925 K Street, N.W., Washington, DC 20423-0001.[5]

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[3] CSXC and CSXT, and their wholly owned subsidiaries, are referred to collectively as CSX. NSC and NSR, and their wholly owned subsidiaries, are referred to collectively as NS. CRR and CRC, and their wholly owned subsidiaries, are referred to collectively as Conrail or CR. CSX, NS, and Conrail are referred to collectively as the primary applicants.

[4] The responsive applications filed in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, and 81) and the notice of exemption filed in STB Finance Docket No. 33388 (Sub-No. 83) are hereinafter referred to collectively as the "responsive filings."

[5] In order for a document to be considered a formal filing, the Board must receive an original and 25 copies of the document, which must show that it has been properly served on all other parties of record. Documents transmitted by facsimile (FAX) will not be considered formal filings and are not encouraged because they will result in unnecessarily burdensome, duplicative processing in what has already become a voluminous record.

In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit one electronic copy of each such document. Further details respecting such electronic submissions are provided below.

In addition, one copy of each document filed in these proceedings must be served on: the U.S. Secretary of Transportation; the U.S. Attorney General; Administrative Law Judge Jacob Leventhal, Federal Energy Regulatory Commission, 888 First Street, N.E., Suite 11F, Washington, DC 20426; Dennis G. Lyons, Esq., Arnold & Porter, 555 12th Street, N.W., Washington, DC 20004-1202 (representing primary applicants CSXC and CSXT); Richard A. Allen, Esq., Zuckert, Scoutt & Rasenberger, LLP, Suite 600, 888 Seventeenth Street, N.W., Washington, DC 20006-3939 (representing primary applicants NSC and NSR); and Paul A. Cunningham, Esq., Harkins Cunningham, Suite 600, 1300 Nineteenth Street, N.W., Washington, DC 20036 (representing primary applicants CRR and CRC).

In addition, one copy of all comments filed in these proceedings must be served on the appropriate responsive applicant's representative: William A. Mullins, Esq., Troutman Sanders LLP, 1300 I Street, N.W., Suite 500 East, Washington, D.C. 20005-3314 (representing NYSEG); Thomas J. Litwiler, Esq., Oppenheimer Wolff & Donnelly, Two Prudential Plaza, 45th Floor, 180 North Stetson Avenue, Chicago, IL 60601-6710 (representing EJE, IMRL, BLE, IC, and WCL); Kevin M. Sheys, Esq., Oppenheimer Wolff & Donnelly, 1020 Nineteenth Street, N.W., Suite 400, Washington, DC 20036-6200 (representing LAL and RJCW); William L. Slover, Esq., Slover & Loftus, 1224 Seventeenth Street, NW, Washington, DC 20036-3003 (representing NYDOT); Charles A. Spitulnik, Esq., Hopkins & Sutter, 888 Sixteenth Street, NW, Washington, DC 20006 (representing NYCEDC); Peter A. Greene, Esq., Thompson Hine & Flory LLP, 1920 N Street, N.W., Suite 800, Washington, DC 20036 (representing BDRV and BRW); Karl Morell, Esq., Ball Janik LLP, Suite 225, 1455 F Street, N.W., Washington, DC 20005 (representing NECR, ISRR, IORY, and AA); Charles H. White, Jr., Esq., Galland, Kharasch & Garfinkle, P.C., 1054 Thirty-First Street, N.W., Washington, DC 20007-4492 (representing W&LE); and L. John Osborn, Sonnenschein Nath & Rosenthal, 1301 K Street, N.W., Suite 600 East, Washington, DC 20005 (representing CN and GTW).

In addition, one copy of all documents filed in these proceedings must be served on all other persons designated parties of record on the Board's service list in STB Finance Docket No. 33388. See the service list attached to Decision No. 21 (served August 19, 1997), as modified in Decision No. 27 (served September 8, 1997), and as further modified in Decision No. 43 (served October 7, 1997).[6]

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[6] Members of the United States Congress and Governors are not parties of record and therefore need not be served with copies of filings, unless any such Member or Governor is designated as a party of record. See Decision No. 12 (served July 23, 1997, and published that

(continued...)

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: In the primary application filed with the Board on June 23, 1997, primary applicants CSXC, CSXT, NSC, NSR, CRR, and CRC seek approval and authorization under 49 U.S.C. 11321-25 for: (1) the acquisition by CSX and NS of control of Conrail; and (2) the division of the assets of Conrail by and between CSX and NS. In various related filings also filed June 23, 1997, the primary applicants seek related relief contingent upon approval of the primary application. In Decision No. 12, the Board accepted for consideration the primary application and the various related filings, and directed that responsive applications be filed by October 21, 1997.

RESPONSIVE FILINGS: CONDITIONS REQUESTED. In STB Finance Docket No. 33388 (Sub-No. 35), NYSEG seeks: (1) on behalf of NSR,[7] or a third-party carrier suitable to NYSEG, trackage rights over the CRC lines between Buffalo, NY, and NYSEG's Kintigh Station; specifically, from the Niagara Branch MP 19.0 (CP-21)[8] to the Tuscarora Wye, for approximately 4,200 feet, to Lockport Branch MP 69.6 (CP-69) to the connection with Somerset Railroad Corporation at Lockport Branch MP 58.8 (CP-59) (a total distance of approximately 11.2 miles);[9] or (2) on behalf of CSXT, or a third-party carrier suitable to NYSEG, trackage rights over the CRC lines between Buffalo, NY, and NYSEG's Milliken, Goudey, and Greenidge plants; specifically, from Chicago Line MP 1.7 (CP-DRAW) over the Bison Running Track to

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[6](...continued)
day in the Federal Register at 62 FR 39577), slip op. at 19, 62 FR at 39588.

[7] If exercised by NSR, modification of NSR's trackage rights over CSXT and New York Central Lines LLC (NYC), as shown on pp. 220-52 and 329-35 of Volume 8B of the primary application, would also be required to eliminate any restrictions contained therein that would prevent transportation to NYSEG's Kintigh Station, including, but not confined to, limitations against interchanging with, or operating over, property of Somerset Railroad Corporation.

[8] Milepost is abbreviated MP. Control point is abbreviated CP.

[9] If exercised by a third-party carrier, these rights would include full access over: The Chicago Line between CP-2 and FW Tower (CP-437) and the Belt Line Branch owned by NYC and operated by CSX between the connection at FW Tower (CP-437), Buffalo, NY, at or near MP 0.0, and the connection with the Niagara Branch (CP-1) at or near MP 7.2, and the Niagara Branch operated by CSX between the connection with the Belt Line Branch, at or near MP 7.5, "and to" Tuscarora Wye to CP-69 at MP 69.6 of the Lockport Branch to MP 58.8 (CP-59) and connection track to MP 0.0 of the Somerset Railroad Corporation. This would cover a total distance of approximately 33.2 miles.

Southern Tier Line MP 419.8 to Binghamton MP 215.3 including Binghamton Running Track and #4 Yard Track with connections to: Vestal Industrial Track; on Vestal Industrial Track from MP 192.3 to MP 195.4; and connections to Lehigh Secondary at Southern Tier MP 255.2, Lehigh Secondary Track MP 269.5 to 271.6 and connection to Ithaca Secondary; Ithaca Secondary from MP 271.6 to the end of line at Milliken Station MP 321.0; connections to Corning Secondary at Southern Tier Line MP 290.1 and 290.8, Corning Secondary from MP 70.6 (CP-Glass) and MP 70.9 (GP - Gibson/CP-Corning) to MP 0 (CP-335), including sidings, runarounds, and passing tracks (a total distance of approximately 333.4 miles).

In STB Finance Docket No. 33388 (Sub-No. 36), EJE and IMRL seek to acquire, and thereafter to divide into two equal parts, CRC's 51% stock ownership of the Indiana Harbor Belt Railroad Company (IHB).

In STB Finance Docket No. 33388 (Sub-No. 39), LAL seeks to acquire ownership of or trackage rights on approximately 1.0 route mile of trackage constituting CRC's Genesee Junction yard in Chili, NY.

In STB Finance Docket No. 33388 (Sub-No. 59), WCL seeks to acquire from The Baltimore & Ohio Chicago Terminal Railroad Company (B&OCT, a wholly owned CSX subsidiary) a portion of B&OCT's Altenheim Subdivision, including rail line, side track, yard trackage, and associated right-of-way and appurtenances, beginning at a connection between WCL and B&OCT trackage at B&OCT MP 37.4 at Madison Street, Forest Park, IL, and extending to a point of connection with Union Pacific Railroad Company (UPRR) and Conrail's Panhandle Line in the vicinity of Rockwell Street, Chicago, IL.

In STB Finance Docket No. 33388 (Sub-No. 61), BLE seeks overhead trackage rights over: (1) CRC's Mon Line between the connection with BLE (Union Railroad Company, a BLE affiliate) at Pittsburgh (Duquesne), PA, and CRC's Shire Oaks Yard in Shire Oaks, PA (a distance of approximately 14 miles); and/or (2) CSXT's line (formerly the Pittsburgh & Lake Erie Railroad Company) between the connection with BLE (Union Railroad Company) at Bessemer (Pittsburgh), PA, and CSXT's Newell Interchange Yard near Brownsville, PA (a distance of approximately 40 miles). The overhead trackage rights sought by BLE would be restricted to the transportation of coal originating at current or future mines on the former Monongahela Railway Company lines and destined to the P&C Dock at Conneaut, OH, for movement beyond.

In STB Finance Docket No. 33388 (Sub-No. 62), IC seeks to acquire CSXT's Leewood-Aulon Line in Memphis, TN, which extends between CSXT MP F-371.4 (IC MP 387.9) at Leewood and CSXT MP F-373.4 (IC MP 390.0) at Aulon, a distance of approximately 2 miles.

In STB Finance Docket No. 33388 (Sub-No. 63), RJCW seeks to acquire ownership of or trackage rights on Conrail's line of railroad between approximately MP 54.4 and approximately MP 52.1 in Lima, OH.

In STB Finance Docket No. 33388 (Sub-No. 69), NYDOT and NYCEDC seek: (1) full service trackage rights in favor of a rail carrier other than Conrail or CSX, to be designated jointly by NYDOT and NYCEDC, over the lines of Conrail between points of connection with the Delaware & Hudson Railway (D&H) at CP-160 near Schenectady, NY, and Selkirk Yard near Selkirk, NY, on the one hand, and, on the other, CP-75 near Poughkeepsie, NY, together with sufficient rights on tracks within Selkirk Yard to permit the efficient interchange of freight with D&H; (2) full service trackage rights in favor of a rail carrier other than Conrail or CSX, to be designated jointly by NYDOT and NYCEDC, over the lines of Conrail between the point of Conrail ownership at Mott Haven Junction ("MO"), NY, and the point of connection with the lines of the Long Island Railroad near Fresh Pond ("MONT"), NY, via the Harlem River Yard; and (3) to the extent necessary to permit uninterrupted rail freight transportation between CP-160 and/or Selkirk Yard, on the one hand, and, on the other, Fresh Pond, a declaration that, pursuant to 49 U.S.C. 11321(a), Metro-North Commuter Railroad Company, a subsidiary of the Metropolitan Transportation Authority of the State of New York, may grant unrestricted trackage rights over the lines between CP-75 and Mott Haven Junction to a rail carrier other than Conrail or CSX, notwithstanding any provisions of any agreements which purport to limit or prohibit such a grant.

In STB Finance Docket No. 33388 (Sub-No. 72), BDRV and BRW seek: (1) removal of the restriction on certain D&H trackage rights that prevents interchange between D&H and BDRV at Phillipsburg, NJ, and between D&H and BRW at Three Bridges, NJ; (2) a grant of overhead trackage rights to BDRV over lines to be acquired by NS from Phillipsburg, NJ, to Manville, NJ (a distance of 40 miles), or to some other operationally feasible point at which BDRV and CSXT can interchange traffic; (3) a grant of overhead trackage rights to BRW over lines to be acquired by NS from Three Bridges, NJ, to Manville, NJ (a distance of 13 miles), or to some other operationally feasible point at which BRW and CSXT can interchange traffic; and (4) a grant of overhead trackage rights to BDRV and BRW over lines to be acquired by NS between the BDRV-NS connection at Phillipsburg, NJ, and the BRW-NS connection at Three Bridges, NJ (a distance of 29 miles).

In STB Finance Docket No. 33388 (Sub-No. 75), NECR seeks "limited trackage rights": (1) between Palmer, MA, and West Springfield, MA, a distance of 18 miles, over the CRC line to be acquired by CSXT; (2) between West Springfield, MA, on the one hand, and, on the other, Albany, Selkirk, and Mechanicville, NY, a distance of 98 miles, over the CRC line to be acquired by CSXT; and (3) between Albany, NY, and the New Jersey/New York Shared Assets Area,[10] a

[10] The "New Jersey/New York Shared Assets Area" is apparently the area that applicants refer to as the North Jersey Shared Assets Area.

distance of 140 miles, over the CRC line located on the west side of the Hudson River that is to be acquired by CSXT.[11]

In STB Finance Docket No. 33388 (Sub-No. 76), ISRR seeks: (1) overhead trackage rights in Indianapolis, IN, between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Perry K facility, over the CRC line to be acquired by CSXT; (2) overhead trackage rights in Indianapolis, IN, between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Stout facility located on the line of the Indiana Rail Road Company (INRD), over a segment of the CRC line to be acquired by CSXT and a segment of the INRD line; (3) local trackage rights over CRC's lines in Indianapolis, IN, including the Indianapolis Belt Line, to be acquired by CSXT (ISRR seeks trackage rights over all CRC lines in Indianapolis needed to access the 2-to-1 shippers located in Indianapolis); (4) local trackage rights between Indianapolis and Shelbyville, IN, a distance of 27 miles, over the CRC line to be acquired by CSXT; (5) local trackage rights between Indianapolis and Crawfordsville, IN, a distance of 44 miles, over the CRC line to be acquired by CSXT; and (6) local trackage rights between Indianapolis and Muncie, IN, a distance of 55 miles, over the CRC line to be acquired by CSXT.[12]

In STB Finance Docket No. 33388 (Sub-No. 77), IORY seeks: (1) overhead trackage rights over CSXT between East Norwood, OH, and Washington Court House, OH, a distance of 65 miles, with the right to connect at Midland City with IORY's Greenfield branch; (2) local trackage rights between Monroe, OH, and Middletown, OH, a distance of 5 miles, over the CRC line to be acquired by NSR (with the right to connect at Middletown with CSXT and IORY's existing trackage rights through Middletown over the CRC line between Springfield and Cincinnati); (3) local trackage rights between Sidney, OH, and Quincy, OH, a distance of 10 miles, over the CRC line to be acquired by CSXT; (4) local trackage rights between Sharronville, OH, and Columbus, OH, a distance of 125 miles, over the CRC line to be acquired by NSR; (5) local trackage rights between Quincy, OH, and Marion, OH, a distance of 52 miles, over the CRC line to be acquired by CSXT; (6) local trackage rights between Lima, OH, and Fort Wayne, IN, a distance of 59 miles, over the CRC line to be acquired by CSXT; (7) local trackage rights

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[11] NECR's use of the term "limited trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; and (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described.

[12] ISRR's use of the term "local trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described; and (c) the right to serve all shippers, sidings, and team tracks located on the lines thus described.

over CRC's Erie track in Lima, OH; and (8) local trackage rights between Quincy, OH, and Marysville, OH, over the CRC line to be acquired by CSXT.[13]

In STB Finance Docket No. 33388 (Sub-No. 78), AA seeks: (1) "limited trackage rights" between Toledo, OH, and Chicago, IL, via Elkhart, IN, a distance of 230 miles, over the CRC line to be acquired by NS; and (2) a condition permitting AA to interchange traffic with CP Rail System at Ann Arbor, MI.[14]

In STB Finance Docket No. 33388 (Sub-No. 80), W&LE seeks: (1) haulage and trackage rights to Chicago, IL, including access to Belt Railway of Chicago and rights for interchange with all carriers, specifically including WCL;[15] (2) haulage and trackage rights from Bellevue, OH, to Toledo, OH, a distance of 54 miles, for an interchange with the Ann Arbor Railroad, Canadian National, and the Indiana & Ohio Railroad (also including access to British Petroleum for movement of coke to Cressup, WV); (3) haulage and trackage rights to Erie, PA, with the right to interchange with other railroads; (4) the right "to lease to own" CRC's Randall Secondary from Cleveland, MP 2.5, to Mantua, MP 27.5; (5) the right "to lease to own" the Huron Branch (Shinrock to Huron) and Huron dock on Lake Erie; (6) haulage and trackage rights on CSX from Benwood to Brooklyn Junction and its yard facilities for commercial access to PPG and Bayer; (7) access on the Conrail Fort Wayne Line to the National Stone quarry near Bucyrus, via the Spore Industrial Track, a distance of 6.2 miles from CP Colsan, MP 200.5, on the Fort Wayne Line (access to the Fort Wayne line would be from the W&LE at CP Orr, MP 124, and from a point near Fairhope at MP 97.8); (8) trackage rights on the NS Sandusky District from Chatfield, OH, to Colsan, OH (for a junction with the Conrail Fort Wayne Line and access to the Spore Industrial Track); (9) access (apparently via trackage rights) to a stone quarry located on the Northern Ohio Railway at Maple Grove, via a junction on the NS Fostoria District at MP 269.4; (10) access (apparently via trackage rights over, among other lines, the former Conrail Akron Secondary) to the stone terminals in the Macedonia, Twinsburg, and Ravenna areas; (11) access, via haulage and trackage rights, to Wheeling Pittsburgh Steel at Allenport, PA; and (12) access, via haulage and trackage rights on the CSX New Castle Subdivision, to the Ohio Edison Power

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[13] IORY's use of the term "local trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described; and (c) the right to serve all shippers, sidings, and team tracks located on the lines thus described.

[14] AA's use of the term "limited trackage rights" is intended to include: (a) the right to operate trains over the line described in the text; and (b) the right to interchange with all carriers, including shortlines, at all junctions on the line thus described.

[15] These rights would apparently run between Chicago, on the west, and Carey and/or Bellevue, OH, on the east.

plant at Niles, OH, and to Erie, PA, for interchange to the Buffalo & Pittsburgh. W&LE also requests that provision be made for an inclusion proceeding in the event that W&LE fails during a post-merger oversight period.[16]

In STB Finance Docket No. 33388 (Sub-No. 81), CN and GTW seek trackage rights over the Conrail northbound mainline between approximately MP 16.5 and MP 18.0 at Trenton, MI, a distance of approximately 1.5 miles, for the purpose of serving Detroit Edison's Trenton Channel power plant.

In STB Finance Docket No. 33388 (Sub-No. 83), GTW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate, at Trenton, MI, a connection between the Conrail northbound mainline and the GTW Shoreline Subdivision.

RESPONSIVE FILINGS ACCEPTED. Because the responsive applications filed by NYSEG, EJE/IMRL, LAL, WCL, BLE, IC, RJCW, NYDOT/NYCEDC, BDRV/BRW, NECR, ISRR, IORY, AA, W&LE, and CN/GTW, and also the notice of exemption filed by GTW, are in substantial compliance with the applicable regulations, we are accepting for consideration such responsive applications and such notice of exemption.[17]

PUBLIC INSPECTION. The responsive filings are available for inspection in the Docket File Reading Room (Room 755) at the offices of the Surface Transportation Board, 1925 K Street, N.W., in Washington, DC. The responsive filing made by any particular responsive applicant may also be obtained upon request from that applicant's representative named above.

PROCEEDINGS CONSOLIDATED. The responsive filings in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, 81, and 83) are consolidated for disposition with the primary application in STB Finance Docket No. 33388 (and all embraced proceedings).

COMMENTS MAY BE SUBMITTED. Interested persons may participate formally by submitting written comments regarding any or all of these responsive filings, subject to the filing and service requirements specified above. Such comments (referred to as "Response[s]" in the procedural schedule, see Decision No. 12, slip op. at 26, 62 FR at 39591) must be filed with the Board by December 15, 1997. Comments must include the following: the commenter's position

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[16] Various additional W&LE condition requests are scattered throughout the verified statements submitted by W&LE witnesses in the WLE-4 pleading filed October 21, 1997.

[17] We reserve the right to require the filing of supplemental information from any responsive applicant or any other party or individual, if necessary to complete the record in this matter. See Decision No. 12, slip op. at 18 n.29, 62 FR at 39587 n.29.

in support of or in opposition to the transaction proposed in the responsive filing; any and all evidence, including verified statements, in support of or in opposition to such proposed transaction; and specific reasons why approval of such proposed transaction would or would not be in the public interest.

REQUESTS FOR AFFIRMATIVE RELIEF WILL NOT BE ACCEPTED. Because the responsive applications accepted for consideration in this decision contain proposed conditions to approval of the primary application in STB Finance Docket No. 33388, the Board will entertain no requests for affirmative relief with respect to these responsive applications. Parties may only participate in direct support of or in direct opposition to these responsive applications as filed.

PLEADINGS NOT TREATED AS RESPONSIVE APPLICATIONS. A pleading styled as a "responsive application" was filed on October 21, 1997, in a sub-number docket (Sub-No. 74) under the STB Finance Docket No. 33388 lead docket by Congressman Dennis J. Kucinich. While titled as a responsive application, this pleading does not address the criteria for such applications as required under 49 CFR part 1180. Rather, this pleading constitutes a comment on, and a request for conditions with respect to, the CSX/NS/CR primary application, and we will treat it as such and will docket this pleading in the STB Finance Docket No. 33388 lead docket..

Certain additional pleadings styled as "responsive applications" were filed in the STB Finance Docket No. 33388 lead docket on or about October 21, 1997, by: Jacobs Industries Ltd.; the State of Delaware Department of Transportation; ASHTA Chemicals Inc.; Southern Tier West Regional Planning and Development Board; and Resources Warehousing & Consolidation Services, Inc. Because these pleadings also do not satisfy the 49 CFR part 1180 requirements applicable to responsive applications, we will treat these pleadings as comments on, and/or requests for conditions with respect to, the CSX/NS/CR primary application.

ADDITIONAL PLEADINGS TREATED AS FILED IN LEAD DOCKET. Certain additional pleadings filed on or about October 21, 1997, though not labeled "responsive applications," were filed in various sub-number dockets under the STB Finance Docket No. 33388 lead docket by: Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission (in Sub-No. 37); New Jersey Department of Transportation and New Jersey Transit Corporation (in Sub-No. 38); the Rhode Island Department of Transportation (in Sub-No. 42); Buffalo & Pittsburgh Railroad, Inc., Allegheny & Eastern Railroad, Inc., Rochester & Southern Railroad, Inc., and Pittsburgh & Shawmut Railroad, Inc. (in Sub-Nos. 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, and 56); the Eastern Shore Railroad, Inc. (in Sub-No. 57); Louisville & Indiana Railroad Company (in Sub-No. 64); Housatonic Railroad Company, Inc. (in Sub-No. 70); the Canadian Pacific Railway Company, Delaware and Hudson Railway Company, Inc., Soo Line Railroad Company, and St. Lawrence & Hudson Railway Company Limited (in Sub-No. 85); and the Commonwealth of Massachusetts

(in Sub-No. 86). Because these pleadings contain comments on, and/or requests for conditions with respect to, the CSX/NS/CR primary application, they will be docketed in, and they will be treated as having been filed in, the STB Finance Docket No. 33388 lead docket.

ELECTRONIC SUBMISSIONS. In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit, on diskettes (3.5-inch IBM-compatible floppies) or compact discs, one electronic copy of each such document. Textual materials must be in, or be convertible by and into, WordPerfect 7.0. Spreadsheets must be in, or be convertible by and into, Lotus 1-2-3 Version 7.[18] Each diskette or compact disc should be clearly labeled with the identification acronym and number of the corresponding paper document, see 49 CFR 1180.4(a)(2), and a copy of such diskette or compact disc should be provided to any other party upon request. The data contained on the diskettes and compact discs submitted to the Board will be subject to the protective order applicable to this proceeding,[19] and will be for the exclusive use of Board employees reviewing substantive and/or procedural matters in this proceeding. The flexibility provided by such computer data will facilitate timely review by the Board and its staff.[20]

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The responsive applications in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, and 81), and the notice of exemption in STB Finance Docket No. 33388 (Sub-No. 83), are accepted for consideration, and are consolidated for

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[18] Parties intending to submit spreadsheets in formats other than Lotus 1-2-3 Version 7 may wish to consult with our staff regarding such submissions. Some (though not all) spreadsheets prepared in other formats, though perhaps not convertible by and into Lotus 1-2-3 Version 7, may nevertheless be useable by our staff. For further information, contact Julia M. Farr, (202) 565-1613.

[19] The protective order governing this proceeding was entered in Decision No. 1 (served April 16, 1997), and has been modified, in minor respects, in Decision Nos. 4, 15, 22, and 46 (served May 2, 1997, August 1, 1997, August 21, 1997, and October 17, 1997, respectively).

[20] The electronic submission requirements set forth in this decision supersede, for the purposes of this proceeding, the otherwise applicable electronic submission requirements set forth in our regulations. See 49 CFR 1104.3(a), as amended in Expedited Procedures for Processing Rail Rate Reasonableness, Exemption and Revocation Proceedings, STB Ex Parte No. 527, 61 FR 52710, 52711 (Oct. 8, 1996), 61 FR 58490, 58491 (Nov. 15, 1996).

disposition with the primary application in STB Finance Docket No. 33388 (and all embraced proceedings).

2. The parties shall comply with all provisions as stated above.

3. This decision is effective on November 20, 1997.

Decided: November 12, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary

BOARD DECISION (SUB-NO. 1)

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SERVICE DATE - LATE RELEASE NOVEMBER 25, 1997

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 33388 (Sub-No. 1)[1]

CSX TRANSPORTATION, INC.--CONSTRUCTION AND OPERATION EXEMPTION--CONNECTION TRACK AT CRESTLINE, OH

Decided: November 25, 1997

By this decision, we are giving final approval, subject to certain environmental mitigation conditions, to build seven proposed construction projects. This proceeding is related to 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 (CSX/NS/CR). In CSX/NS/CR, Decision No. 9, served June 12, 1997, after seeking and fully considering public comments on the railroads' proposals, we granted the requests by applicants[2] for waivers, with

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[1] This decision also embraces the following proceedings: STB Finance Docket No. 33388 (Sub-No. 2), CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Willow Creek, IN; STB Finance Docket No. 33388 (Sub-No. 3), CSX Transportation, Inc.--Construction and Operation Exemption--Connection Tracks at Greenwich, OH; STB Finance Docket No. 33388 (Sub-No. 4), CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Sidney Junction, OH; STB Finance Docket No. 33388 (Sub-No. 5), Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track with Union Pacific Railroad Company at Sidney, IL; STB Finance Docket No. 33388 (Sub-No. 6), Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track with Consolidated Rail Corporation at Alexandria, IN; and STB Finance Docket No. 33388 (Sub-No. 7), Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track with Consolidated Rail Corporation at Bucyrus, OH.

[2] CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT) (collectively with their wholly owned subsidiaries, CSX), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR) (collectively with their wholly owned subsidiaries, NS), Conrail Inc. (CRI), and Consolidated Rail Corporation (CRC) (collectively, Conrail) seek approval and authorization under 49 U.S.C. 11321-25 for: (1) the acquisition by CSX and NS of control of

(continued...)

respect to four CSX construction projects and three NS construction projects, from our otherwise applicable "everything goes together rule" governing railroad consolidations. See 49 CFR 1180.4(c)(2)(vi). We established a process which would allow CSX and NS to begin construction of the proposed connection tracks following completion of our environmental review of each of these seven constructions, and our issuance of a further decision allowing the physical constructions, but prior to our decision on the primary application. In Decision No. 9, we emphasized that we would consider the competitive impacts of these projects, and the environmental effects of the operations, along with our consideration of the primary application. We made it clear that no operations can begin on the seven connections until a decision is rendered on the primary application that would allow these operations. We also stated that if we determined during the course of our environmental review that any of the seven construction projects could potentially cause, or contribute to, significant environmental impacts, then the project would be incorporated into the Environmental Impact Statement (EIS) for the primary application and would not be separately considered.

In the Sub-Nos. 2 through 7 dockets, we served on July 23, 1997, and published that day in the Federal Register (62 FR 39591-602), notices of the petitions for exemption to construct and operate these proposed constructions.[3] Our notices provided for the filing of comments on whether the proposed construction projects would meet the exemption criteria of 49 U.S.C. 10502, and on any other non-environmental concerns regarding the connections.

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[2](...continued)
Conrail, and (2) the division of Conrail's assets by and between CSX and NS.

[3] With regard to the remaining construction project at issue here, STB Finance Docket No. 33388 (Sub-No. 1), we served and published in the Federal Register (62 FR 37331) on July 11, 1997, a notice of exemption filed by CSX to construct a connection track between two Conrail lines crossing at Crestline, OH. By decision served September 18, 1997, the effective date of the notice of exemption in Sub-No. 1 was stayed by the Board's Chairman pending further agency action to allow completion of the environmental review process.

Comments regarding non-environmental concerns and the exemption criteria applicable to applicants' proposed construction projects were filed by Allied Rail Unions (ARU), the United Transportation Union--Illinois Legislative Board, and the Cities of East Chicago, Hammond, Gary, and Whiting, IN. ARU also filed a petition to stay the notice of exemption in Sub-No. 1, arguing that CSX did not qualify for the class exemption. After reviewing the comments and stay petition, in a decision served October 9, 1997, and published that day in the Federal Register (62 FR 52807), we: (1) conditionally exempted applicants' construction of the proposed connections in STB Finance Docket No. 33388 (Sub-Nos. 2 through 7) from the prior approval requirements of 49 U.S.C. 10901, subject to the completion of environmental review and the issuance of a further decision; and (2) denied ARU's petition to stay the notice of exemption in STB Finance Docket No. 33388 (Sub-No. 1).

The Environmental Report filed with the Board in STB Finance Docket No. 33388 included information covering the proposed seven construction projects. In addition, as required in Decision No. 9, CSX and NS submitted preliminary draft environmental assessments (PDEAs) on September 5, 1997, for each of these construction projects. We required CSX and NS in their respective PDEAs to comply with all of the requirements for environmental reports contained in our environmental rules at 49 CFR 1105.7. We also required that the PDEAs be based on consultations with our Section of Environmental Analysis (SEA) and the federal, state, and local agencies set forth in 49 CFR 1105.7(b), as well as other appropriate parties. See Decision No. 9, at 8.

In the environmental review process, SEA reviewed and verified the information contained in each PDEA, conducted further environmental analysis, as necessary, and developed appropriate environmental mitigation measures for each construction project. On October 7, 1997, SEA issued, and invited comments on, separate Environmental Assessments (EAs) for each of the proposed constructions. The EAs concluded that, subject to the recommended

mitigation for each individual project, construction of the proposed connection would not significantly affect the quality of the human environment.

SEA received comments from federal, state, and local agencies and other entities concerning some of these projects.[4] Certain commenters requested specific measures to mitigate potential environmental concerns. However, no commenter argued that any of the seven constructions would have potentially significant environmental impacts that could not be adequately mitigated or contended that any of these constructions should not be considered separately and in advance of the primary application.

On November 12 , 1997, in each of the seven constructions, SEA issued Post Environmental Assessments (Post EAs) containing SEA's final recommendations, including appropriate environmental mitigation to address the environmental concerns that had been raised. SEA's final recommendations were based on its further analysis of these projects and reflected its review of the comments received and appropriate consultations with various agencies. In each Post EA, SEA concluded that the EA had adequately identified and assessed potential environmental impacts. The Post EAs also concluded that, with the imposition of the recommended environmental mitigation, there would be no significant environmental impacts resulting from any of these constructions. Furthermore, SEA determined that applicants' proposed construction locations would be the environmentally preferable construction option. Accordingly, SEA recommended that any Board decision approving the proposed constructions be subject to the environmental mitigation measures included in its Post EAs.[5] The Post EAs, which have been placed in the public record, contain a detailed analysis of the individual

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[4] In some cases, no comments were received.

[5] That mitigation is the same as the mitigation previously recommended in the EAs, except that SEA updated its initial recommendations, where appropriate, to reflect the comments and SEA's further analysis and consultations.

projects, the environmental comments received, and SEA's final recommendations and conclusions. In addition, each of these seven construction projects is briefly described below.

The CSX Connections.

Sub-No. 1. CSX proposes to construct a 1,507-foot rail line connection in Crestline, Crawford County, OH, to permit traffic movements between the CSX and Conrail systems. The new connection would be built in the northeastern quadrant of the intersecting Conrail lines in the southern portion of Crestline. The connection would link the Conrail lines north of the intersection of Lincoln Avenue and Ohio State Route 61 (also known as Thoman Street).

CSX states that the new connection would create an alternative east-west route on the CSX system for slower moving freight. This connection would enable CSX to route less time-sensitive east/west traffic on the alternative Chicago-Cleveland service route linking Crestline and Ft. Wayne, IN, that CSX would operate if the CSX/NS/Conrail transaction is approved. This would permit use of CSX's parallel B&O line for high-speed traffic over its proposed Northeastern Gateway service route. CSX anticipates that an average of 5 trains per day (unit trains and intermodal trains with an average length of 6,200 feet) would operate over the new connection.

Sub-No. 2. CSX proposes a 2,800-foot connection located at Willow Creek in the City of Portage, Porter County, IN. The new connection would be built in the southern quadrant of the intersecting CSX and Conrail rail lines, just north of the intersection of Willow Creek Road and Portage Road. The connection would link CSX's Garrett Subdivision rail line (which generally runs northwest to southeast) and Conrail's Porter Branch rail line (which generally runs northeast to southwest). The new connection would allow progressive east-west movements between the CSX and Conrail lines, enhancing rail operations and traffic movements between Garrett, IN, and

Chicago. CSX estimates that an average of 10 trains per day (primarily automotive and merchandise trains with an average length of 6,200 feet) would operate over the new connection.

Sub-No. 3. CSX's proposed connections are located in Greenwich, Huron County, OH. Greenwich is in north-central Ohio, approximately 50 miles southwest of Cleveland and 75 miles north of Columbus. The new connections would be built in the northwest and southeast quadrants of the intersecting CSX and Conrail lines, which together would form the proposed Northeastern Gateway service route, a major route for time-sensitive traffic moving between the northeastern United States and Chicago. At this location, an existing Conrail line runs southwest to northeast between Indianapolis and Cleveland and the existing CSX line runs west to east from Chicago to Akron, OH.

The proposed connection in the northwest quadrant would provide a 4,600-foot, 45-mph connection, which would enable eastbound CSX trains from Chicago to utilize the Conrail line to proceed northeast toward Cleveland. The proposed connection in the southeast quadrant would provide a 1,044-foot, 30-mph per hour connection between the existing CSX and Conrail rail lines. That connection would enable northeast bound trains from Indianapolis to access the eastbound CSX line toward Akron and would allow freight transportation from Indianapolis to Greenwich along the Conrail line, and from Greenwich to Baltimore, MD, along the CSX line. CSX estimates that an average of 31.7 trains per day (primarily automotive, merchandise, intermodal, and unit trains with an average length of 6,200 feet) would operate over the new connection in the northwest quadrant, and that an average of 9.4 trains per day would use the new connection in the southeast quadrant.

Sub-No. 4. CSX proposes a 3,263-foot connection located in Sidney, Shelby County, OH. The new connection would be built in the southeastern quadrant of the intersecting CSX and Conrail lines in the southern portion of Sidney. The connection would link the CSX line

(which runs southwest to northeast between Cincinnati and Toledo) and the Conrail line (which runs from west to east between Indianapolis and Cleveland). The new connection would allow northbound trains to proceed east on the Conrail line toward Cleveland and westbound trains to proceed south on the CSX line toward Cincinnati. CSX anticipates that an average of 9.3 trains per day (intermodal, automotive, and merchandise trains with an average length of 6,200 feet) would operate over the new connection.

The NS Connections.

Sub-No. 5. NS proposes to construct a rail line connection in Sidney, IL, to permit traffic movements between the NS and Union Pacific (UP) systems. The proposed 3,250-foot connection is located 0.5 miles east of Sidney, Champaign County, IL. The new connection would traverse cropland to the southeast of the existing UP line. The new connection would permit more efficient movement between UP points in the Gulf Coast/Southwest and NS points in the Midwest and particularly between Pine Bluff, AR, and Fort Wayne, IN, and allow the connection of a new operating gateway as a fully-competitive service for petrochemical traffic flows between the Northeast, the Southwest, and the Gulf Coast. NS anticipates that an average of 9 trains per day would operate over the new connection.

Sub-No. 6. NS proposes to construct a 1,052-foot connection at Alexandria, Madison County, IN, to permit traffic movements between the NS and Conrail systems. The new connection would be located 250 feet northeast of the existing NS and Conrail intersection. The proposed construction site is located in the south-central part of Alexandria, southwest of the intersection of Berry and Curve Streets.

The new connection would connect NS's current main line between Marion and Anderson, IN, to Conrail's main line between Muncie and Lafayette, IN. NS states that the

connection would provide a new, more efficient route between points in the upper Midwest and points in the southeastern United States, increase rail traffic capacity, improve service to shippers, and reduce train delays in Chicago and rail traffic congestion in Fort Wayne, IN. NS anticipates that an average of 7 trains per day (single commodity, or unit trains and intermodal trains with an average length of 5,000 feet) would operate over the new connection.

Sub-No. 7. NS proposes to construct a 2,550-foot rail line connection at Bucyrus, Crawford County, OH, to permit traffic movements between the NS and Conrail systems. The new connection would be built in the southeastern quadrant of the intersecting NS and Conrail lines in the eastern portion of Bucyrus. The point of divergence from the NS rail line would be just south of the existing East Warren Street grade crossing. The point of divergence from the Conrail rail line would be approximately 200 feet west of the existing Whetstone Street grade crossing.

The new connection would connect the existing north/south NS main line between Bellevue and Columbus, OH, to the existing east/west Conrail main line between Crestline, OH, and Fort Wayne, IN. NS states that the connection would provide a new, more efficient route from Columbus to eastern Ohio and western Pennsylvania by increasing rail traffic capacity and improving service to shippers. NS anticipates that an average of 8 trains per day (single commodity, or unit trains and intermodal trains with an average length of 5,000 feet) would operate over the new connection.

DISCUSSION AND CONCLUSIONS

We agree with SEA's conclusions that, based on its environmental review and the comments received, the physical construction of these seven connections will not have potentially significant environmental impacts if the mitigation measures recommended by SEA

are imposed.[6] Accordingly, we will adopt the mitigation measures recommended by SEA and impose the measures as conditions to applicants' proposed constructions in Sub-Nos. 1 through 7, as set forth in the Appendix to this decision. Because we have determined that these constructions, as mitigated, could neither cause nor contribute to significant environmental impacts, we find that these constructions can go forward at this point and that there is no reason to incorporate an environmental analysis of any of the constructions into the EIS currently being prepared for the primary application.[7]

We again emphasize that our decision to allow these constructions to begin will not have any bearing on our determination of whether the transaction contemplated in the primary application is in the public interest. See Decision No. 9, at 6-8; STB Finance Docket No. 33388 (Sub-No. 1), served July 11, 1997; STB Finance Docket No. 33388 (Sub-Nos. 2-7), served July 23, 1997; and STB Finance Docket No. 33388 (Sub-Nos. 1-7), served October 1, 1997.

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[6] As noted, we previously conditionally exempted six of these proposals from the prior approval requirements of 49 U.S.C. 10901, subject to completion of the environmental review and the issuance of a further decision. The effective date of the notice of exemption for the remaining construction project was stayed pending further agency action to allow completion of the environmental review process. Thus, there are only two issues before us at this time in these cases: whether we should deny any of these proposed constructions because of the potential environmental impacts, or fold one or more of these projects into the EIS for the primary application.

[7] We note that the Council on Environmental Quality (CEQ) raised concerns about considering these seven construction projects separately prior to the issuance of Decision No. 9. We believe that we fully addressed CEQ's concerns in Decision No. 9, and we incorporate that analysis by reference here. Moreover, as discussed above, no commenters to the EAs contended that any of these constructions should not be considered separately and in advance of the primary application.

Moreover, operations over these connections cannot commence unless and until we approve the primary application and authorize the operations, which SEA will analyze in the EIS.[8]

As we stated in Decision No. 9 at 6, any resources applicants expend in the construction of these connections may prove to be of little benefit to them if we deny the primary application or we authorize operations over one or more of the seven connections in a manner different from that which CSX and NS plan. In other words, although we are permitting the physical construction of these seven projects to go forward at this time, applicants will not be allowed to argue that, because they have expended resources to construct the connections, we should approve the primary application. Rather, applicants have willingly assumed the risk that we may deny the primary application, or approve it subject to conditions unacceptable to applicants, or approve the primary application but deny applicants' request to operate over any or all of the seven connections.

As conditioned, this action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. Under 49 U.S.C. 10502, we exempt applicants' construction of the proposed connections in STB Finance Docket No. 33388 (Sub-Nos. 2 through 7), from the prior approval requirements of 49 U.S.C. 10901, subject to the condition that applicants comply with the

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[8] In order to fully consider the environmental impacts of the physical construction of the lines at issue here, SEA conducted a limited review of operations for these constructions in the EAs and Post EAs. For example, SEA examined whether each proposed construction would increase the potential for delays or accidents at grade crossings or affect the transportation of hazardous materials over these connections.

mitigation measures applicable to the Sub-Nos. 2 through 7 proceedings set forth in the Appendix.

2. The stay of the proposed connection in Finance Docket No. 33388 (Sub-No. 1) is lifted subject to the condition that applicant comply with the mitigation measures applicable to the Sub-No. 1 proceeding set forth in the Appendix.

3. This decision is effective 10 days after its date of service.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary

APPENDIX

1. In STB Finance Docket No. 33388 (Sub-No. 1), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Crestline, OH, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.
- CSX shall consult with the National Geodetic Survey to locate any geodetic survey marker and, if necessary, assist in the relocation of the marker.
- Prior to any construction activity, CSX shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control and minimize traffic disruptions during construction.
- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.
- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.
- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the site.
- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous

material incident, CSX shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- CSX shall complete a detailed investigation to determine if any wetlands are located in the vicinity of the proposed rail line connection prior to initiating any construction activities at this location.

- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.

- CSX shall close the existing ground water monitoring well located within the project area if the well is affected by the project. The well shall be closed in accordance with local, state, and federal requirements.

Biological Resources

- CSX shall preserve trees which provide habitat for the Indiana bat (*Myotis sodalis*), including trees with cavities and exfoliating bark, to the maximum extent possible. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, CSX shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.

- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.

- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Ohio State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

2. In STB Finance Docket No. 33388 (Sub-No. 2), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Willow Creek, IN, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control and minimize traffic disruptions during construction.

- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.

- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.

- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the site.

- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, CSX shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.

Biological Resources

- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.

- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

- CSX shall revegetate all bare and disturbed areas in the vicinity of the proposed construction with a mixture of grasses (except tall fescue) and legumes following completion of construction activities.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

- If wheel squeal occurs during operation of the connection, CSX shall use rail lubrication to minimize noise levels.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Indiana State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

3. In STB Finance Docket No. 33388 (Sub-No. 3), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Greenwich, OH, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.

- Prior to any construction activity, CSX shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control traffic disruptions during construction.

- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

- To minimize disruption to the flow of north-south traffic in the Village of Greenwich, CSX shall not have construction activities occurring at the Kniffen and Townsend Street at-grade crossings simultaneously.

- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connections.

- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.

- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the sites.

- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, CSX shall follow appropriate emergency response procedures contained in their Emergency Response Plans.

Water Resources

- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.

Biological Resources

- CSX shall preserve trees which provide habitat for the Indiana bat (*Myotis sodali*), including trees with cavities and exfoliating bark, to the maximum extent possible. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, CSX shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.

- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.

- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

- If wheel squeal occurs during operation of the connection, CSX shall use rail lubrication to minimize noise levels.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Ohio State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

4. In STB Finance Docket No. 33388 (Sub-No. 4), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Sidney, OH, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.

- Prior to any construction activity, CSX shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control and minimize traffic disruptions during construction.

- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.

- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.

- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the site.

- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, CSX shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.

Biological Resources

- CSX shall preserve trees which provide habitat for the Indiana bat (*Myotis sodalis*), including trees with cavities and exfoliating bark, to the maximum extent possible. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, CSX shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.

- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.

- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Ohio State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

5. In STB Finance Docket No. 33388 (Sub-No. 5), the following mitigation measures regarding NS's construction of the proposed rail line connection at Sidney, IL, are imposed:

Land Use

- NS shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.

- Before undertaking any construction activities, NS shall consult with any potentially affected American Indian Tribes adjacent to, or having a potential interest in, the right-of-way.

Transportation Systems

- NS shall use appropriate signs and barricades to control traffic disruptions during construction.

- NS shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

Safety

- NS shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.

- NS shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.

- NS shall consult with the appropriate federal, state, and local agencies if hazardous waste and/or materials are discovered at the site.

- NS shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). NS shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, NS shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- NS shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. NS shall use appropriate techniques to minimize impacts to water bodies and wetlands.

Biological Resources

- NS shall use Best Management Practices (BMPs) to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the track is constructed, NS shall establish vegetation on the embankment slope to provide permanent cover and prevent potential erosion. If erosion develops, NS shall take steps to develop other appropriate erosion control procedures.

- NS shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- NS shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- NS shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archaeological remains are found during construction, NS shall cease work and immediately contact the Illinois State Historical Preservation Office to initiate the appropriate section 106 process pursuant to section 106 of the National Historic Preservation Act (16 U.S.C. 470f, as amended).

6. In STB Finance Docket No. 33388 (Sub-No. 6), the following mitigation measures regarding NS's construction of the proposed rail line connection at Alexandria, IN, are imposed:

Land Use

- NS shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.

- Before undertaking any construction activities, NS shall consult with any potentially affected American Indian Tribes adjacent to, or having a potential interest in, the right-of-way.

Transportation Systems

- NS shall use appropriate signs and barricades to control traffic disruptions during construction.

- NS shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

Safety

- NS shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.

- NS shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.

- NS shall consult with the appropriate federal, state, and local agencies if hazardous waste and/or materials are discovered at the site.

- NS shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). NS shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, NS shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- NS shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. NS shall use appropriate techniques to minimize impacts to water bodies and wetlands.

Biological Resources

- NS shall use Best Management Practices (BMPs) to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the track is constructed, NS shall establish vegetation on the embankment slope to provide permanent cover and prevent potential erosion. If erosion develops, NS shall take steps to develop other appropriate erosion control procedures.

- NS shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- NS shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- NS shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archaeological remains are found during construction, NS shall cease work and immediately contact the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two business days to initiate the appropriate section 106 process pursuant to section 106 of the National Historic Preservation Act (16 U.S.C. 470f, as amended).

7. In STB Finance Docket No. 33388 (Sub-No. 7), the following mitigation measures regarding NS's construction of the proposed rail line connection at Bucyrus, OH, are imposed:

Land Use

- NS shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.

- Before undertaking any construction activities, NS shall consult with any potentially affected American Indian Tribes adjacent to, or having a potential interest in, the right-of-way.

- Prior to any construction activity, NS shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation Systems

- NS shall use appropriate signs and barricades to control traffic disruptions during construction.

- NS shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

Safety

- NS shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.

- NS shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.

- NS shall consult with the appropriate federal, state, and local agencies if hazardous waste and/or materials are discovered at the site.

- NS shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). NS shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency

staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, NS shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

- NS shall upgrade existing flashing lights at East Warren Street and Rensselaer Street grade crossings to include both flashing lights and gates. NS shall also install flashing lights and gates at the new Rensselaer Street crossing.

Water Resources

- NS shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. NS shall use appropriate techniques to minimize impacts to water bodies and wetlands.

Biological Resources

- NS shall use Best Management Practices (BMPs) to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the track is constructed, NS shall establish vegetation on the embankment slope to provide permanent cover and prevent potential erosion. If erosion develops, NS shall take steps to develop other appropriate erosion control procedures.

- NS shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

- NS shall preserve trees which provide habitat for the Indiana bat (*Myotis sodalis*), including trees with cavities and exfoliating bark, if encountered prior to construction. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, NS shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.

Air Quality

- NS shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- NS shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- In those cases where historic resources would be adversely affected, NS shall not undertake construction activities until the section 106 review process of the National Historic Preservation Act (16 U.S.C. 470f, as amended) is completed. If previously undiscovered archaeological remains are found during construction, NS shall cease work and immediately contact the Ohio State Historical Preservation Office (SHPO) to initiate the appropriate section 106 process.

- NS shall adhere to the set of stipulations agreed to by NS and the Ohio State Historic Preservation Office designed to mitigate adverse effects to the T&OC freight depot. These stipulations are currently being incorporated in a Memorandum of Agreement.

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BOARD DECISION NO. 71

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CO

SERVICE DATE - LATE RELEASE MARCH 17, 1998

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. 71

Decided: March 17, 1998

The Board's Section of Environmental Analysis (SEA) currently is preparing a Final Environmental Impact Statement (FEIS) to meet the Board's responsibilities under the National Environmental Policy Act and related environmental laws in this case. The FEIS is scheduled to be issued in late May 1998. We are aware of ongoing environmental discussions between the railroads and various communities in the Greater Cleveland area.[1] The Board's practice is to encourage privately negotiated agreements to address environmental concerns. These agreements can often be more far-reaching and satisfactory to the parties than environmental mitigation that the Board could impose.

Within the context of the proposed Conrail acquisition, the Cleveland area is unique with respect to the proposed CSX and NS operations. The Cleveland area would be a major crossroad for the CSX and NS proposed systems for traffic moving between the Northeast and the Midwest. We are concerned that informal involvement by Board staff at this time could impede independent discussions among the private parties. Therefore, SEA and the consultants are instructed not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time. Should the railroads and a community reach a mutually acceptable agreement by April 15, 1998, the involved parties shall immediately notify SEA. To the extent agreements are not reached, SEA will take the necessary steps to develop its own environmental mitigation for each of the communities in the Greater Cleveland area in the FEIS, which will be considered by the Board in reaching its final decision.

[1] The Greater Cleveland area includes Cleveland, East Cleveland, Berea, Brook Park, Olmstead Falls, and the West Shore suburbs (Lakewood, Bay Village, Rocky River, and Westlake).

This action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. SEA and the consultants are instructed not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time.

2. This decision is effective on the date served.

By the Board, Chairman Morgan.

Vernon A. Williams
Secretary

BOARD DECISION NO. 73

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29065SERVICE DATE - MARCH 23, 1998

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. 73

Decided: March 20, 1998

Decision No. 71 issued in this matter on March 17, 1998, addressed certain ongoing environmental discussions between the railroads and various communities in the Greater Cleveland area. Noting that the Board's practice is to encourage privately negotiated agreements to address environmental concerns, the decision expressed concern that informal involvement by Board environmental staff at this time could impede independent discussions among the private parties. Therefore, the decision instructed Board staff not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time.

In a letter dated March 19, 1998, counsel for the State of Ohio points out that the Draft Environmental Impact Statement issued in this proceeding encouraged negotiated settlements " among the Applicant[railroads], the locally affected communities, and the appropriate government agencies." Noting that Decision No. 71 did not specifically refer to negotiations and agreements among parties other than railroads and communities, the March 19 letter requests " clarification that negotiations are expected to involve all interested parties and that the state will be a party to any agreement when state interests and state funding issues are involved."

Decision No. 71 was intended to facilitate negotiations among the various interested parties. It was not intended to define who should, or should not, be involved in any specific negotiation, and it was certainly not intended to limit the participation of any appropriate party in any negotiations that may be conducted. Any party that has a legitimate interest in these matters is free and indeed encouraged to participate in negotiations.

To that extent, Decision No. 71 is clarified.

This action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. Decision No. 71 is clarified to the extent noted in this decision.

2. This decision is effective on the date served.

By the Board, Chairman Morgan.

Vernon A. Williams
Secretary

BOARD DECISION NO. 75

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29123SERVICE DATE - LATE RELEASE APRIL 16, 1998

CO

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. 75

Decided: April 15, 1998

Decision Nos. 71 and 73 issued in this matter on March 17, 1998, and March 23, 1998, addressed certain ongoing environmental discussions between the railroads and various communities and appropriate parties in the Greater Cleveland area. Noting that the Board's practice is to encourage privately negotiated agreements to address environmental concerns, the decisions expressed concern that informal involvement by Board environmental staff at this time could impede independent discussions among the private parties. Therefore, the decisions instructed Board staff not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time, and instructed those parties, should they reach a mutually acceptable agreement by April 15, 1998, to notify the Board's Section of Environmental Analysis (SEA) immediately.

The Board is aware that the parties remain in serious negotiations. To provide additional time for the parties to complete these important negotiations without Board involvement, the prohibition on further informal discussions by SEA and the consultants with the affected parties regarding any negotiated agreements will be extended to April 23, 1998. This prohibition does not extend to data collection and verification activities by SEA and the consultants.

This action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. SEA and the consultants are instructed not to engage in any further informal discussions with the affected parties regarding any negotiated agreements in the Greater Cleveland area until April 23, 1998.

2. This decision is effective on the date served.

By the Board, Chairman Morgan.

Vernon A. Williams
Secretary

APPENDIX S
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APPENDIX S: INDEX FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (Draft EIS)

DRAFT EIS EXECUTIVE SUMMARY

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DRAFT EIS VOLUME 1

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DRAFT EIS VOLUME 2

Index not available for Volume 2.

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DRAFT EIS VOLUME 3A

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DRAFT EIS VOLUME 5A, 5B, AND 5C

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DRAFT EIS VOLUME 6

APPENDIX T
Final Environmental Impact Statement
Rail Line Segments

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CONTENTS

ATTACHMENTS

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Attachment T-1
Master Rail Line Segment Table

	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-001	CR	CSX	Anacostia	DC	Virginia Ave	DC	3	0.0	19.3	28.6	9.3	40.3	45.2	12%	21,000	26,000	24%	X	X		X	X		
C-002	CR	CSX	Virginia Ave	DC	Potomac Yard	VA	6	44.5	17.9	28.6	10.7	40.3	47.7	18%	20,000	26,000	30%	X	X	X	X	X		
C-003	CSX	CSX	Washington	DC	Pt of Rocks	MD	43	20.0	23.8	30.8	7.0	37.8	56.0	48%	11,000	12,000	9%	X		X		X		
C-010	CSX	CSX	Barr Yd	IL	Blue Island Jct	IL	3	0.0	17.0	32.9	15.9	25.0	58.0	132%	21,000	20,000	-5%	X	X		X			
C-011	CSX	CSX	Blue Island Jct	IL	59th Street	IL	15	0.0	19.5	22.9	3.4	27.0	37.0	37%	0	3,000	1000%	X				X		
C-020	CR	CSX	Adams	IN	Ft Wayne	IN	5	0.0	5.9	13.9	8.0	3.4	18.8	460%	1,000	1,000	0%	X	X		X			
C-021	CSX	CSX	Evansville	IN	Amqui	TN	137	0.0	23.4	30.7	7.3	48.3	73.8	53%	22,000	31,000	41%	X				X		
C-022	CR	CSX	Ft. Wayne	IN	Warsaw	IN	40	0.0	2.4	6.4	4.0	4.0	12.6	214%	0	0	-	X	X					
C-023	CSX	CSX	Pine Jct	IN	Barr Yd	IL	11	0.0	30.0	31.7	1.7	42.0	60.2	43%	20,000	20,000	0%	X						
C-024	CR	CSX	Tolleston	IN	Clark Jct	IN	4	0.0	0.0	5.0	5.0	0.0	12.2	1000%	0	0	-	X	X					
C-025	CSX	CSX	Vincennes	IN	Evansville	IN	53	0.0	22.3	28.8	6.5	44.7	78.4	75%	20,000	28,000	40%	X				X		
C-026	CR	CSX	Warsaw	IN	Tolleston	IN	83	0.0	1.0	5.0	4.0	4.0	12.2	206%	0	0	-	X	X					
C-027	CSX	CSX	Willow Creek	IN	Pine Jct	IN	12	2.0	20.1	34.6	14.5	34.2	66.3	94%	16,000	27,000	69%	X	X	X	X	X		
C-030	CSX	CSX	Alexandria Jct	MD	Benning	DC	6	0.0	18.7	24.3	5.6	40.3	51.3	27%	20,000	22,000	10%	X				X		
C-031	CSX	CSX	Alexandria Jct	MD	Washington	DC	5	22.0	23.9	30.8	6.9	34.5	56.1	63%	2,000	12,000	500%	X		X		X	X	
C-032	CSX	CSX	Baltimore	MD	Relay	MD	7	22.0	39.6	42.7	3.1	63.7	70.5	11%	13,000	15,000	15%	X		X		X		
C-033	CSX	CSX	Cumberland	MD	Sinns	PA	133	2.0	27.4	32.5	5.1	40.7	53.9	33%	15,000	11,000	-27%	X		X				
C-034	CSX	CSX	Jessup	MD	Alexandria Jct	MD	17	22.0	33.4	37.1	3.7	48.0	69.7	45%	9,000	19,000	111%	X		X		X	X	
C-035	CR	CSX	Landover	MD	Anacostia	DC	5	0.0	3.4	9.1	5.7	5.0	10.9	117%	0	4,000	1000%	X	X			X		
C-036	CSX	CSX	Pt of Rocks	MD	Harpers Ferry	WV	13	25.0	33.3	41.6	8.3	58.0	75.6	30%	16,000	12,000	-25%	X	X	X	X			
C-037	CSX	CSX	Relay	MD	Jessup	MD	7	22.0	33.1	37.0	3.9	45.8	57.8	26%	9,000	17,000	89%	X		X		X	X	
C-040	CSX	CSX	Carleton	MI	Toledo	OH	26	0.0	21.9	33.1	11.2	40.0	64.2	61%	13,000	21,000	62%	X	X		X	X		
C-050	CR	CSX	Buffalo	NY	CP Sycamore	NY	1	0.0	13.5	18.5	5.0	16.0	24.0	50%	0	0	-	X						
C-051	CR	CSX	Chili	NY	Frontier	NY	51	7.1	40.6	45.9	5.3	79.7	92.1	16%	33,000	40,000	21%	X		X		X		
C-052	CR	CSX	CP Sycamore	NY	Black Rock	NY	6	0.0	21.5	26.5	5.0	32.0	42.0	31%	20,000	17,000	-15%	X						
C-053	CR	CSX	Hoffmans	NY	Utica	NY	66	7.4	38.3	44.8	6.5	76.2	88.8	17%	33,000	40,000	21%	X		X		X		
C-054	CR	CSX	Selkirk	NY	Hoffmans	NY	25	0.0	38.7	45.2	6.5	78.5	88.4	13%	33,000	40,000	21%	X				X		
C-060	CR	CSX	Ashtabula	OH	Quaker	OH	47	2.0	48.3	53.0	4.7	102.8	107.8	5%	39,000	45,000	15%	X		X		X		
C-061	CR	CSX	Berea	OH	Greenwich	OH	42	0.0	14.5	53.0	38.5	30.9	108.4	250%	16,000	46,000	188%	X	X		X	X		X
C-062	CR	CSX	Bucyrus	OH	Adams	IN	114	0.0	5.9	13.9	8.0	3.7	18.8	412%	4,000	4,000	0%	X	X		X			
C-063	CSX	CSX	Cincinnati	OH	Hamilton	OH	21	1.0	28.2	31.2	3.0	55.3	64.1	16%	22,000	29,000	32%	X		X		X		
C-064	CR	CSX	Crestline	OH	Bucyrus	OH	12	0.0	6.5	14.5	8.0	3.7	19.0	417%	4,000	4,000	0%	X	X		X			
C-065	CSX	CSX	Deshler	OH	Toledo	OH	36	0.0	0.6	14.2	13.6	0.3	49.6	15913%	0	14,000	1000%	X	X		X	X	X	
C-066	CSX	CSX	Deshler	OH	Willow Creek	IN	174	2.0	21.4	47.7	26.3	44.6	94.1	111%	16,000	34,000	113%	X	X	X	X	X		X
C-067	CR	CSX	Greenwich	OH	Crestline	OH	21	0.0	14.5	30.1	15.6	30.9	58.3	88%	16,000	16,000	0%	X	X		X			
C-068	CSX	CSX	Greenwich	OH	Willard	OH	12	2.0	32.5	55.2	22.7	55.8	109.4	96%	17,000	55,000	224%	X	X	X	X	X		X
C-069	CR	CSX	Marcy	OH	Short	OH	9	0.0	16.4	43.8	27.4	26.0	95.4	267%	4,000	41,000	925%	X	X		X	X	X	X
C-070	CSX	CSX	Marion	OH	Fostoria	OH	40	0.0	17.8	27.4	9.6	40.0	62.5	56%	3,000	23,000	667%	X	X		X	X	X	X
C-071	CR	CSX	Marion	OH	Ridgeway	OH	23	0.0	16.1	31.8	15.7	39.0	51.2	31%	32,000	27,000	-16%	X	X		X			
C-072	CR	CSX	Mayfield	OH	Marcy	OH	6	0.0	3.4	43.8	40.4	9.0	93.0	933%	0	41,000	1000%	X	X		X	X	X	X
C-073	CR	CSX	Quaker	OH	Mayfield	OH	3	0.0	6.8	43.8	37.0	9.0	93.0	933%	0	41,000	1000%	X	X		X	X	X	X
C-074	CR	CSX	Short	OH	Berea	OH	4	0.0	13.4	45.3	31.9	15.0	101.6	578%	4,000	39,000	875%	X	X		X	X	X	X

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1

Master Rail Line Segment Table

Seg. ID #	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733 Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data						Criteria Met							
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
	Pre Acq. (1995)	Post Acq.	From		To			Psgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-075	CSX	CSX	Willard	OH	Fostoria	OH	37	2.0	32.5	54.0	21.5	55.8	109.8	97%	18,000	43,000	139%	X	X	X	X	X		X
C-080	CR	CSX	Field	PA	Belmont	PA	4	0.0	8.2	15.8	7.6	11.2	20.0	80%	0	5,000	1000%	X				X		
C-081	CSX	CSX	New Castle	PA	Youngstown	OH	18	2.0	32.6	39.6	7.0	53.8	78.5	46%	16,000	16,000	0%	X		X				
C-082	CSX	CSX	Rankin Jct	PA	New Castle	PA	51	0.0	28.9	38.3	9.4	41.3	72.1	74%	16,000	12,000	-25%	X	X		X			
C-083	CR	CSX	RG	PA	Field	PA	2	0.0	0.0	16.0	16.0	0.0	16.5	1000%	0	6,000	1000%	X	X		X	X		
C-084	CSX	CSX	RG	PA	Wilsmere	DE	26	0.0	22.9	26.4	3.5	39.7	49.0	23%	11,000	16,000	45%	X				X		
C-085	CSX	CSX	Sinns	PA	Brownsville	PA	38	0.0	1.5	10.8	9.3	2.0	23.3	1055%	0	0	-	X	X		X			
C-086	CSX	CSX	Sinns	PA	Rankin Jct	PA	9	2.0	30.8	40.2	9.4	40.3	71.6	77%	15,000	11,000	-27%	X	X	X	X			
C-090	CSX	CSX	Amqui	TN	Nashville	TN	16	0.0	40.8	48.4	7.6	80.1	104.1	30%	34,000	47,000	38%	X				X		
C-100	CSX	CSX	Doswell	VA	Fredericksburg	VA	37	18.0	16.2	22.8	6.6	40.7	52.0	28%	21,000	22,000	5%	X		X		X		
C-101	CSX	CSX	Fredericksburg	VA	Potomac Yard	VA	49	30.0	16.3	23.4	7.1	40.3	51.8	29%	20,000	22,000	10%	X		X		X		
C-102	CSX	CSX	Richmond	VA	Doswell	VA	24	18.0	17.8	24.8	7.0	44.0	53.8	22%	21,000	22,000	5%	X		X		X		
C-103	CSX	CSX	S. Richmond	VA	Weldon	NC	82	10.0	18.4	23.0	4.6	47.5	56.0	18%	23,000	23,000	0%	X		X				
C-110	CSX	CSX	WD Tower	WV	Rivesville	WV	4	0.0	1.5	3.4	1.9	3.6	7.4	108%	0	0	-	X	X					
C-200	CSX	CSX	Park Jct	PA	RG	PA	4	0.0	25.0	15.6	-9.4	44.7	23.8	-47%	15,000	12,000	-20%							
C-201	CSX	CSX	Wilsmere	DE	Baltimore	MD	68	0.0	26.9	26.8	-0.1	44.0	50.4	14%	11,000	16,000	45%					X		
C-202	CSX	CSX	Harpers Ferry	WV	Cherry Run	WV	32	12.0	33.3	40.6	7.3	58.0	74.8	29%	16,000	12,000	-25%			X				
C-203	CSX	CSX	Cherry Run	WV	Cumberland	MD	65	2.0	29.0	31.0	2.0	61.7	67.3	9%	18,000	12,000	-33%			X				
C-204	CSX	CSX	Youngstown	OH	Sterling	OH	79	2.0	32.6	33.9	1.3	53.8	66.5	24%	16,000	16,000	0%			X				
C-205	CSX	CSX	Sterling	OH	Greenwich	OH	37	2.0	32.5	32.9	0.4	54.8	62.1	13%	17,000	21,000	24%					X		
C-206	CSX	CSX	Fostoria	OH	Deshler	OH	26	2.0	34.0	37.9	3.9	61.0	70.0	15%	12,000	21,000	75%			X		X		
C-207	CSX	CSX	Relay	MD	Pt of Rocks	MD	58	0.0	9.3	9.2	-0.1	19.1	20.7	8%	4,000	0	-100%							
C-208	CSX	CSX	Hagerstown	MD	Lurgan	PA	34	0.0	2.3	2.5	0.2	3.6	2.4	-33%	1,000	0	-100%							
C-209	CSX	CSX	Hagerstown	MD	Cherry Run	MD	19	0.0	3.0	2.0	-1.0	6.0	2.4	-59%	1,000	0	-100%							
C-210	CSX	CSX	Rockwood	PA	Johnstown	PA	45	0.0	1.0	1.0	0.0	0.7	0.7	0%	0	0	-							
C-211	CSX	CSX	Lester	OH	Lorain	OH	23	0.0	1.4	1.4	0.0	0.7	0.7	0%	0	0	-							
C-212	CSX	CSX	Sterling	OH	Lester	OH	16	0.0	5.3	5.3	0.0	7.0	7.5	7%	0	0	-							
C-213	CSX	CSX	Lester	OH	Cleveland	OH	30	0.0	5.8	5.8	0.0	6.3	7.5	19%	1,000	1,000	0%							
C-214	CSX	CSX	Detroit	MI	Plymouth	MI	25	0.0	24.0	21.2	-2.8	31.4	27.8	-11%	8,000	7,000	-13%							
C-215	CSX	CSX	Plymouth	MI	Grand Rapids	MI	124	0.0	20.3	15.3	-5.0	26.6	20.1	-24%	5,000	0	-100%							
C-216	CSX	CSX	Grand Rapids	MI	Waverly	MI	26	2.0	17.1	13.4	-3.7	22.5	17.6	-22%	5,000	0	-100%							
C-217	CSX	CSX	Waverly	MI	Porter	IN	110	2.0	13.7	11.7	-2.0	18.0	15.4	-14%	4,000	0	-100%							
C-218	CSX	CSX	Saginaw	MI	Flint	MI	29	0.0	10.0	12.2	2.2	10.3	12.1	18%	3,000	5,000	67%					X		
C-219	CSX	CSX	Flint	MI	Holly	MI	28	0.0	12.8	14.0	1.2	14.5	17.8	22%	11,000	13,000	18%					X		
C-220	CSX	CSX	Holly	MI	Wixom	MI	20	0.0	11.3	12.5	1.2	14.5	17.4	20%	11,000	13,000	18%					X		
C-221	CSX	CSX	Wixom	MI	Plymouth	MI	12	0.0	12.2	12.9	0.7	16.3	18.5	14%	12,000	13,000	8%					X		
C-222	CSX	CSX	Plymouth	MI	Wayne	MI	8	0.0	23.6	26.5	2.9	51.0	53.0	4%	14,000	20,000	43%					X		
C-223	CSX	CSX	Wayne	MI	Carleton	MI	15	0.0	22.8	24.8	2.0	44.0	57.4	30%	14,000	20,000	43%					X		
C-224	CSX	CSX	Hamilton	OH	Dayton	OH	34	0.0	25.4	26.5	1.1	49.9	50.4	1%	20,000	22,000	10%					X		
C-225	CSX	CSX	Dayton	OH	Sidney	OH	37	0.0	22.6	24.6	2.0	44.3	62.8	42%	20,000	21,000	5%					X		
C-226	CSX	CSX	Sidney	OH	Lima	OH	35	0.0	22.6	15.3	-7.3	44.3	44.3	0%	19,000	16,000	-16%							
C-227	CSX	CSX	Lima	OH	Deshler	OH	33	0.0	26.5	14.9	-11.6	43.6	40.2	-8%	20,000	16,000	-20%							

T-2

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership		Rail Line Segment Description				Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
	Pre Acq. (1995)	Post Acq.	From		To			Pspr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-228	CSX	CSX	Fostoria	OH	Toledo	OH	29	0.0	33.3	37.4	4.1	66.7	79.3	19%	7,000	25,000	257%					X	X	X
C-229	CSX	CSX	Columbus	OH	Marion	OH	20	0.0	17.8	17.4	-0.4	40.0	44.0	10%	4,000	12,000	200%					X	X	
C-230	CSX	CSX	NJ Cabin	KY	Columbus	OH	53	0.0	11.7	11.4	-0.3	40.2	41.9	4%	4,000	10,000	150%					X	X	
C-231	CSX	CSX	Cincinnati	OH	Columbus	OH	112	0.0	2.8	2.9	0.1	3.9	4.9	25%	2,000	0	-100%							
C-232	CSX	CSX	Hampton	VA	Rivanna Jct	VA	80	4.0	9.6	8.6	-1.0	38.2	37.8	-1%	0	0	-							
C-233	CSX	CSX	Rivanna Jct	VA	Clifton Forge	VA	229	0.0	9.8	9.7	-0.1	54.2	53.4	-1%	2,000	2,000	0%							
C-234	CSX	CSX	Clifton Forge	VA	St Albans	WV	195	0.9	9.8	10.9	1.1	57.0	59.7	5%	3,000	4,000	33%			X		X		
C-235	CSX	CSX	St Albans	WV	Barboursville	WV	29	0.9	10.9	12.8	1.9	68.1	66.0	-3%	6,000	6,000	0%			X				
C-236	CSX	CSX	Barboursville	WV	Huntington	WV	10	0.9	13.4	14.9	1.5	71.1	69.3	-2%	6,000	6,000	0%			X				
C-237	CSX	CSX	Huntington	WV	Kenova	WV	8	0.9	15.5	16.8	1.3	62.2	67.1	8%	16,000	17,000	6%			X		X		
C-238	CSX	CSX	Kenova	WV	Big Sandy Jct	WV	1	0.9	32.5	33.2	0.7	59.1	65.5	11%	16,000	17,000	6%					X		
C-239	CSX	CSX	Big Sandy Jct	KY	Ashland	KY	6	0.9	32.5	30.5	-2.0	97.6	95.1	-3%	27,000	27,000	0%							
C-240	CSX	CSX	Ashland	KY	Russell	KY	4	0.9	32.5	32.5	0.0	107.0	103.0	-4%	27,000	27,000	0%							
C-241	CSX	CSX	Russell	KY	NJ Cabin	KY	19	0.9	20.8	18.8	-2.0	67.3	68.4	2%	23,000	24,000	4%					X		
C-242	CSX	CSX	NJ Cabin	KY	Covington	KY	121	0.9	7.5	8.6	1.1	26.8	30.5	14%	15,000	13,000	-13%			X				
C-243	CSX	CSX	Cumberland	MD	W Virginia C	WV	28	0.0	14.0	16.6	2.6	23.5	31.1	32%	5,000	4,000	-20%							
C-244	CSX	CSX	W Virginia C	WV	MK Jct	WV	46	0.0	9.4	12.0	2.6	20.0	27.3	36%	5,000	4,000	-20%							
C-245	CSX	CSX	MK Jct	WV	Grafton	WV	26	0.0	9.4	12.0	2.6	20.0	27.3	36%	5,000	4,000	-20%							
C-246	CSX	CSX	Grafton	WV	Berkeley Jct	WV	2	0.0	10.8	10.8	0.0	20.9	23.2	11%	5,000	3,000	-40%							
C-247	CSX	CSX	Berkeley Jct	WV	Short Line Jct	WV	21	0.0	3.8	3.8	0.0	7.4	6.8	-8%	5,000	3,000	-40%							
C-248	CSX	CSX	Brooklyn Jct	WV	Short Line Jct	WV	58	0.0	4.6	4.4	-0.2	6.4	6.1	-5%	5,000	3,000	-40%							
C-249	CSX	CSX	Parkersburg	WV	Brooklyn Jct	WV	55	0.0	4.5	4.5	0.0	7.0	7.0	0%	12,000	8,000	-33%							
C-250	CSX	CSX	Parkersburg	WV	Huntington	WV	119	0.0	5.3	5.1	-0.2	9.3	9.3	0%	12,000	10,000	-17%							
C-251	CSX	CSX	Brooklyn Jct	WV	Benwood Jct	WV	34	0.0	6.0	6.0	0.0	4.5	4.6	4%	12,000	12,000	0%							
C-252	CSX	CSX	Rivanna Jct	VA	Charlottesville	VA	98	0.0	1.5	1.5	0.0	2.9	3.2	9%	0	0	-							
C-253	CSX	CSX	Charlottesville	VA	Clifton Forge	VA	103	0.9	1.9	1.9	0.0	3.2	3.4	5%	0	0	-							
C-254	CSX	CSX	Munster	IN	Monon	IN	62	1.4	2.5	2.5	0.0	3.0	3.5	19%	1,000	3,000	200%					X		
C-255	CSX	CSX	Monon	IN	Lafayette	IN	30	1.4	3.0	3.0	0.0	3.8	4.7	25%	1,000	3,000	200%					X		
C-256	CSX	CSX	Lafayette	IN	Crawfordsville	IN	29	1.4	7.6	7.6	0.0	8.9	9.5	7%	1,000	3,000	200%					X		
C-257	CSX	CSX	Crawfordsville	IN	Greencastle	IN	31	0.0	4.2	0.2	-4.0	4.4	2.0	-54%	0	0	-							
C-258	CSX	CSX	Hamilton	OH	Indianapolis	IN	99	0.9	3.0	5.0	2.0	6.0	8.0	34%	1,000	6,000	500%			X		X		
C-259	CSX	CSX	Cincinnati	OH	Mitchell	IN	128	0.0	7.8	3.7	-4.1	14.1	0.9	-94%	5,000	0	-100%							
C-260	CSX	CSX	Mitchell	IN	Vincennes	IN	62	0.0	12.7	5.8	-6.9	21.0	3.8	-82%	16,000	0	-100%							
C-261	CSX	CSX	Vincennes	IN	Salem	IL	79	0.0	14.2	9.1	-5.1	23.7	13.4	-43%	17,000	5,000	-71%							
C-262	CSX	CSX	Salem	IL	E. St Louis	IL	68	0.0	11.8	8.7	-3.1	20.0	13.2	-34%	13,000	5,000	-62%							
C-263	CSX	CSX	Dolton	IL	Danville	IL	106	0.0	20.2	21.6	1.4	31.3	40.3	29%	17,000	19,000	12%					X		
C-264	CSX	CSX	Danville	IL	Terre Haute	IN	57	0.0	22.6	23.9	1.3	40.3	51.6	28%	18,000	19,000	6%					X		
C-265	CSX	CSX	Terre Haute	IN	Vincennes	IN	54	0.0	22.6	26.5	3.9	40.3	62.8	56%	18,000	22,000	22%					X		
C-266	CSX	CSX	Nashville	TN	Decatur	AL	118	0.0	21.7	23.4	1.7	41.1	60.4	47%	22,000	32,000	45%					X		
C-267	CSX	CSX	Decatur	AL	Black Creek	AL	89	0.0	22.5	23.8	1.3	38.4	59.5	55%	22,000	32,000	45%					X		
C-268	CSX	CSX	Black Crk	AL	Birmingham	AL	5	0.0	33.7	31.0	-2.7	46.9	67.2	37%	22,000	32,000	45%					X		
C-269	CSX	CSX	Birmingham	AL	Parkwood	AL	12	0.0	32.8	30.7	-2.1	48.8	67.2	38%	28,000	40,000	43%					X		

Total Segments 1,022 — 35,737

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Total Segments 1,022 — Rail Line Segment Description: From		To		35,733 Seg. Length (mi.)	Passenger & Freight Train Data — Pre Acq. (1995): Pssgr. Trains	Pre Acq. (1995): Freight Trains	Post Acquisition: Freight Trains	Post Acquisition: Change in Freight Trains	Freight Rail Data — Annual Million Gross Tons Transported (1): Pre Acq.	Annual Million Gross Tons Transported (1): Post Acq.	Annual Million Gross Tons Transported (1): Percent Change	Estimated Annual Carloads of Hazardous Material (1): Pre Acq.	Estimated Annual Carloads of Hazardous Material (1): Post Acq.	Estimated Annual Carloads of Hazardous Material (1): Percent Change	Criteria Met 123: Air Quality	67: Noise Analysis	91: Passenger Train	51: Freight Train	347: Increase in Hazardous Materials	46: New Key Route	19: New Major Key Route
C-270	CSX	CSX	Parkwood	AL	Montgomery	AL	87	0.0	14.1	14.3	0.2	23.1	28.5	23%	18,000	23,000	28%					X		
C-271	CSX	CSX	Montgomery	AL	Florence	AL	110	0.0	16.1	18.0	1.9	23.1	33.7	46%	32,000	46,000	44%					X		
C-272	CSX	CSX	Anchorage	KY	Winchester	KY	95	0.0	2.6	3.3	0.7	3.3	4.6	39%	0	1,000	1000%					X		
C-273	CSX	CSX	Winchester	KY	Typo	KY	123	0.0	13.1	13.1	0.0	28.6	28.6	0%	2,000	2,000	0%							
C-274	CSX	CSX	Typo	KY	N Hazard	KY	5	0.0	10.6	10.6	0.0	23.3	23.3	0%	1,000	1,000	0%							
C-275	CSX	CSX	N Hazard	KY	Lothair	KY	2	0.0	10.9	10.9	0.0	24.1	24.1	0%	1,000	1,000	0%							
C-276	CSX	CSX	Lothair	KY	Jeff	KY	5	0.0	8.4	8.4	0.0	18.4	18.4	0%	0	0	-							
C-277	CSX	CSX	Jeff	KY	Dent	KY	11	0.0	6.9	6.9	0.0	15.2	15.2	0%	0	0	-							
C-278	CSX	CSX	Dent	KY	Blackey	KY	8	0.0	5.2	5.2	0.0	11.4	11.4	0%	0	0	-							
C-279	CSX	CSX	Blackey	KY	Duo	KY	2	0.0	4.3	4.3	0.0	9.3	9.3	0%	0	0	-							
C-280	CSX	CSX	Duo	KY	Pat	KY	10	0.0	4.3	4.3	0.0	9.3	9.3	0%	0	0	-							
C-281	CSX	CSX	Pat	KY	Deane	KY	6	0.0	4.4	4.4	0.0	9.7	9.7	0%	0	0	-							
C-282	CSX	CSX	B C C Jct	KY	Deane	KY	22	0.0	6.0	6.0	0.0	12.2	12.2	0%	0	0	-							
C-283	CSX	CSX	Porter Jct	KY	B C C Jct	KY	6	0.0	6.0	6.0	0.0	13.0	13.0	0%	0	0	-							
C-284	CSX	CSX	Stevens Branch	KY	Porter Jct	KY	12	0.0	7.5	7.5	0.0	16.6	16.6	0%	0	0	-							
C-285	CSX	CSX	Martin	KY	Stevens Branch	KY	1	0.0	7.5	7.5	0.0	16.6	16.6	0%	0	0	-							
C-286	CSX	CSX	Beaver Jct	KY	Martin	KY	5	0.0	7.5	7.5	0.0	17.7	17.7	0%	0	0	-							
C-287	CSX	CSX	Latonia	KY	Anchorage	KY	86	0.0	15.0	8.7	-6.3	31.0	27.0	-13%	10,000	16,000	60%					X		
C-288	CSX	CSX	Anchorage	KY	Louisville	KY	13	0.0	20.6	14.3	-6.3	35.3	34.6	-2%	11,000	17,000	55%					X		
C-289	CSX	CSX	Louisville	KY	Amqui	TN	173	0.0	18.8	19.4	0.6	35.4	32.1	-9%	11,000	15,000	36%					X		
C-290	CSX	CSX	Cincinnati	OH	Covington	KY	6	0.9	35.9	31.6	-4.3	75.8	81.0	7%	33,000	37,000	12%					X		
C-291	CSX	CSX	Covington	KY	Latonia	KY	1	0.0	30.3	24.9	-5.4	57.4	58.9	3%	18,000	24,000	33%					X		
C-292	CSX	CSX	Latonia	KY	Winchester	KY	93	0.0	17.1	16.0	-1.1	27.1	29.1	7%	8,000	7,000	-13%							
C-293	CSX	CSX	Winchester	KY	Sinks	KY	56	0.0	24.6	23.3	-1.3	40.2	41.8	4%	5,000	7,000	40%					X		
C-294	CSX	CSX	Sinks	KY	Corbin	KY	35	0.0	22.9	21.6	-1.3	40.6	41.4	2%	5,000	7,000	40%					X		
C-295	CSX	CSX	Corbin	KY	Cartersville	GA	263	0.0	27.3	26.1	-1.2	53.7	52.7	-2%	5,000	7,000	40%					X		
C-296	CSX	CSX	Cartersville	GA	Atlanta	GA	46	0.0	39.4	38.3	-1.1	81.8	79.3	-3%	21,000	22,000	5%					X		
C-297	CSX	CSX	Atlanta	GA	Manchester	GA	78	0.0	19.2	16.6	-2.6	35.3	34.2	-3%	5,000	6,000	20%					X		
C-298	CSX	CSX	Manchester	GA	Waycross	GA	203	0.0	27.9	26.0	-1.9	52.6	57.3	9%	13,000	20,000	54%					X		
C-299	CSX	CSX	Corbin	KY	Heidrick	KY	15	0.0	9.2	9.2	0.0	20.2	20.2	0%	0	0	-							
C-300	CSX	CSX	Heidrick	KY	Elys	KY	10	0.0	9.0	9.0	0.0	19.8	19.8	0%	0	0	-							
C-301	CSX	CSX	Elys	KY	Yingling	KY	2	0.0	9.0	9.0	0.0	19.8	19.8	0%	0	0	-							
C-302	CSX	CSX	Yingling	KY	Pineville	KY	4	0.0	9.0	9.0	0.0	19.8	19.8	0%	0	0	-							
C-303	CSX	CSX	Pineville	KY	Harbell	KY	3	0.0	5.8	5.8	0.0	12.7	12.7	0%	0	0	-							
C-304	CSX	CSX	Harbell	KY	Ponza	KY	2	0.0	5.5	5.5	0.0	12.1	12.1	0%	0	0	-							
C-305	CSX	CSX	Ponza	KY	Crosby	KY	11	0.0	5.5	5.5	0.0	12.1	12.1	0%	0	0	-							
C-306	CSX	CSX	Blackmont	KY	Crosby	KY	4	0.0	5.5	5.5	0.0	12.0	12.0	0%	0	0	-							
C-307	CSX	CSX	Blackmont	KY	Kerr	KY	9	0.0	5.6	5.6	0.0	12.3	12.3	0%	0	0	-							
C-308	CSX	CSX	Kerr	KY	Baxter	KY	8	0.0	5.7	5.7	0.0	12.4	12.4	0%	0	0	-							
C-309	CSX	CSX	Baxter	KY	Harlan	KY	2	0.0	5.7	5.7	0.0	12.9	12.9	0%	0	0	-							
C-310	CSX	CSX	Dressen	KY	Harlan	KY	1	0.0	4.4	4.4	0.0	9.7	9.7	0%	0	0	-							
C-311	CSX	CSX	Dressen	KY	Glidden	KY	5	0.0	4.4	4.4	0.0	9.4	9.4	0%	0	0	-							

P = Change due to Acquisition

(1) 1000% is reported for P where the pre acq. is 0 and the "post" acq. is > 0

T4

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733 Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
	Pre Acq. (1995)	Post Acq.	From		To			Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change							
C-312	CSX	CSX	Glidden	KY	Popeville	KY	2	0.0	4.0	4.0	0.0	8.8	8.8	0%	0	0	-							
C-313	CSX	CSX	Popeville	KY	KY-VA State Line	KY	7	0.0	4.0	4.0	0.0	8.7	8.7	0%	0	0	-							
C-314	CSX	CSX	KY-VA State Line	VA	Hagans	VA	3	0.0	4.0	4.0	0.0	8.7	8.7	0%	0	0	-							
C-315	CSX	CSX	Hagans	VA	Pennington	VA	16	0.0	4.0	4.0	0.0	8.7	8.7	0%	0	0	-							
C-316	CSX	CSX	Pennington	VA	Big Stone Gap	VA	16	0.0	4.3	4.3	0.0	9.4	9.4	0%	0	0	-							
C-317	CSX	CSX	Louisville	KY	Long Branch	KY	18	0.0	4.4	4.2	-0.2	5.9	5.6	-4%	2,000	1,000	-50%							
C-318	CSX	CSX	Long Branch	KY	Skillman	KY	49	0.0	4.3	4.0	-0.3	9.1	9.6	5%	2,000	1,000	-50%							
C-319	CSX	CSX	Skillman	KY	Henderson	KY	60	0.0	4.3	4.0	-0.3	7.0	7.1	1%	0	0	-							
C-320	CSX	CSX	Big Sandy Jct	KY	Elkhorn City	KY	127	0.0	18.8	18.8	0.0	43.1	44.0	2%	2,000	1,000	-50%							
C-321	CSX	CSX	Elkhorn City	KY	Frisco	TN	89	0.0	19.3	19.3	0.0	30.6	32.8	7%	2,000	1,000	-50%							
C-322	CSX	CSX	Frisco	TN	Bostic	NC	157	0.0	19.3	19.3	0.0	41.6	45.3	9%	8,000	5,000	-38%							
C-323	CSX	CSX	Bostic	NC	Spartanburg	SC	32	0.0	13.8	13.8	0.0	27.9	30.5	9%	8,000	0	-100%							
C-324	CSX	CSX	Laurens	SC	Spartanburg	SC	38	0.0	13.6	12.8	-0.8	27.3	22.7	-17%	5,000	1,000	-80%							
C-325	CSX	CSX	Clinton	SC	Laurens	SC	11	0.0	6.4	6.4	0.0	6.7	6.7	0%	0	0	-							
C-326	CSX	CSX	Columbia	SC	Clinton	SC	63	0.0	10.4	10.4	0.0	12.1	12.1	0%	3,000	3,000	0%							
C-327	CSX	CSX	Eastover Jct	SC	Columbia	SC	27	0.0	4.3	4.3	0.0	6.9	6.9	0%	0	0	-							
C-328	CSX	CSX	Sumter	SC	Eastover Jct	SC	19	0.0	3.9	3.9	0.0	4.8	4.8	0%	1,000	1,000	0%							
C-329	CSX	CSX	Sumter	SC	Lane	SC	40	0.0	3.7	3.7	0.0	4.7	4.7	0%	1,000	1,000	0%							
C-330	CSX	CSX	Charlotte	NC	Bostic	NC	73	0.0	7.6	7.6	0.0	15.3	16.9	10%	6,000	8,000	33%					X		
C-331	CSX	CSX	Monroe	NC	Charlotte	NC	24	0.0	12.0	12.4	0.4	18.5	20.3	10%	10,000	8,000	-20%							
C-332	CSX	CSX	Augusta	GA	Greenwood	SC	68	0.0	8.8	8.2	-0.6	17.6	17.3	-2%	1,000	1,000	0%							
C-333	CSX	CSX	Greenwood	SC	Laurens	SC	28	0.0	10.5	9.8	-0.7	21.6	19.6	-9%	5,000	1,000	-80%							
C-334	CSX	CSX	Weldon	NC	Rocky Mt	NC	37	10.0	19.6	25.5	5.9	49.9	55.9	12%	23,000	24,000	4%			X		X		
C-335	CSX	CSX	Rocky Mt	NC	Contentnea	NC	13	10.0	19.6	22.1	2.5	50.3	53.2	6%	17,000	21,000	24%			X		X		
C-336	CSX	CSX	Contentnea	NC	Selma	NC	22	10.0	18.2	21.0	2.8	44.4	45.1	2%	17,000	21,000	24%			X		X		
C-337	CSX	CSX	Selma	NC	Fayetteville	NC	49	6.0	20.4	21.6	1.2	44.8	45.0	0%	19,000	21,000	11%			X		X		
C-338	CSX	CSX	Fayetteville	NC	Pembroke	NC	31	6.0	22.1	22.2	0.1	43.9	45.4	3%	19,000	24,000	26%					X		
C-339	CSX	CSX	Pembroke	NC	Dillon	SC	21	6.0	15.7	17.2	1.5	22.8	28.2	24%	6,000	7,000	17%			X		X		
C-340	CSX	CSX	Dillon	SC	Florence	SC	31	6.0	15.6	19.0	3.4	33.7	34.6	3%	9,000	8,000	-11%			X				
C-341	CSX	CSX	Florence	SC	Lane	SC	49	6.0	12.7	16.6	3.9	28.8	31.2	8%	8,000	7,000	-13%			X				
C-342	CSX	CSX	Lane	SC	St Stephen	SC	8	6.0	16.2	19.9	3.7	33.4	35.6	7%	9,000	7,000	-22%			X				
C-343	CSX	CSX	St Stephen	SC	Ashley Jct	SC	39	6.0	12.7	16.5	3.8	29.0	31.0	7%	9,000	7,000	-22%			X				
C-344	CSX	CSX	Ashley Jct	SC	Yemassee	SC	54	6.0	16.7	20.6	3.9	32.4	37.9	17%	8,000	10,000	25%			X		X	X	
C-345	CSX	CSX	Yemassee	SC	Savannah	GA	47	6.0	12.2	16.1	3.9	27.1	32.7	21%	7,000	6,000	-14%			X				
C-346	CSX	CSX	Savannah	GA	Jesup	GA	52	8.0	17.3	22.8	5.5	46.6	50.6	9%	9,000	9,000	0%			X				
C-347	CSX	CSX	Jesup	GA	Waycross	GA	39	0.0	7.2	7.8	0.6	20.1	22.1	10%	5,000	5,000	0%							
C-348	CSX	CSX	Pembroke	NC	Wilmington	NC	81	0.0	3.5	5.0	1.5	9.3	10.5	14%	14,000	13,000	-7%							
C-349	CSX	CSX	Hamlet	NC	Pembroke	NC	34	0.0	11.8	13.1	1.3	31.6	32.0	1%	26,000	25,000	-4%							
C-350	CSX	CSX	Hamlet	NC	Monroe	NC	53	0.0	20.4	23.0	2.6	41.5	43.1	4%	26,000	35,000	35%					X		
C-351	CSX	CSX	Monroe	NC	Clinton	SC	92	0.0	13.1	15.6	2.5	22.5	28.9	29%	14,000	27,000	93%					X		
C-352	CSX	CSX	Clinton	SC	Greenwood	SC	28	0.0	17.1	19.6	2.5	28.3	30.1	7%	16,000	27,000	69%					X		
C-353	CSX	CSX	Greenwood	SC	Athens	GA	81	0.0	16.1	18.8	2.7	28.3	30.6	8%	21,000	27,000	29%					X		

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1

Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: From		To		Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995): Pssgr. Trains	Pre Acq. (1995): Freight Trains	Post Acquisition: Freight Trains	Post Acquisition: Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1): Pre Acq.	Annual Million Gross Tons Transported (1): Post Acq.	Annual Million Gross Tons Transported (1): Percent Change	Estimated Annual Carloads of Hazardous Material (1): Pre Acq.	Estimated Annual Carloads of Hazardous Material (1): Post Acq.	Estimated Annual Carloads of Hazardous Material (1): Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
			Total Segments 1,022				35,733	Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
C-354	CSX	CSX	Athens	GA	Atlanta	GA	69	0.0	16.7	21.0	2.3	32.9	37.5	14%	22,000	27,000	23%					X		
C-355	CSX	CSX	Atlanta	GA	Lagrange	GA	70	0.0	15.3	16.5	1.2	23.0	25.3	10%	21,000	27,000	29%					X		
C-356	CSX	CSX	Lagrange	GA	Montgomery	AL	100	0.0	11.9	11.2	-0.7	17.3	18.6	7%	22,000	24,000	9%					X		
C-357	CSX	CSX	Hamlet	NC	Mcbee	SC	50	2.0	3.4	3.3	-0.1	5.2	5.6	7%	4,000	6,000	50%					X		
C-358	CSX	CSX	Mcbee	SC	Columbia	SC	108	2.0	4.4	4.4	0.0	5.4	5.9	9%	4,000	6,000	50%					X		
C-359	CSX	CSX	Columbia	SC	Fairfax	SC	76	2.0	3.9	3.7	-0.2	4.3	4.5	3%	6,000	6,000	0%							
C-360	CSX	CSX	Fairfax	SC	Savannah	GA	62	2.0	12.4	11.6	-0.8	23.1	21.3	-8%	5,000	4,000	-20%							
C-361	CSX	CSX	Hamlet	NC	Dillon	SC	42	0.0	8.9	7.7	-1.2	18.0	18.8	4%	4,000	2,000	-50%							
C-362	CSX	CSX	Dillon	SC	Andrews	SC	74	0.0	4.3	4.2	-0.1	8.5	7.4	-13%	1,000	0	-100%							
C-363	CSX	CSX	Andrews	SC	State Jct	SC	28	0.0	2.5	2.5	0.0	1.0	1.0	0%	0	0	-							
C-364	CSX	CSX	State Jct	SC	Remount	SC	20	0.0	2.2	2.2	0.0	2.4	2.5	4%	0	0	-							
C-365	CSX	CSX	Remount	SC	Charleston	SC	10	0.0	1.6	1.6	0.0	3.5	3.5	0%	4,000	4,000	0%							
C-366	CSX	CSX	Camak	GA	Atlanta	GA	126	0.0	8.1	7.7	-0.4	15.9	14.3	-10%	3,000	2,000	-33%							
C-367	CSX	CSX	Augusta	GA	Camak	GA	46	0.0	7.1	6.7	-0.4	13.5	12.8	-5%	3,000	2,000	-33%							
C-368	CSX	CSX	Robbins	SC	Augusta	GA	28	0.0	12.9	12.3	-0.6	26.5	23.3	-12%	6,000	4,000	-33%							
C-369	CSX	CSX	Fairfax	SC	Robbins	SC	29	0.0	12.9	12.3	-0.6	26.3	23.3	-11%	6,000	4,000	-33%							
C-370	CSX	CSX	Yemassee	SC	Fairfax	SC	31	0.0	5.0	5.0	0.0	6.5	6.0	-8%	0	0	-							
C-371	CSX	CSX	Mckenzie	TN	Memphis	TN	116	0.0	10.1	12.4	2.3	19.4	21.0	8%	6,000	5,000	-17%							
C-372	CSX	CSX	Nashville	TN	Mckenzie	TN	117	0.0	9.4	11.7	2.3	21.0	25.4	21%	7,000	6,000	-14%							
C-373	CSX	CSX	Nashville	TN	Stevenson	AL	113	0.0	20.6	21.1	0.5	40.1	41.6	4%	11,000	10,000	-9%							
C-374	CSX	CSX	Stevenson	AL	Chattanooga	TN	39	0.0	19.6	17.5	-2.1	37.5	38.4	2%	11,000	10,000	-9%							
C-375	CSX	CSX	Chattanooga	TN	Cartersville	GA	87	0.0	17.7	17.4	-0.3	36.3	35.6	-2%	11,000	10,000	-9%							
C-376	CSX	CSX	Lagrange	GA	Parkwood	AL	142	0.0	13.5	13.5	0.0	24.1	29.1	21%	8,000	17,000	113%					X	X	
C-377	CSX	CSX	Manchester	GA	Lagrange	GA	45	0.0	12.0	11.6	-0.4	20.5	22.8	11%	7,000	14,000	100%					X	X	
C-378	CSX	CSX	Waycross	GA	Thomasville	GA	105	0.0	8.0	7.6	-0.4	11.5	11.9	4%	3,000	2,000	-33%							
C-379	CSX	CSX	Thomasville	GA	Metcalf	GA	11	0.0	0.4	0.4	0.0	0.1	0.1	0%	0	0	-							
C-380	CSX	CSX	Thomasville	GA	Montgomery	AL	210	0.0	7.9	6.2	-1.7	10.6	10.5	0%	2,000	3,000	50%					X		
C-381	CSX	CSX	Jesup	GA	Folkston	GA	54	8.0	10.3	12.4	2.1	26.2	26.2	0%	2,000	2,000	0%			X				
C-382	CSX	CSX	Jacksonville	FL	Baldwin	FL	18	2.8	21.9	23.3	1.4	18.7	20.5	9%	4,000	0	-100%			X				
C-383	CSX	CSX	Baldwin	FL	Chattahoochee	FL	189	0.8	11.7	11.1	-0.6	23.8	20.7	-13%	21,000	17,000	-19%							
C-384	CSX	CSX	Chattahoochee	FL	Pensacola	FL	161	0.8	10.3	9.7	-0.6	17.8	15.6	-12%	17,000	16,000	-6%							
C-385	CSX	CSX	Pensacola	FL	Flomaton	AL	43	0.8	9.9	11.3	1.4	20.4	21.5	5%	26,000	22,000	-15%			X				
C-386	CSX	CSX	Flomaton	AL	Mobile	AL	59	0.8	25.1	25.8	0.7	38.4	47.6	24%	45,000	61,000	36%					X		
C-387	CSX	CSX	Mobile	AL	New Orleans	LA	143	0.8	20.6	22.7	2.1	23.4	34.6	48%	45,000	54,000	20%			X		X		
C-388	CSX	CSX	Waycross	GA	Folkston	GA	35	0.0	33.1	32.4	-0.7	64.6	66.0	2%	29,000	23,000	-21%							
C-389	CSX	CSX	Folkston	GA	Callahan	FL	22	8.0	43.9	44.6	0.7	95.6	84.2	-12%	32,000	25,000	-22%							
C-390	CSX	CSX	Callahan	FL	Baldwin	FL	21	0.0	17.7	18.3	0.6	44.4	51.0	15%	25,000	18,000	-28%							
C-391	CSX	CSX	Baldwin	FL	Starke	FL	26	2.0	22.7	23.3	0.6	47.0	52.0	11%	27,000	27,000	0%							
C-392	CSX	CSX	Starke	FL	Vitis	FL	126	2.0	19.3	19.3	0.0	38.8	40.1	3%	27,000	27,000	0%							
C-393	CSX	CSX	Vitis	FL	Plant City	FL	19	0.0	9.6	9.6	0.0	25.3	25.8	2%	6,000	6,000	0%							
C-394	CSX	CSX	Plant City	FL	Uceta Yard	FL	17	4.0	9.1	9.6	0.5	26.1	28.1	8%	7,000	7,000	0%							
C-395	CSX	CSX	Callahan	FL	Jacksonville	FL	16	8.0	23.5	23.2	-0.3	47.1	45.8	-3%	8,000	8,000	0%							

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1
Master Rail Line Segment Table

	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-396	CSX	CSX	Jacksonville	FL	Palatka	FL	54	6.8	8.3	8.3	0.0	21.6	21.1	-2%	2,000	2,000	0%							
C-397	CSX	CSX	Palatka	FL	Sanford	FL	68	6.8	6.6	6.6	0.0	16.1	15.9	-1%	1,000	1,000	0%							
C-398	CSX	CSX	Sanford	FL	Aloma	FL	27	0.0	2.0	2.0	0.0	0.0	0.0	0%	0	0	-							
C-399	CSX	CSX	Sanford	FL	Orlando	FL	22	4.8	8.0	8.0	0.0	14.0	12.9	-8%	2,000	2,000	0%							
C-400	CSX	CSX	Orlando	FL	Auburndale	FL	51	4.0	7.7	9.1	1.4	7.5	8.5	13%	1,000	1,000	0%			X				
C-401	CSX	CSX	Auburndale	FL	Lakeland	FL	12	4.0	7.2	8.6	1.4	15.9	16.0	1%	2,000	2,000	0%			X				
C-402	CSX	CSX	Lakeland	FL	Winston	FL	4	4.0	17.6	18.9	1.3	19.5	23.4	20%	16,000	16,000	0%			X				
C-403	CSX	CSX	Winston	FL	Plant City	FL	5	4.0	9.8	11.1	1.3	18.1	19.9	10%	9,000	9,000	0%			X				
C-404	CSX	CSX	Auburndale	FL	Sebring	FL	47	6.0	11.3	11.3	0.0	13.4	13.6	2%	1,000	1,000	0%							
C-405	CSX	CSX	Sebring	FL	W. Palm Bch	FL	103	6.0	15.6	15.6	0.0	11.0	11.2	2%	1,000	1,000	0%							
C-406	CSX	CSX	W. Palm Bch	FL	Miami	FL	70	34.0	6.7	6.7	0.0	11.6	11.7	1%	1,000	1,000	0%							
C-407	CSX	CSX	Baltimore	MD	Hanover	PA	55	0.0	3.4	3.4	0.0	5.2	5.6	7%	0	0	-							
C-408	CSX	CSX	Hanover	PA	Hagerstown	MD	57	0.0	1.6	1.6	0.0	1.6	1.6	0%	0	0	-							
C-409	CSX	CSX	Harpers Ferry	WV	Strasburg Jct	VA	51	0.0	0.9	0.9	0.0	1.7	1.7	0%	0	0	-							
C-410	CSX	CSX	Green Jct	PA	Brownfield	PA	15	0.0	0.4	0.4	0.0	0.0	0.0	0%	0	0	-							
C-411	CSX	CSX	Rankin Jct	PA	Willow Grove	PA	11	2.0	1.7	1.7	0.0	3.2	3.2	0%	0	0	-							
C-412	CSX	CSX	Glenwood Jct	PA	Tylerdale	PA	32	0.0	0.5	0.5	0.0	1.6	1.6	0%	0	0	-							
C-413	CSX	CSX	Willow Grove	PA	New Castle	PA	56	0.0	1.0	1.0	0.0	0.6	0.6	0%	0	0	-							
C-414	CSX	CSX	Wellsboro	IN	N Judson	IN	15	0.0	0.3	0.3	0.0	0.4	0.4	0%	0	0	-							
C-415	CSX	CSX	Pine Jct	IN	Rock Island Jct	IL	10	0.0	2.0	2.0	0.0	1.0	1.0	0%	0	0	-							
C-416	CSX	CSX	Dolton	IL	75th Street	IL	8	0.0	4.0	3.6	-0.4	6.7	4.3	-35%	0	0	-							
C-417	CSX	CSX	Blue Island Jct	IL	Clearing	IL	15	0.0	17.0	17.4	0.4	35.2	36.9	5%	4,000	5,000	25%					X		
C-418	CSX	CSX	Joliet	IL	Ottawa	IL	45	0.0	3.0	3.0	0.0	4.9	4.9	1%	14,000	14,000	0%							
C-419	CSX	CSX	Ottawa	IL	Henry	IL	44	0.0	2.0	2.0	0.0	1.0	1.0	0%	0	0	-							
C-420	CSX	CSX	Grand Rapids	MI	Baldwin	MI	75	0.0	1.9	1.9	0.0	2.4	2.4	0%	0	0	-							
C-421	CSX	CSX	Baldwin	MI	Walhalla	MI	13	0.0	2.0	2.0	0.0	2.3	2.3	0%	0	0	-							
C-422	CSX	CSX	Walhalla	MI	Ludington	MI	14	0.0	1.6	1.6	0.0	1.1	1.1	0%	0	0	-							
C-423	CSX	CSX	Walhalla	MI	Manistee	MI	27	0.0	0.9	0.9	0.0	1.3	1.3	0%	0	0	-							
C-424	CSX	CSX	Waverly	MI	Grand Haven	MI	20	0.0	2.8	2.8	0.0	4.0	4.0	0%	0	0	-							
C-425	CSX	CSX	Grand Haven	MI	Muskegon	MI	13	0.0	1.7	1.7	0.0	1.6	1.6	0%	0	0	-							
C-426	CSX	CSX	Muskegon	MI	Berry	MI	5	0.0	1.7	1.7	0.0	0.3	0.3	0%	0	0	-							
C-427	CSX	CSX	Berry	MI	Montague	MI	11	0.0	1.7	1.7	0.0	0.1	0.1	0%	0	0	-							
C-428	CSX	CSX	Berry	MI	Fremont	MI	20	0.0	0.6	0.6	0.0	0.2	0.2	0%	0	0	-							
C-429	CSX	CSX	Saginaw	MI	Midland	MI	20	0.0	4.0	4.0	0.0	1.2	1.2	0%	2,000	2,000	0%							
C-430	CSX	CSX	Saginaw	MI	Bay City	MI	17	0.0	2.4	2.4	0.0	2.1	2.1	0%	0	0	-							
C-431	CSX	CSX	Saginaw	MI	Yale	MI	19	0.0	2.2	2.2	0.0	0.7	0.7	0%	0	0	-							
C-432	CSX	CSX	Port Huron	MI	Belle River	MI	15	0.0	4.0	4.0	0.0	4.6	4.6	0%	7,000	7,000	0%							
C-433	CSX	CSX	Fargo	ON	Blenheim	ON	4	0.0	2.2	2.2	0.0	0.4	0.4	0%	0	0	-							
C-434	CSX	CSX	Chatham	ON	Fargo	ON	7	0.0	1.2	1.2	0.0	0.4	0.4	0%	7,000	7,000	0%							
C-435	CSX	CSX	Chatham	ON	Sarnia	ON	53	0.0	1.2	1.2	0.0	0.3	0.3	0%	6,000	6,000	0%							
C-436	CSX	CSX	Blenheim	ON	W Lorne	ON	28	0.0	1.2	1.2	0.0	0.2	0.2	0%	0	0	-							
C-437	CSX	CSX	Cambridge	OH	Newark	OH	52	0.0	1.0	1.0	0.0	0.5	0.5	0%	0	0	-							

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Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: From		To		Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995) Pssgr. Trains	Pre Acq. (1995) Freight Trains	Post Acquisition Freight Trains	Post Acquisition Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1) Pre Acq.	Annual Million Gross Tons Transported (1) Post Acq.	Annual Million Gross Tons Transported (1) Percent Change	Estimated Annual Carloads of Hazardous Material (1) Pre Acq.	Estimated Annual Carloads of Hazardous Material (1) Post Acq.	Estimated Annual Carloads of Hazardous Material (1) Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	18 New Major Key Route
			Total Segments 1,022				35,733																	
C-438	CSX	CSX	Newark	OH	Columbus	OH	35	0.0	1.6	1.6	0.0	1.5	1.5	0%	0	0	-							
C-439	CSX	CSX	Middletown Jct	OH	Middletown	OH	11	0.0	6.3	5.4	-0.9	13.0	9.2	-30%	0	0	-							
C-440	CSX	CSX	S. Richmond	VA	Bellwood	VA	8	0.0	3.7	3.7	0.0	5.4	5.4	0%	1,000	1,000	0%							
C-441	CSX	CSX	Bellwood	VA	Hopewell	VA	16	0.0	2.9	2.9	0.0	4.4	4.4	0%	4,000	4,000	0%							
C-442	CSX	CSX	Bellwood	VA	Centralia	VA	3	0.0	2.1	2.1	0.0	1.2	1.2	0%	2,000	2,000	0%							
C-443	CSX	CSX	Weldon	NC	Roanoke Rapids	NC	5	0.0	0.2	0.2	0.0	0.8	0.8	0%	0	0	-							
C-444	CSX	CSX	Weldon	NC	Franklin	VA	41	0.0	7.7	7.4	-0.3	8.0	6.8	-15%	1,000	1,000	0%							
C-445	CSX	CSX	Franklin	VA	Portsmouth	VA	37	0.0	7.1	6.6	-0.5	7.2	6.6	-9%	0	0	-							
C-446	CSX	CSX	Rocky Mt	NC	Parmele	NC	32	0.0	3.2	3.2	0.0	2.2	2.2	0%	13,000	13,000	0%							
C-447	CSX	CSX	Parmele	NC	Plymouth	NC	37	0.0	2.0	2.0	0.0	1.6	1.6	0%	0	0	-							
C-448	CSX	CSX	Parmele	NC	Elmer	NC	36	0.0	2.0	2.0	0.0	2.1	2.1	0%	13,000	13,000	0%							
C-449	CSX	CSX	Contentnea	NC	Wallace	NC	69	0.0	4.4	4.4	0.0	5.0	5.0	0%	0	0	-							
C-450	CSX	CSX	Warsaw	NC	Moltonville	NC	10	0.0	1.3	1.3	0.0	1.3	1.3	0%	0	0	-							
C-451	CSX	CSX	Fayetteville	NC	Fort Jct	NC	9	0.0	0.6	0.6	0.0	0.4	0.4	0%	1,000	1,000	0%							
C-452	CSX	CSX	Fayetteville	NC	Vander	NC	6	0.0	0.6	0.6	0.0	0.3	0.3	0%	0	0	-							
C-453	CSX	CSX	St Stephen	SC	Cross	SC	10	0.0	2.1	2.1	0.0	3.6	3.6	0%	0	0	-							
C-454	CSX	CSX	Waycross	GA	Brunswick	GA	63	0.0	2.0	2.0	0.0	3.0	3.0	0%	1,000	1,000	0%							
C-455	CSX	CSX	Waycross	GA	Pearson	GA	30	0.0	1.0	1.0	0.0	0.5	0.5	0%	0	0	-							
C-456	CSX	CSX	Yulee	FL	Fernandina Bch	FL	12	0.0	2.5	2.5	0.0	3.8	3.8	0%	0	0	-							
C-457	CSX	CSX	Jacksonville	FL	Seals	GA	41	0.0	8.0	8.0	0.0	6.1	6.1	0%	1,000	1,000	0%							
C-458	CSX	CSX	Valrico	FL	Yeoman Yard	FL	9	0.0	24.2	24.2	0.0	32.0	32.9	3%	0	0	-							
C-459	CSX	CSX	Orangeburg	SC	Sumter	SC	44	0.0	1.3	1.3	0.0	0.4	0.4	0%	0	0	-							
C-460	CSX	CSX	Belton	SC	Greenville	SC	28	0.0	1.0	1.0	0.0	0.6	0.6	0%	0	0	-							
C-461	CSX	CSX	Greenville	SC	Spartanburg	SC	34	0.0	1.7	1.7	0.0	1.2	1.2	0%	0	0	-							
C-462	CSX	CSX	Anderson	SC	Belton	SC	12	0.0	0.4	0.4	0.0	0.3	0.3	0%	0	0	-							
C-463	CSX	CSX	Durham	NC	Joyland	NC	7	0.0	1.4	1.4	0.0	0.1	0.1	0%	0	0	-							
C-464	CSX	CSX	Apex	NC	Durham	NC	22	0.0	1.4	1.4	0.0	0.5	0.5	0%	0	0	-							
C-465	CSX	CSX	Norlina	NC	Raleigh	NC	55	0.0	2.6	2.6	0.0	0.7	0.7	0%	0	0	-							
C-466	CSX	CSX	Raleigh	NC	Hamlet	NC	97	2.0	8.2	8.2	0.0	4.5	4.3	-4%	1,000	1,000	0%							
C-467	CSX	CSX	Mcbee	SC	Robinson	SC	7	0.0	1.0	1.0	0.0	0.4	0.4	0%	0	0	-							
C-468	CSX	CSX	Mt Holly	NC	Terrell	NC	24	0.0	1.2	1.2	0.0	1.6	1.6	0%	0	0	-							
C-469	CSX	CSX	Montgomery	AL	Western Jct	AL	51	0.0	1.0	1.0	0.0	1.5	1.5	0%	0	0	-							
C-470	CSX	CSX	Camak	GA	Harlee	GA	56	0.0	2.8	2.8	0.0	5.5	5.5	0%	0	0	-							
C-471	CSX	CSX	Andrews	SC	Pennyroyal Jct	SC	8	0.0	3.6	3.8	0.0	5.7	5.7	0%	1,000	1,000	0%							
C-472	CSX	CSX	Pennyroyal Jct	SC	Georgetown	SC	8	0.0	1.2	1.2	0.0	3.1	3.1	0%	1,000	1,000	0%							
C-473	CSX	CSX	Dames Pt Jct	FL	N Shore Jct	FL	5	0.0	6.0	5.8	-0.2	3.6	3.6	0%	0	0	-							
C-474	CSX	CSX	Bainbridge	GA	Tallahassee	FL	43	0.0	2.0	2.0	0.0	2.2	2.2	0%	6,000	6,000	0%							
C-475	CSX	CSX	Hillsdale	IN	Chrisman	IL	16	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%					X		
C-476	CSX	CSX	Chrisman	IL	Decatur	IL	69	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%					X		
C-477	CSX	CSX	Brentwood	TN	Columbia	AL	35	0.0	2.8	2.8	0.0	2.4	2.4	0%	1,000	1,000	0%							
C-478	CSX	CSX	Wellington	AL	Birmingham	AL	64	0.0	2.2	2.2	0.0	4.3	4.3	0%	0	0	-							
C-479	CSX	CSX	Bakers Siding	IN	Chinook	IN	11	0.0	2.0	2.0	0.0	1.4	1.4	0%	0	0	-							

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Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: From		To		Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995) Pasgr. Trains	Pre Acq. (1995) Freight Trains	Post Acquisition: Freight Trains	Post Acquisition: Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1): Pre Acq.	Annual Million Gross Tons Transported (1): Post Acq.	Annual Million Gross Tons Transported (1): Percent Change	Estimated Annual Carloads of Hazardous Material (1): Pre Acq.	Estimated Annual Carloads of Hazardous Material (1): Post Acq.	Estimated Annual Carloads of Hazardous Material (1): Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
C-480	CSX	CSX	Evansville	IN	Adams	IN	9	0.0	3.7	3.7	0.0	6.3	6.3	0%	3,000	3,000	0%							
C-481	CSX	CSX	Adams	IN	Carmi	IL	28	0.0	2.6	2.6	0.0	3.3	3.3	0%	0	0	-							
C-482	CSX	CSX	Adams	IN	Abee	IN	6	0.0	0.8	0.8	0.0	1.4	1.4	0%	3,000	3,000	0%							
C-483	CSX	CSX	Carmi	IL	Venedy	IL	89	0.0	0.6	0.6	0.0	0.5	0.5	0%	0	0	-							
C-484	CSX	CSX	Kronos	KY	Moorman	KY	5	0.0	1.2	1.2	0.0	2.0	2.0	0%	0	0	-							
C-485	CSX	CSX	Kronos	KY	Wilson Sta	KY	4	0.0	1.2	1.2	0.0	2.0	2.0	0%	0	0	-							
C-486	CSX	CSX	Moorman	KY	Drakesboro	KY	13	0.0	2.1	2.1	0.0	3.1	3.1	0%	0	0	-							
C-487	CSX	CSX	Morton	KY	Atkinson	KY	5	0.0	5.8	5.8	0.0	12.8	12.8	0%	0	0	-							
C-488	CSX	CSX	Atkinson	KY	Providence	KY	19	0.0	3.8	3.8	0.0	8.6	8.6	0%	0	0	-							
C-489	CSX	CSX	Providence	KY	Dotiki	KY	5	0.0	2.6	2.6	0.0	2.5	2.5	0%	0	0	-							
C-490	CSX	CSX	Millport	KY	Atkinson	KY	19	0.0	2.4	2.4	0.0	5.2	5.2	0%	0	0	-							
C-491	CSX	CSX	Como	KY	Zeigler 9 (NW)	KY	4	0.0	1.2	1.2	0.0	1.5	1.5	0%	0	0	-							
C-492	CSX	CSX	Drakesboro	KY	Sinclair	KY	6	0.0	0.9	0.9	0.0	1.9	1.9	0%	0	0	-							
C-493	CSX	CSX	Dent	KY	Jim Hill	KY	6	0.0	1.4	1.4	0.0	4.1	4.1	0%	0	0	-							
C-494	CSX	CSX	Black Crk	AL	Chetopa	AL	13	0.0	2.6	2.6	0.0	5.0	5.0	0%	0	0	-							
C-495	CSX	CSX	Magella	AL	Bessemer	AL	10	0.0	3.2	3.2	0.0	2.1	2.1	0%	0	0	-							
C-496	CSX	CSX	Attalla	AL	Guntersville	AL	30	0.0	0.4	0.4	0.0	1.4	1.4	0%	0	0	-							
C-497	CSX	CSX	Attalla	AL	Wellington	AL	22	0.0	1.7	1.7	0.0	3.0	3.0	0%	0	0	-							
C-498	CSX	CSX	Boyles	AL	Blue Crk Jct	AL	15	0.0	4.7	4.7	0.0	5.8	5.8	0%	0	0	-							
C-499	CSX	CSX	Blue Crk Jct	AL	Valley Crk	AL	8	0.0	4.4	4.4	0.0	9.6	9.6	0%	0	0	-							
C-500	CSX	CSX	Boyles	AL	Mt Pinson	AL	10	0.0	0.9	0.9	0.0	0.2	0.2	0%	0	0	-							
C-501	CSX	CSX	Selma	AL	Western Jct	AL	3	0.0	1.6	1.6	0.0	1.5	1.5	0%	0	0	-							
C-502	CSX	CSX	Selma	AL	Myrtlewood	AL	61	0.0	1.6	1.6	0.0	1.2	1.2	0%	0	0	-							
C-503	CSX	CSX	Montgomery	AL	Autauga Crk	AL	12	0.0	0.4	0.4	0.0	1.3	1.3	0%	0	0	-							
C-504	CSX	CSX	Calhoun	TN	Patty	TN	9	0.0	1.0	1.0	0.0	0.7	0.7	0%	0	0	-							
C-505	CSX	CSX	Dossett	TN	Harriman	TN	24	0.0	0.5	0.5	0.0	0.7	0.7	0%	0	0	-							
C-506	CSX	CSX	Etowah	TN	Blue Ridge	GA	61	0.0	1.2	1.2	0.0	1.4	1.4	0%	0	0	-							
C-507	CSX	CSX	Worthville	KY	Warsaw	KY	20	0.0	2.4	2.4	0.0	1.0	1.0	0%	1,000	1,000	0%							
C-508	CSX	CSX	Louisville	KY	Medora	KY	10	0.0	2.1	2.1	0.0	9.1	9.1	0%	2,000	2,000	0%							
C-509	CSX	CSX	Louisville	KY	Watson	IN	7	0.0	1.6	1.6	0.0	1.8	1.8	0%	0	0	-							
C-510	CSX	CSX	Mckenzie	TN	Dresden	TN	16	0.0	1.6	1.6	0.0	0.6	0.6	0%	0	0	-							
C-511	CSX	CSX	Park City	KY	Glasgow	KY	10	0.0	0.6	0.6	0.0	0.4	0.4	0%	0	0	-							
C-512	CSX	CSX	Rockmart	GA	Stilesboro Jct	GA	22	0.0	1.2	1.2	0.0	3.0	3.0	0%	0	0	-							
C-513	CSX	CSX	Stilesboro Jct	GA	Stilesboro	GA	3	0.0	4.0	4.0	0.0	11.3	11.3	0%	0	0	-							
C-514	CSX	CSX	Monon	IN	Monticello	IN	10	0.0	0.2	0.2	0.0	0.0	0.0	0%	0	0	-							
C-515	CSX	CSX	Monon	IN	Medaryville	IN	15	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0	-							
C-516	CSX	CSX	Greencastle	IN	Bloomington	IN	24	0.0	0.6	0.6	0.0	0.1	0.1	0%	0	0	-							
C-517	CSX	CSX	Mitchell	IN	Louisville	KY	67	0.0	7.8	4.0	-3.8	8.5	3.1	-63%	6,000	1,000	-83%							
C-518	CSX	CSX	Long Branch	KY	Doe Run	KY	1	0.0	4.0	4.0	0.0	0.7	0.7	0%	2,000	2,000	0%							
C-519	CSX	CSX	Twenty First St	WV	Hampshire	WV	11	0.0	3.4	3.4	0.0	1.0	1.0	0%	0	0	-							
C-520	CSX	CSX	Hampshire	WV	MD-WV State Line	WV	29	0.0	3.4	3.4	0.0	4.7	4.7	0%	0	0	-							
C-521	CSX	CSX	MD-WV State Line	WV	Bayard	WV	33	0.0	3.4	3.4	0.0	4.7	4.7	0%	0	0	-							

Total Segments 1,022 — 35,733

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: From		To		Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995): Pssgr. Trains	Pre Acq. (1995): Freight Trains	Post Acquisition: Freight Trains	Post Acquisition: Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1): Pre Acq.	Annual Million Gross Tons Transported (1): Post Acq.	Annual Million Gross Tons Transported (1): Percent Change	Estimated Annual Carloads of Hazardous Material (1): Pre Acq.	Estimated Annual Carloads of Hazardous Material (1): Post Acq.	Estimated Annual Carloads of Hazardous Material (1): Percent Change	Criteria Met: 123 Air Quality	57 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	45 New Key Route	19 New Major Key Route
			Totai Segments 1,022				35,733	Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)										
C-522	CSX	CSX	Bayard	WV	Henry	WV	6	0.0	1.2	1.2	0.0	1.7	1.7	0%	0	0	-							
C-523	CSX	CSX	MK Jct	WV	Kingwood	WV	18	0.0	1.2	1.2	0.0	1.9	1.9	0%	0	0	-							
C-524	CSX	CSX	Grafton	WV	WD Tower	WV	27	0.0	1.6	3.5	1.9	4.8	7.6	59%	0	0	-							
C-525	CSX	CSX	W Marietta	OH	Relief	OH	27	0.0	1.8	1.8	0.0	2.2	2.2	0%	0	0	-							
C-526	CSX	CSX	Belpre	OH	W Marietta	OH	12	0.0	1.8	1.8	0.0	2.4	2.4	0%	0	0	-							
C-527	CSX	CSX	Belpre	OH	Parkersburg	OH	1	0.0	3.0	3.0	0.0	3.1	3.1	0%	0	0	-							
C-528	CSX	CSX	Berkeley Jct	WV	Berryburg Jct	WV	11	0.0	7.2	7.2	0.0	13.5	13.5	0%	0	0	-							
C-529	CSX	CSX	Berryburg Jct	WV	Tygart Jct	WV	11	0.0	7.2	7.2	0.0	10.6	10.6	0%	0	0	-							
C-530	CSX	CSX	Tygart Jct	WV	Century Jct	WV	4	0.0	6.2	6.2	0.0	10.6	10.6	0%	0	0	-							
C-531	CSX	CSX	Century Jct	WV	Buckhannon	WV	13	0.0	5.6	5.6	0.0	9.7	9.7	0%	0	0	-							
C-532	CSX	CSX	Buckhannon	WV	Hampton Jct	WV	6	0.0	5.6	5.6	0.0	9.3	9.3	0%	0	0	-							
C-533	CSX	CSX	Hampton Jct	WV	Burnsville Jct	WV	31	0.0	5.6	5.6	0.0	8.7	8.7	0%	0	0	-							
C-534	CSX	CSX	Burnsville Jct	WV	WN Tower	WV	42	0.0	5.4	5.4	0.0	7.3	7.3	0%	0	0	-							
C-535	CSX	CSX	WN Tower	WV	Allingdale	WV	11	0.0	0.6	0.6	0.0	0.2	0.2	0%	0	0	-							
C-536	CSX	CSX	Tygart Jct	WV	Norton	WV	22	0.0	0.6	0.6	0.0	0.1	0.1	0%	0	0	-							
C-537	CSX	CSX	Norton	WV	Elkins	WV	8	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	-							
C-538	CSX	CSX	Burnsville Jct	WV	Gilmer	WV	5	0.0	0.4	0.4	0.0	0.0	0.0	0%	0	0	-							
C-539	CSX	CSX	Hampton Jct	WV	IC Jct	WV	6	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0	-							
C-540	CSX	CSX	IC Jct	WV	Alexander	WV	10	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0	-							
C-541	CSX	CSX	Berryburg Jct	WV	Sentinal	WV	13	0.0	0.6	0.6	0.0	2.9	2.9	0%	0	0	-							
C-542	CSX	CSX	Century Jct	WV	Century	WV	5	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	-							
C-543	CSX	CSX	WN Tower	WV	Donaldson W	WV	3	0.0	0.2	0.2	0.0	0.2	0.2	0%	0	0	-							
C-544	CSX	CSX	Donaldson W	WV	Beckley No 1	WV	19	0.0	0.1	0.1	0.0	0.1	0.1	0%	0	0	-							
C-545	CSX	CSX	St Albans	WV	Sproul	WV	15	0.0	16.0	16.0	0.0	53.0	53.0	0%	0	0	-							
C-546	CSX	CSX	Sproul	WV	Madison	WV	22	0.0	9.6	9.6	0.0	33.2	33.2	0%	0	0	-							
C-547	CSX	CSX	Madison	WV	Clothier	WV	12	0.0	3.0	3.0	0.0	10.2	10.2	0%	0	0	-							
C-548	CSX	CSX	Clothier	WV	Sharples	WV	3	0.0	2.6	2.6	0.0	9.1	9.1	0%	0	0	-							
C-549	CSX	CSX	Sharples	WV	Monclo	WV	1	0.0	2.6	2.6	0.0	9.0	9.0	0%	0	0	-							
C-550	CSX	CSX	Barboursville	WV	Logan	WV	65	0.0	6.6	6.6	0.0	21.3	21.3	0%	0	0	-							
C-551	CSX	CSX	Logan	WV	Stollings	WV	2	0.0	4.2	4.2	0.0	13.4	13.4	0%	0	0	-							
C-552	CSX	CSX	Stollings	WV	Rum Jct	WV	3	0.0	4.2	4.2	0.0	13.4	13.4	0%	0	0	-							
C-553	CSX	CSX	Rum Jct	WV	Gilbert Yard	WV	21	0.0	3.0	3.0	0.0	7.8	7.8	0%	0	0	-							
C-554	CSX	CSX	Meadow Crk	WV	Rainelle Jct	WV	20	0.0	1.3	1.3	0.0	3.1	3.1	0%	0	0	-							
C-555	CSX	CSX	Rainelle Jct	WV	Swiss Jct	WV	47	0.0	0.9	0.9	0.0	1.8	1.8	0%	0	0	-							
C-556	CSX	CSX	Rainelle Jct	WV	Clearco	WV	24	0.0	0.5	0.5	0.0	0.3	0.3	0%	0	0	-							
C-557	CSX	CSX	Greenbrir E J	WV	Peaser Jct	WV	13	0.0	0.5	0.5	0.0	0.5	0.5	0%	0	0	-							
C-558	CSX	CSX	Peaser Jct	WV	Line	WV	1	0.0	0.5	0.5	0.0	0.5	0.5	0%	0	0	-							
C-559	CSX	CSX	Prince	WV	Glen Daniels Jct	WV	27	0.0	2.5	2.5	0.0	4.6	4.6	0%	0	0	-							
C-560	CSX	CSX	Raleigh	WV	Stone Coal Jct	WV	20	0.0	0.1	0.1	0.0	0.7	0.7	0%	0	0	-							
C-561	CSX	CSX	Beckley Jct	WV	Cranberry	WV	6	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	-							
C-562	CSX	CSX	Glen Daniels Jct	WV	Maple Meadow	WV	4	0.0	2.5	2.5	0.0	2.0	2.0	0%	0	0	-							
C-563	CSX	CSX	Gauley Br	WV	Rich Crk Jct	WV	7	0.0	0.1	0.1	0.0	0.1	0.1	0%	0	0	-							

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733 Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
	Pre Acq. (1995)	Post Acq.	From		To			Pssr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-564	CSX	CSX	Madison	WV	Harris	WV	30	0.0	6.4	6.4	0.0	17.3	17.3	0%	0	0	-							
C-565	CSX	CSX	Van Jct	WV	Robin Hood	WV	8	0.0	0.6	0.6	0.0	1.6	1.6	0%	0	0	-							
C-566	CSX	CSX	Robinson Crk Jct	WV	Holbrook	WV	2	0.0	0.6	0.6	0.0	1.8	1.8	0%	0	0	-							
C-567	CSX	CSX	Sproul	WV	Elk Run Jct	WV	34	0.0	6.4	6.4	0.0	18.9	18.9	0%	0	0	-							
C-568	CSX	CSX	Elk Run Jct	WV	Jarrolds Vall	WV	3	0.0	1.9	1.9	0.0	4.9	4.9	0%	0	0	-							
C-569	CSX	CSX	Seth	WV	Prenter No 5	WV	10	0.0	1.2	1.2	0.0	2.8	2.8	0%	0	0	-							
C-570	CSX	CSX	Jarrolds Vall	WV	Pettus	WV	1	0.0	1.9	1.9	0.0	4.9	4.9	0%	0	0	-							
C-571	CSX	CSX	Pettus	WV	Marfork	WV	2	0.0	1.4	1.4	0.0	3.3	3.3	0%	0	0	-							
C-572	CSX	CSX	Pettus	WV	Sundial	WV	8	0.0	0.6	0.6	0.0	1.6	1.6	0%	0	0	-							
C-573	CSX	CSX	Wylo	WV	Elk Crk No 1	WV	2	0.0	3.2	3.2	0.0	2.6	2.6	0%	0	0	-							
C-574	CSX	CSX	Man	WV	Buffalo Mine	WV	16	0.0	1.9	1.9	0.0	5.9	5.9	0%	0	0	-							
C-575	CSX	CSX	Snap Crk Jct	WV	Don	WV	3	0.0	0.1	0.1	0.0	0.1	0.1	0%	0	0	-							
C-576	CSX	CSX	Rum Jct	WV	Macgregor	WV	6	0.0	0.3	0.3	0.0	1.9	1.9	0%	0	0	-							
C-577	CSX	CSX	Stollings	WV	Band Mill Jct	WV	1	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	-							
C-578	CSX	CSX	Band Mill Jct	WV	Melville	WV	1	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	-							
C-579	CSX	CSX	Logan	WV	Trace Jct	WV	3	0.0	1.8	1.8	0.0	5.7	5.7	0%	0	0	-							
C-580	CSX	CSX	Monitor Jct	WV	Omar	WV	8	0.0	1.4	1.4	0.0	3.9	3.9	0%	0	0	-							
C-581	CSX	CSX	Logan	WV	Hobet No 7	WV	6	0.0	1.4	1.4	0.0	3.9	3.9	0%	0	0	-							
C-582	CSX	CSX	Levisa Jct	KY	Slones Branch	KY	1	0.0	0.3	0.3	0.0	1.8	1.8	0%	0	0	-							
C-583	CSX	CSX	Rum Jct	WV	Island Crk No 2	WV	8	0.0	0.3	0.3	0.0	1.1	1.1	0%	0	0	-							
C-584	CSX	CSX	Glade Crk Jct	WV	Caren	WV	3	0.0	0.3	0.3	0.0	1.7	1.7	0%	0	0	-							
C-585	CSX	CSX	Dawkins	KY	Skyline	KY	35	0.0	0.7	0.7	0.0	0.9	0.9	0%	0	0	-							
C-586	CSX	CSX	Shelby Jct	KY	Myra 1	KY	15	0.0	1.4	1.4	0.0	5.4	5.4	0%	0	0	-							
C-587	CSX	CSX	Coalrun	KY	Burke Station	KY	31	0.0	3.8	3.8	0.0	14.1	14.1	0%	0	0	-							
C-588	CSX	CSX	Pennington	VA	St Charles	VA	5	0.0	0.6	0.6	0.0	1.2	1.2	0%	0	0	-							
C-589	CSX	CSX	St Charles	VA	Turners Sta	VA	1	0.0	0.1	0.1	0.0	0.2	0.2	0%	0	0	-							
C-590	CSX	CSX	Paskert	VA	St Charles	VA	1	0.0	0.5	0.5	0.0	1.1	1.1	0%	0	0	-							
C-591	CSX	CSX	Savoy	KY	Gatliff	KY	18	0.0	1.0	1.0	0.0	2.2	2.2	0%	0	0	-							
C-592	CSX	CSX	Heidrick	KY	Horse Crk Jct	KY	22	0.0	0.2	0.2	0.0	0.3	0.3	0%	0	0	-							
C-593	CSX	CSX	Paskert	VA	Mayflower	VA	2	0.0	0.5	0.5	0.0	1.0	1.0	0%	0	0	-							
C-594	CSX	CSX	Harbell	KY	Middlesboro	KY	10	0.0	0.3	0.3	0.0	0.7	0.7	0%	0	0	-							
C-595	CSX	CSX	Cato	KY	Popeville	KY	1	0.0	0.1	0.1	0.0	0.1	0.1	0%	0	0	-							
C-596	CSX	CSX	Cato	KY	Crummies	KY	2	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	-							
C-597	CSX	CSX	Middlesboro	KY	Stony Fork Jct	KY	3	0.0	0.3	0.3	0.0	0.7	0.7	0%	0	0	-							
C-598	CSX	CSX	Stony Fork Jct	KY	Burley	KY	3	0.0	0.3	0.3	0.0	0.7	0.7	0%	0	0	-							
C-599	CSX	CSX	Glidden	KY	Creech	KY	2	0.0	0.3	0.3	0.0	0.6	0.6	0%	0	0	-							
C-600	CSX	CSX	Straight Crk	KY	Clover	KY	21	0.0	3.7	3.7	0.0	8.2	8.2	0%	0	0	-							
C-601	CSX	CSX	Straight Crk	KY	Heyburn	KY	5	0.0	1.2	1.2	0.0	2.5	2.5	0%	0	0	-							
C-602	CSX	CSX	Heyburn	KY	Wen-Lar	KY	7	0.0	1.2	1.2	0.0	2.5	2.5	0%	0	0	-							
C-603	CSX	CSX	Typo	KY	Wahoo	KY	3	0.0	0.4	0.4	0.0	0.8	0.8	0%	0	0	-							
C-604	CSX	CSX	Jeff	KY	Kenmont	KY	1	0.0	1.4	1.4	0.0	3.2	3.2	0%	0	0	-							
C-605	CSX	CSX	Blackey	KY	Hot Spot	KY	7	0.0	0.9	0.9	0.0	2.0	2.0	0%	0	0	-							

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

Attachment T-1
Master Rail Line Segment Table

	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met							
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Psgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-606	CSX	CSX	Jeff	KY	Vicco	KY	6	0.0	1.6	1.6	0.0	3.6	3.6	0%	0	0	-							
C-607	CSX	CSX	Pat	KY	Sapphire	KY	2	0.0	2.2	2.2	0.0	4.8	4.8	0%	0	0	-							
C-608	CSX	CSX	Baxter	KY	Cloverlick Jct	KY	21	0.0	3.3	3.3	0.0	7.2	7.2	0%	0	0	-							
C-609	CSX	CSX	Cloverlick Jct	KY	Lynch 3	KY	1	0.0	3.1	3.1	0.0	6.7	6.7	0%	0	0	-							
C-610	CSX	CSX	Harlan	KY	Parkdale	KY	8	0.0	1.2	1.2	0.0	2.6	2.6	0%	0	0	-							
C-611	CSX	CSX	Parkdale	KY	Pilsbury	KY	1	0.0	0.9	0.9	0.0	2.0	2.0	0%	0	0	-							
C-612	CSX	CSX	Pilsbury	KY	Highsplint	KY	6	0.0	0.9	0.9	0.0	2.0	2.0	0%	0	0	-							
C-613	CSX	CSX	Highsplint	KY	Glenbrook	KY	13	0.0	0.3	0.3	0.0	0.6	0.6	0%	0	0	-							
C-614	CSX	CSX	Buffen	KY	Blue Grass 4	KY	3	0.0	0.2	0.2	0.0	0.5	0.5	0%	0	0	-							
C-615	CSX	CSX	Dressen	KY	Gulston	KY	4	0.0	0.0	0.0	0.0	0.1	0.1	0%	0	0	-							
C-616	CSX	CSX	Gulston	KY	Bardo	KY	3	0.0	0.0	0.0	0.0	0.1	0.1	0%	0	0	-							
C-617	CSX	CSX	N Hazard	KY	Duane	KY	4	0.0	2.7	2.7	0.0	5.9	5.9	0%	0	0	-							
C-618	CSX	CSX	Parkdale	KY	Kenvir 3	KY	1	0.0	0.0	0.0	0.0	0.1	0.1	0%	0	0	-							
C-619	CSX	CSX	High Springs	FL	Newberry	FL	42	0.0	2.9	2.9	0.0	0.1	0.1	0%	0	0	-							
C-620	CSX	CSX	Starke	FL	Newberry	FL	40	0.0	3.8	4.4	0.6	6.5	7.5	15%	0	0	-							
C-621	CSX	CSX	Newberry	FL	Dunnellon	FL	47	0.0	2.9	3.5	0.6	5.3	6.3	19%	0	0	-							
C-622	CSX	CSX	Dunnellon	FL	Red Level Jct	FL	10	0.0	2.9	3.5	0.6	5.3	6.3	19%	0	0	-							
C-623	CSX	CSX	Vitis	FL	Lakeland	FL	19	2.0	16.4	16.4	0.0	17.3	18.2	5%	21,000	21,000	0%							
C-624	CSX	CSX	Lakeland	FL	Eaton Park	FL	5	0.0	0.2	0.2	0.0	0.1	0.1	0%	0	0	-							
C-625	CSX	CSX	Bartow	FL	Bowling Green	FL	19	0.0	3.2	3.2	0.0	2.6	2.6	0%	0	0	-							
C-626	CSX	CSX	Burnetts Lake	FL	Gainesville	FL	14	0.0	3.4	3.4	0.0	0.3	0.3	0%	0	0	-							
C-627	CSX	CSX	Clearwater	FL	St Petersburg	FL	15	0.0	0.6	0.6	0.0	0.3	0.3	0%	0	0	-							
C-628	CSX	CSX	Hawthorne	FL	Keuka	FL	11	0.0	0.9	0.9	0.0	0.3	0.3	0%	0	0	-							
C-629	CSX	CSX	Winston	FL	Mulberry	FL	12	0.0	8.9	8.9	0.0	15.3	15.3	0%	19,000	19,000	0%							
C-630	CSX	CSX	Achan	FL	Mulberry	FL	6	0.0	24.0	24.0	0.0	9.4	9.4	0%	12,000	12,000	0%							
C-631	CSX	CSX	Achan	FL	Bonnie	FL	4	0.0	18.0	18.0	0.0	5.7	5.7	0%	0	0	-							
C-632	CSX	CSX	Achan	FL	Green Bay	FL	4	0.0	8.0	8.0	0.0	13.7	13.7	0%	10,000	10,000	0%							
C-633	CSX	CSX	Green Bay	FL	Noralyn	FL	1	0.0	3.0	3.0	0.0	4.0	4.0	0%	0	0	-							
C-634	CSX	CSX	Agricola	FL	Green Bay	FL	4	0.0	6.0	6.0	0.0	9.9	9.9	0%	2,000	2,000	0%							
C-635	CSX	CSX	Yeoman Yard	FL	Sutton	FL	5	0.0	25.9	25.9	0.0	37.5	37.5	0%	0	0	-							
C-636	CSX	CSX	Sutton	FL	Big Bend Jct	FL	8	0.0	27.1	27.1	0.0	18.2	18.2	0%	0	0	-							
C-637	CSX	CSX	Big Bend Jct	FL	Oneco	FL	28	0.0	2.8	2.8	0.0	3.3	3.3	0%	0	0	-							
C-638	CSX	CSX	Welcome Jct	FL	Plant City	FL	11	0.0	10.9	10.9	0.0	3.1	3.1	0%	0	0	-							
C-639	CSX	CSX	Edison Jct	FL	Welcome Jct	FL	2	0.0	10.9	10.9	0.0	34.6	34.6	0%	0	0	-							
C-640	CSX	CSX	Edison Jct	FL	Mulberry	FL	5	0.0	24.0	24.0	0.0	19.4	19.4	0%	1,000	1,000	0%							
C-641	CSX	CSX	Alert	FL	Bartow	FL	5	0.0	9.3	9.3	0.0	4.6	4.6	0%	2,000	2,000	0%							
C-642	CSX	CSX	Edison Jct	FL	Brewster	FL	11	0.0	12.0	12.0	0.0	25.4	25.4	0%	0	0	-							
C-643	CSX	CSX	Brewster	FL	Agrock	FL	4	0.0	12.0	12.0	0.0	17.9	17.9	0%	0	0	-							
C-644	CSX	CSX	Agrock	FL	Four Corners	FL	12	0.0	1.1	1.1	0.0	3.7	3.7	0%	0	0	-							
C-645	CSX	CSX	Agrock	FL	Arcadia	FL	35	0.0	0.6	0.6	0.0	0.7	0.7	0%	0	0	-							
C-646	CSX	CSX	Brewster	FL	Lonesome	FL	12	0.0	1.0	1.0	0.0	1.9	1.9	0%	0	0	-							
C-647	CSX	CSX	Bradley Jct	FL	Pierce	FL	6	0.0	12.0	12.0	0.0	3.2	3.2	0%	0	0	-							

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

Attachment T-1

Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: From		To		Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995) Psgr. Trains	Pre Acq. (1995) Freight Trains	Post Acquisition Freight Trains	Post Acquisition Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1) Pre Acq.	Annual Million Gross Tons Transported (1) Post Acq.	Annual Million Gross Tons Transported (1) Percent Change	Estimated Annual Carloads of Hazardous Material (1) Pre Acq.	Estimated Annual Carloads of Hazardous Material (1) Post Acq.	Estimated Annual Carloads of Hazardous Material (1) Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
Totai Segments 1,022							35,733																	
C-648	CSX	CSX	Achan	FL	Pierce	FL	5	0.0	1.5	1.5	0.0	3.4	3.4	0%	1,000	1,000	0%							
C-649	CSX	CSX	Alert	FL	Bonnie	FL	2	0.0	4.0	4.0	0.0	6.6	6.6	0%	1,000	1,000	0%							
C-650	CSX	CSX	Bradley Jct	FL	Agricola	FL	7	0.0	12.0	12.0	0.0	13.1	13.1	0%	0	0	-							
C-651	CSX	CSX	Agricola	FL	Rockland Jct	FL	8	0.0	4.0	4.0	0.0	5.5	5.5	0%	2,000	2,000	0%							
C-652	CSX	CSX	Hialeah	FL	Homestead	FL	30	0.0	0.8	0.8	0.0	1.3	1.3	0%	0	0	-							
C-653	CSX	CSX	Gary	FL	Sulphur Sprgs	FL	5	0.0	8.2	8.2	0.0	6.2	6.2	0%	0	0	-							
C-654	CSX	CSX	Sulphur Sprgs	FL	Clearwater	FL	26	0.0	2.2	2.2	0.0	1.2	1.2	0%	0	0	-							
C-655	CSX	CSX	Welcome Jct	FL	Valrico	FL	12	0.0	20.4	20.4	0.0	31.6	31.6	0%	0	0	-							
C-656	CSX	CSX	Sulphur Sprgs	FL	Rock	FL	45	0.0	1.2	1.2	0.0	2.2	2.2	0%	0	0	-							
C-657	CR	CSX	Columbus	OH	Hocking	OH	1	0.0	13.4	9.5	-3.9	29.0	11.7	-60%	0	0	-							
C-658	CR	CSX	Galion	OH	Columbus	OH	58	0.0	13.4	7.5	-5.9	28.6	11.8	-59%	17,000	0	-100%							
C-659	CR	CSX	Crestline	OH	Galion	OH	3	0.0	28.3	26.5	-1.8	66.7	52.1	-22%	50,000	16,000	-68%							
C-660	CR	CSX	Galion	OH	Marion	OH	23	0.0	18.6	23.6	5.0	39.0	41.5	6%	32,000	16,000	-50%							
C-661	CR	CSX	Ridgeway	OH	Sidney	OH	38	0.0	24.2	31.0	6.8	51.0	55.0	8%	44,000	27,000	-39%							
C-662	CR	CSX	Sidney	OH	So. Anderson	IN	86	0.0	29.4	26.7	-2.7	51.4	40.0	-22%	44,000	22,000	-50%							
C-663	CR	CSX	So. Anderson	IN	Indianapolis	IN	35	0.0	32.0	25.7	-6.3	62.7	41.3	-34%	52,000	22,000	-58%							
C-664	CR	CSX	Indianapolis	IN	Avon	IN	13	0.0	26.0	23.7	-2.3	61.5	38.3	-38%	52,000	29,000	-44%							
C-665	CR	CSX	Avon	IN	Greencastle	IN	28	0.0	23.0	19.9	-3.1	51.6	41.8	-19%	54,000	23,000	-57%							
C-666	CR	CSX	Greencastle	IN	Terre Haute	IN	32	0.0	26.4	19.9	-6.5	52.3	41.8	-20%	54,000	23,000	-57%							
C-667	CR	CSX	Terre Haute	IN	Effingham	IL	69	0.0	23.8	16.1	-7.7	49.5	31.9	-35%	50,000	22,000	-56%							
C-668	CR	CSX	Effingham	IL	St Elmo	IL	14	0.0	22.3	14.1	-8.2	47.5	27.6	-42%	44,000	20,000	-55%							
C-669	CR	CSX	St Elmo	IL	E St Louis	IL	83	0.0	16.0	9.1	-6.9	31.5	12.5	-60%	27,000	4,000	-85%							
C-670	CR	CSX	Terre Haute	IN	Paris	IL	22	0.0	1.6	1.7	0.1	1.7	0.4	-75%	1,000	0	-100%							
C-671	CR	CSX	Paris	IL	Chrisman	IL	11	0.0	1.6	0.0	-1.6	1.0	0.0	-100%	1,000	0	-100%							
C-672	CR	CSX	Chrisman	IL	Danville	IL	25	0.0	1.6	0.0	-1.6	1.0	0.0	-100%	1,000	0	-100%							
C-673	CR	CSX	Danville	IL	Olin	IN	11	0.0	1.8	1.8	0.0	0.5	0.5	0%	0	0	-							
C-674	CR	CSX	Indianapolis	IN	Kraft	IN	3	1.4	7.8	9.8	2.0	9.0	9.5	5%	0	0	-			X				
C-675	CR	CSX	Kraft	IN	Avon	IN	6	1.4	9.6	11.6	2.0	9.0	9.9	10%	0	0	-			X				
C-676	CR	CSX	Avon	IN	Clermont	IN	4	1.4	8.8	10.9	2.1	12.3	13.1	6%	0	3,000	1000%			X		X		
C-677	CR	CSX	Clermont	IN	Crawfordsville	IN	34	1.4	7.4	9.5	2.1	11.8	12.0	1%	0	3,000	1000%			X		X		
C-678	CR	CSX	Clermont	IN	Frankfort	IN	37	0.0	1.4	1.4	0.0	0.5	0.5	0%	0	0	-							
C-679	CR	CSX	Shelbyville	IN	Indianapolis	IN	28	0.0	1.6	1.6	0.0	0.4	0.4	0%	0	0	-							
C-680	CR	CSX	Stanley	OH	Dunkirk	OH	57	0.0	11.6	1.4	-10.2	19.2	0.4	-98%	4,000	0	-100%							
C-681	CR	CSX	Dunkirk	OH	Ridgeway	OH	21	0.0	13.2	1.4	-11.8	19.1	0.4	-98%	4,000	0	-100%							
C-682	CR	CSX	Ridgeway	OH	Marysville	OH	22	0.0	22.2	9.4	-12.8	27.0	13.9	-49%	14,000	0	-100%							
C-683	CR	CSX	Marysville	OH	Darby	OH	19	0.0	22.2	5.0	-17.2	27.0	4.8	-82%	14,000	0	-100%							
C-684	CR	CSX	Darby	OH	Mounds	OH	3	0.0	2.2	2.0	-0.2	2.5	1.3	-48%	0	0	-							
C-685	CR	CSX	Mounds	OH	Scioto	OH	6	0.0	2.2	2.0	-0.2	2.5	1.3	-49%	0	0	-							
C-686	CR	CSX	Decatur	IN	Adams	IN	16	0.0	1.4	1.4	0.0	1.0	1.0	0%	0	0	-							
C-687	CR	CSX	Buffalo	NY	Draw	NY	2	2.0	55.8	58.5	2.7	91.8	110.0	20%	40,000	44,000	10%			X		X		
C-688	CR	CSX	Draw	NY	Buff Crk Jct	NY	1	2.0	55.8	52.5	-3.3	97.3	101.3	4%	40,000	44,000	10%					X		
C-689	CR	CSX	Buff Crk Jct	NY	Buff Seneca	NY	3	2.0	55.8	52.5	-3.3	103.8	101.3	-2%	43,000	47,000	9%					X		

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(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership		Total Segments 1,022 — Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met							
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	48	19
	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-690	CR	CSX	Buff Seneca	NY	Ashtabula	OH	123	2.0	50.1	49.6	-0.5	102.6	100.2	-2%	40,000	44,000	10%					X		
C-691	CR	CSX	Quaker	OH	Drawbridge	OH	8	2.0	53.4	11.7	-41.7	110.5	16.1	-85%	36,000	6,000	-83%							
C-692	CR	CSX	Porter	IN	Willow Creek	IN	6	0.0	9.6	0.0	-9.6	21.3	0.0	-100%	4,000	0	-100%							
C-693	CR	CSX	Willow Creek	IN	Ivanhoe	IN	13	0.0	9.6	13.4	3.8	21.3	26.5	24%	4,000	5,000	25%					X		
C-694	CR	CSX	Woodville	OH	Walbridge	OH	14	0.0	2.8	2.8	0.0	2.2	2.2	0%	0	0	-							
C-695	CR	CSX	CP Maumee	OH	Oak	OH	1	0.0	15.2	4.0	-11.2	38.6	1.0	-97%	13,000	0	-100%							
C-696	CR	CSX	Oak	OH	Walbridge	OH	2	0.0	15.2	4.0	-11.2	38.6	1.0	-97%	0	0	-							
C-697	CR	CSX	Readville	MA	Boston	MA	9	150.0	0.1	0.1	0.0	26.3	26.3	0%	0	0	-							
C-698	CR	CSX	Mansfield	MA	Readville	MA	16	84.0	4.0	4.0	0.0	16.3	16.3	0%	0	0	-							
C-699	CR	CSX	Attleboro	MA	Mansfield	MA	7	48.0	4.0	4.0	0.0	10.6	10.6	0%	0	0	-							
C-700	CR	CSX	MA-RI State Line	RI	Attleboro	MA	6	26.0	2.0	2.0	0.0	5.2	5.2	0%	0	0	-							
C-701	CR	CSX	Bridgeport	CT	New Haven	CT	16	102.0	3.0	3.0	0.0	23.3	23.3	0%	0	0	-							
C-702	CR	CSX	Norwalk	CT	Bridgeport	CT	16	92.0	2.0	2.0	0.0	20.1	20.1	0%	0	0	-							
C-703	CR	CSX	New Rochelle	NY	Norwalk	CT	25	225.0	5.0	5.0	0.0	42.0	42.0	0%	0	0	-							
C-704	CR	CSX	Woodlawn	NY	New Rochelle	NY	5	212.0	2.0	2.0	0.0	38.5	38.5	0%	0	0	-							
C-705	CR	CSX	MO	NY	Woodlawn	NY	6	332.0	2.0	2.0	0.0	72.0	72.0	0%	0	0	-							
C-706	CR	CSX	Mill River	CT	Cedar Hill	CT	7	0.0	2.0	2.0	0.0	1.0	1.0	0%	0	0	-							
C-707	CR	CSX	Readville	MA	Walpole	MA	10	38.0	6.0	6.0	0.0	10.0	10.0	0%	0	0	-							
C-708	CR	CSX	Walpole	MA	Franklin	MA	9	32.0	2.0	2.0	0.0	7.1	7.1	0%	0	0	-							
C-709	CR	CSX	Transfer	MA	Tower	MA	10	46.0	2.0	2.0	0.0	9.2	9.2	0%	0	0	-							
C-710	CR	CSX	Attleboro	MA	Dean	MA	11	0.0	3.6	3.6	0.0	1.5	1.5	0%	0	0	-							
C-711	CR	CSX	Dean	MA	Cotley	MA	2	0.0	3.6	3.6	0.0	1.2	1.2	0%	0	0	-							
C-712	CR	CSX	Weir	MA	New Bedford	MA	19	0.0	1.0	1.0	0.0	0.3	0.3	0%	0	0	-							
C-713	CR	CSX	Swamp	MA	Warf	MA	12	0.0	1.0	1.0	0.0	0.1	0.1	0%	0	0	-							
C-714	CR	CSX	Fitchburg	MA	Leominster	MA	4	0.0	1.6	1.6	0.0	0.1	0.1	0%	0	0	-							
C-715	CR	CSX	Leominster	MA	Buro	MA	26	0.0	1.6	1.6	0.0	0.9	0.9	0%	0	0	-							
C-716	CR	CSX	Buro	MA	Framingham Center	MA	5	0.0	1.6	1.6	0.0	0.6	0.6	0%	0	0	-							
C-717	CR	CSX	Mansfield	MA	Walpole	MA	9	0.0	4.0	4.0	0.0	4.6	4.6	0%	0	0	-							
C-718	CR	CSX	Walpole	MA	Medfield Jct	MA	5	0.0	6.0	6.0	0.0	4.6	4.6	0%	0	0	-							
C-719	CR	CSX	Medfield Jct	MA	Framingham	MA	7	0.0	6.0	6.0	0.0	4.6	4.6	0%	0	0	-							
C-720	CR	CSX	Boston Beacon Par	MA	Framingham	MA	18	41.0	9.3	8.7	-0.6	22.3	24.3	9%	4,000	4,000	0%							
C-721	CR	CSX	Framingham	MA	Westboro	MA	12	14.0	15.3	14.4	-0.9	20.6	24.6	19%	8,000	9,000	13%					X		
C-722	CR	CSX	Westboro	MA	Worcester	MA	11	14.0	15.3	14.4	-0.9	23.6	25.6	9%	8,000	9,000	13%					X		
C-723	CR	CSX	Worcester	MA	Palmer	MA	39	4.0	20.3	19.9	-0.4	27.7	30.5	10%	10,000	10,000	0%							
C-724	CR	CSX	Palmer	MA	Springfield	MA	15	6.0	22.3	21.9	-0.4	27.7	29.6	7%	10,000	10,000	0%							
C-725	CR	CSX	Springfield	MA	Westfield	MA	11	2.0	22.3	22.1	-0.2	33.0	34.1	3%	15,000	15,000	0%							
C-726	CR	CSX	Westfield	MA	Selkirk	NY	85	2.0	24.3	24.1	-0.2	36.2	38.8	7%	12,000	10,000	-17%							
C-727	CR	CSX	Selkirk	NY	Port of Albany	NY	7	0.0	3.0	3.0	0.0	0.9	0.9	0%	0	0	-							
C-728	CR	CSX	Carman	NY	S Schenectady	NY	4	0.0	1.6	1.6	0.0	0.2	0.2	0%	0	0	-							
C-729	CR	CSX	MO	NY	Poughkeepsie	NY	70	154.0	6.0	6.0	0.0	33.6	34.6	3%	0	0	-							
C-730	CR	CSX	Poughkeepsie	NY	Stuyvesant	NY	50	22.0	4.0	4.0	0.0	12.3	13.3	8%	0	0	-							
C-731	CR	CSX	Stuyvesant	NY	Rensselaer	NY	16	22.0	1.0	1.0	0.0	10.2	10.2	0%	0	0	-							

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1
Master Rail Line Segment Table

Total Segments 1,022 — 35,733

Seg. ID #	Ownership Pre Acq. (1995)	Ownership Post Acq.	Rail Line Segment Description From		To		Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995) Pasgr. Trains	Pre Acq. (1995) Freight Trains	Post Acquisition Freight Trains	Post Acquisition Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1) Pre Acq.	Annual Million Gross Tons Transported (1) Post Acq.	Annual Million Gross Tons Transported (1) Percent Change	Estimated Annual Carloads of Hazardous Material (1) Pre Acq.	Estimated Annual Carloads of Hazardous Material (1) Post Acq.	Estimated Annual Carloads of Hazardous Material (1) Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	49 New Key Route	19 New Major Key Route
C-732	CR	CSX	Stuyvesant	NY	Selkirk	NY	10	0.0	4	4.0	0.0	5.8	5.8	0%	0	0	-							
C-733	CR	CSX	Rensselaer	NY	W Albany	NY	4	14.0		3.4	0.0	7.8	7.8	0%	0	0	-							
C-734	CR	CSX	W Albany	NY	Hoffmans	NY	23	7.4		0.1	0.0	6.8	6.8	0%	0	0	-							
C-735	CR	CSX	Utica	NY	Syracuse	NY	51	9.0	36.9	43.4	6.5	77.5	88.5	14%	37,000	40,000	8%			X		X		
C-736	CR	CSX	Syracuse	NY	Syracuse Jct	NY	6	9.0	40.0	46.6	6.6	81.8	89.3	9%	31,000	40,000	29%			X		X		
C-737	CR	CSX	Syracuse Jct	NY	Solvay	NY	2	9.0	38.2	44.8	6.6	80.1	91.1	14%	31,000	39,000	26%			X		X		
C-738	CR	CSX	Solvay	NY	Lyons	NY	42	9.0	39.5	44.8	5.3	79.7	91.1	14%	32,000	39,000	22%			X		X		
C-739	CR	CSX	Lyons	NY	Fairport	NY	23	9.0	39.8	45.1	5.3	79.7	90.9	14%	32,000	39,000	22%			X		X		
C-740	CR	CSX	Fairport	NY	Rochester	NY	11	9.0	31.8	36.5	4.7	66.0	72.8	10%	29,000	36,000	24%			X		X		
C-741	CR	CSX	Rochester	NY	Chili	NY	13	9.0	33.4	36.9	3.5	69.0	76.0	10%	30,000	38,000	27%			X		X		
C-742	CR	CSX	Frontier	NY	Buffalo	NY	4	9.0	52.8	49.5	-3.3	100.6	98.0	-3%	43,000	44,000	2%					X		
C-743	CR	CSX	Lock	NY	CP 55	NY	3	0.0	6.0	6.0	0.0	5.4	5.7	5%	0	0	-							
C-744	CR	CSX	Woodard	NY	Fort	NY	26	0.0	6.0	6.0	0.0	2.3	2.3	0%	0	0	-							
C-745	CR	CSX	CP 59	NY	CP 22	NY	12	0.0	7.2	7.2	0.0	5.2	5.2	0%	0	0	-							
C-746	CR	CSX	Syracuse	NY	Oswego	NY	30	0.0	1.8	1.8	0.0	1.1	1.1	0%	0	0	-							
C-747	CR	CSX	Buffalo	NY	Black Rock	NY	7	7.0	1.6	1.6	0.0	1.1	1.1	0%	0	0	-							
C-748	CR	CSX	Black Rock	NY	Niagara Falls	NY	21	7.0	23.0	22.0	-1.0	16.9	19.0	12%	20,000	17,000	-15%							
C-749	CR	CSX	Fairport	NY	Genesee Jct	NY	14	0.0	11.4	11.2	-0.2	20.0	19.2	-4%	1,000	1,000	0%							
C-750	CR	CSX	Genesee Jct	NY	Chili	NY	7	0.0	11.4	11.8	0.4	21.0	20.7	-1%	1,000	1,000	0%							
C-751	CR	CSX	Syracuse	NY	Woodard	NY	4	0.0	10.0	10.0	0.0	13.7	13.8	1%	7,000	7,000	0%							
C-752	CR	CSX	Woodard	NY	Philadelphia	NY	84	0.0	7.0	7.0	0.0	10.4	10.5	1%	8,000	8,000	0%							
C-753	CR	CSX	Philadelphia	NY	Massena	NY	71	0.0	11.0	11.0	0.0	9.1	9.2	0%	6,000	6,000	0%							
C-754	CR	CSX	Massena	NY	Huntingdon	PQ	39	0.0	7.0	7.0	0.0	5.2	5.2	0%	4,000	4,000	0%							
C-755	CR	CSX	Huntingdon	PQ	Cecile Jct	PQ	14	0.0	4.0	4.0	0.0	1.2	1.2	0%	3,000	3,000	0%							
C-756	CR	CSX	Cecile Jct	PQ	Adirondack Jct	PQ	24	0.0	2.0	2.0	0.0	1.2	1.2	0%	0	0	-							
C-757	CR	CSX	Regis	NY	Philadelphia	NY	11	0.0	1.8	1.8	0.0	0.3	0.3	0%	0	0	-							
C-758	CR	CSX	Ridgefield Heights	NJ	Newburgh	NY	45	0.0	23.6	24.8	1.2	40.5	48.4	19%	21,000	29,000	38%					X		
C-759	CR	CSX	Newburgh	NY	Selkirk	NY	80	0.0	22.2	23.4	1.2	42.4	48.0	13%	21,000	29,000	38%					X		
C-760	CR	CSX	Newtown Jct	PA	Quakertown	PA	36	164.0	1.6	1.6	0.0	32.0	32.0	0%	0	0	-							
C-761	CR	CSX	Glenside	PA	Warminster	PA	8	42.0	1.6	1.6	0.0	8.7	8.7	0%	0	0	-							
C-762	CR	CSX	Jenkintown	PA	Neshaminy Falls	PA	10	48.0	1.6	1.6	0.0	9.6	9.6	0%	0	0	-							
C-763	CR	CSX	Lansdale	PA	Doylestown	PA	10	34.0	1.6	1.6	0.0	7.4	7.4	0%	0	0	-							
C-764	CR	CSX	Park Jct	PA	Belmont	PA	1	0.0	17.0	18.3	1.3	33.2	34.4	4%	22,000	33,000	50%					X		
C-765	CR	CSX	Belmont	PA	West Falls	PA	1	0.0	24.5	27.1	2.6	44.3	50.1	13%	23,000	36,000	57%					X		
C-766	CR	CSX	West Falls	PA	CP Newtown Jct	PA	4	0.0	11.1	11.4	0.3	13.2	15.6	18%	5,000	19,000	280%					X	X	
C-767	CR	CSX	CP Newtown Jct	PA	CP Wood	PA	21	48.0	12.0	11.4	-0.6	15.4	15.6	1%	6,000	19,000	217%					X	X	
C-768	CR	CSX	CP Wood	PA	Trenton	NJ	6	48.0	14.3	10.0	-4.3	16.7	15.6	-7%	6,000	18,000	200%					X	X	
C-769	CR	CSX	Trenton	NJ	Port Reading	NJ	25	0.0	15.7	11.4	-4.3	17.0	15.6	-8%	7,000	18,000	157%					X	X	
C-771	CR	CSX	Brandywine	DE	Chalk Pt	MD	17	0.0	1.4	1.4	0.0	2.3	2.3	0%	0	0	-							
C-772	CR	CSX	Bowie	MD	Brandywine	MD	25	0.0	1.8	1.8	0.0	2.5	2.5	0%	0	0	-							
C-773	CR	CSX	Brandywine	MD	Morgantown	MD	21	0.0	1.0	1.0	0.0	2.0	2.0	0%	0	0	-							
N-001	NS	NS	Attalla	AL	Norris Yard	AL	48	0.0	7.4	12.5	5.1	21.9	25.2	15%	10,000	14,000	40%	X				X		

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Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: From		To		Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995) Pass. Trains	Pre Acq. (1995) Freight Trains	Post Acquisition Freight Trains	Post Acquisition Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1) Pre Acq.	Annual Million Gross Tons Transported (1) Post Acq.	Annual Million Gross Tons Transported (1) Percent Change	Estimated Annual Carloads of Hazardous Material (1) Pre Acq.	Estimated Annual Carloads of Hazardous Material (1) Post Acq.	Estimated Annual Carloads of Hazardous Material (1) Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
N-010	CR	NS	Bell	DE	Edgemoor	DE	1	0.0	5.0	11.8	6.8	5.1	13.5	165%	4,000	6,000	50%	X	X			X		
N-020	NS	NS	Howell	GA	Spring	GA	1	0.0	33.3	40.4	7.1	67.5	81.4	21%	32,000	40,000	25%	X				X		
N-022	NS	NS	Spring	GA	Scherer Coal	GA	65	0.0	27.2	32.9	5.7	60.8	67.7	11%	31,000	39,000	26%	X				X		
N-030	NS	NS	IC 95th St	IL	Pullman Jct	IL	1	0.0	2.0	5.9	3.9	4.8	13.4	179%	0	0	-	X	X					
N-032	NS	NS	Taylorsville	IL	Granite City	IL	77	0.0	10.0	15.0	5.0	17.1	19.4	13%	7,000	7,000	0%	X						
N-033	NS	NS	Tilton	IL	Decatur	IL	71	0.0	23	39.0	16.3	29.2	47.9	64%	10,000	17,000	70%	X	X		X	X		
N-034	CR	NS	Colehour	IL	Calumet Park	IL	5	0.0	1.1	2.5	1.4	3.6	8.1	125%	0	0	-	X	X					
N-040	NS	NS	Alexandria	IN	Muncie	IN	16	0.0	2.6	11.8	9.2	5.6	26.3	370%	0	16,000	1000%	X	X		X	X	X	
N-041	NS	NS	Butler	IN	Ft Wayne	IN	28	0.0	13.6	27.3	13.7	16.8	33.4	99%	5,000	28,000	460%	X	X		X	X	X	X
N-042	CR	NS	Control Pt 501	IN	Indiana Hbr	IN	1	14.0	45.4	63.3	17.9	89.1	134.2	51%	75,000	65,000	-13%	X	X	X	X			
N-043	NS	NS	Ft Wayne TC	IN	Ft Wayne Yard	IN	2	0.0	6.6	9.6	3.0	3.1	7.2	132%	0	0	-	X	X					
N-044	NS	NS	Ft Wayne	IN	Peru	IN	53	0.0	19.0	34.9	15.9	23.3	46.7	100%	11,000	47,000	327%	X	X		X	X		X
N-045	NS	NS	Lafayette Jct	IN	Tilton	IL	49	0.0	23.6	41.0	17.4	29.8	53.6	80%	10,000	46,000	360%	X	X		X	X		X
N-046	NS	NS	Peru	IN	Lafayette Jct	IN	53	0.0	18.4	40.2	21.8	23.9	50.8	113%	11,000	47,000	327%	X	X		X	X		X
N-047	CR	NS	Indiana Harbor	IN	South Chgo	IL	8	16.0	43.1	48.2	5.1	84.5	119.2	41%	75,000	66,000	-12%	X		X				
N-050	CR	NS	Croxton	NJ	Ridgewood Jct	NJ	17	64.0	4.7	7.9	3.2	14.8	22.3	51%	0	0	-	X		X				
N-060	CR	NS	Corning	NY	Geneva	NY	57	0.0	0.2	1.6	1.4	0.2	1.2	500%	0	0	-	X	X					
N-061	CR	NS	Ebenezer Jct	NY	Buffalo	NY	6	0.0	0.0	11.4	11.4	0.0	18.7	62233%	0	18,000	1000%	X	X		X	X	X	
N-062	CR	NS	Suffern	NY	Campbell Hall	NY	35	16.0	4.7	4.7	0.0	8.2	11.3	38%	0	18,000	1000%	X				X	X	
N-063	CR	NS	Campbell Hall	NY	Port Jervis	NY	30	18.0	7.9	9.0	1.1	14.4	17.6	22%	0	18,000	1000%			X		X	X	
N-064	CR	NS	Ridgewood Jct	NJ	Suffern	NY	11	94.0	7.6	10.6	3.0	23.2	51.8	123%	0	0	-	X	X	X				
N-065	CR	NS	Corning	NY	Buffalo	NY	128	0.0	13.6	20.6	7.0	22.8	29.0	27%	2,000	16,000	700%	X				X	X	
N-070	NS	NS	Buhalo Fw	NY	Ashtabula	OH	128	0.0	13.0	25.1	12.1	19.6	42.7	118%	3,000	26,000	225%	X	X		X	X	X	X
N-071	NS	NS	Bucyrus	OH	Bellevue	OH	34	0.0	26.0	34.5	8.5	58.3	81.2	39%	13,000	17,000	31%	X	X		X	X		
N-072	NS	NS	Vermilion	OH	Bellevue	OH	26	0.0	15.6	27.0	11.4	30.6	50.1	64%	9,000	15,000	67%	X	X		X	X	X	
N-073	NS	NS	Fairgrounds (Colum	OH	Bucyrus	OH	61	0.0	26.0	34.3	8.3	54.2	76.3	41%	13,000	24,000	85%	X	X		X	X		
N-074	CR	NS	Cleveland	OH	Shortline Jct	OH	7	0.0	2.0	4.2	2.2	0.7	11.5	1543%	0	6,000	1000%	X	X			X		
N-075	NS	NS	Ashtabula	OH	Cleveland	OH	50	0.0	13.0	36.6	23.6	19.9	62.4	214%	7,000	37,000	429%	X	X		X	X	X	X
N-076	NS	NS	Ivorydale	OH	Cincinnati	OH	6	0.0	31.3	36.0	4.7	49.6	65.0	31%	18,000	33,000	83%	X				X		
N-077	CR	NS	Oak Harbor	OH	Miami	OH	22	4.0	48.0	61.5	13.5	99.9	120.3	20%	82,000	74,000	-10%	X	X	X	X			
N-078	CR	NS	Dayton	OH	Ivorydale	OH	48	0.0	11.7	19.5	7.8	24.3	35.0	44%	6,000	7,000	17%	X				X		
N-079	NS	NS	Oak Harbor	OH	Bellevue	OH	27	0.0	7.7	27.2	19.5	17.2	49.0	185%	3,000	18,000	500%	X	X		X	X	X	
N-080	NS	NS	Cleveland	OH	Vermilion	OH	37	0.0	13.5	34.1	20.6	25.5	46.2	81%	9,000	32,000	256%	X	X		X	X	X	X
N-081	CR	NS	White	OH	Cleveland	OH	11	2.0	12.5	29.7	17.2	25.9	59.9	131%	12,000	34,000	183%	X	X	X	X	X		X
N-082	CR	NS	Youngstown	OH	Ashtabula	OH	59	0.0	11.7	23.8	12.1	31.0	54.5	76%	2,000	11,000	450%	X	X		X	X	X	
N-084	CR	NS	Alliance	OH	White	OH	46	2.0	26.4	30.1	3.7	57.5	60.3	5%	29,000	33,000	14%	X		X		X		
N-085	NS	NS	Bellevue	OH	Sandusky Dock	OH	15	0.0	1.4	12.9	11.5	5.9	14.6	147%	0	0	-	X	X		X			
N-086	CR	NS	Miami	OH	Airline	OH	2	4.0	55.4	64.0	8.6	112.4	123.0	9%	86,000	80,000	-7%	X	X	X	X			
N-090	CR	NS	Rutherford	PA	Harrisburg	PA	6	0.0	44.3	57.9	13.6	85.8	89.6	4%	72,000	55,000	-24%	X	X		X			
N-091	CR/NS	NS	Harrisburg	PA	Riverton Jct	VA	133	0.0	11.1	19.6	8.5	18.5	33.7	82%	12,000	11,000	-8%	X	X		X			
N-092	CR	NS	Harrisburg	PA	Marysville	PA	9	4.0	42.4	49.1	6.7	85.2	100.6	18%	72,000	45,000	-38%	X		X				
N-093	CR	NS	Harrisburg	PA	Rocks	PA	22	0.0	2.2	6.0	3.8	2.8	6.8	143%	0	1,000	1000%	X	X			X		

Total Segments 1,022 — 35,733

B = Change due to Acquisition

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Attachment T-1
Master Rail Line Segment Table

	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	57	91	51	247	49	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
N-094	CR	NS	WM Jct	PA	Rutherford	PA	45	0.0	42.4	49.7	7.3	86.8	91.0	5%	71,000	47,000	-34%	X						
N-095	CR	NS	Rochester	PA	Youngstown	OH	39	0.0	12.6	17.7	5.1	31.8	37.1	17%	2,000	11,000	450%	X				X	X	
N-100	NS	NS	Riverton Jct	VA	Roanoke	VA	181	0.0	3.9	12.1	8.2	8.8	28.9	228%	1,000	5,000	400%	X	X		X	X		
N-110	NS	NS	Elmore	WV	Deepwater	WV	60	0.0	0.0	2.3	2.0	0.5	6.3	1160%	0	0	-	X	X					
N-111	CR	NS	Deepwater	WV	Fola Mine	WV	17	0.0	0.6	2.0	1.4	1.3	5.8	346%	0	0	-	X	X					
N-120	CR	NS	Jackson	MI	Kalamazoo	MI	67	8.0	5.4	3.4	-2.0	7.8	4.0	-49%	0	0	-	X						
N-121	CR	NS	West Detroit	MI	Jackson	MI	74	6.0	2.9	3.7	0.8	4.8	3.6	-25%	0	0	-	X						
N-200	CR	NS	Oak Island	NJ	Aldene	NJ	8	56.0	21.5	12.5	-9.0	42.4	26.9	-37%	32,000	10,000	-69%							
N-201	CR	NS	Aldene	NJ	Manville	NJ	20	0.0	21.8	12.8	-9.0	41.6	25.8	-38%	33,000	11,000	-67%							
N-202	CR	NS	Manville	NJ	Bethlehem	PA	52	0.0	18.7	17.4	-1.3	30.2	24.1	-20%	27,000	17,000	-37%							
N-203	CR	NS	Bethlehem	PA	Allentown	PA	3	0.0	17.2	13.3	-3.9	24.8	22.8	-8%	8,000	11,000	38%					X	X	
N-204	CR	NS	Allentown	PA	Burn	PA	3	0.0	24.9	21.3	-3.6	49.7	56.0	13%	31,000	33,000	6%					X		
N-205	CR	NS	Bethlehem	PA	Burn	PA	5	0.0	10.1	9.6	-0.5	15.1	11.7	-23%	20,000	6,000	-70%							
N-206	CR	NS	Burn	PA	Reading Belt Jct	PA	37	0.0	36.4	30.9	-5.5	65.7	67.8	3%	52,000	39,000	-25%							
N-207	CR	NS	Reading Belt Jct	PA	WM Jct	PA	4	0.0	31.2	26.3	-4.9	58.2	55.7	-4%	47,000	29,000	-38%							
N-208	CR	NS	Oak Island	NJ	Greenville	NJ	4	0.0	17.1	8.7	-8.4	22.9	10.1	-56%	13,000	9,000	-31%							
N-209	CR	NS	Oak Island	NJ	E Rail T V	NJ	6	0.0	10.4	15.2	4.8	15.1	18.4	22%	13,000	20,000	54%					X		
N-210	CR	NS	E Rail T V	NJ	Port Reading	NJ	8	0.0	5.7	6.0	0.3	10.8	8.7	-19%	13,000	6,000	-54%							
N-211	CR	NS	Port Reading	NJ	South Amboy	NJ	6	0.0	2.9	2.4	-0.5	3.2	1.6	-50%	3,000	1,000	-67%							
N-212	CR	NS	Bound Brook	NJ	Port Reading	NJ	15	0.0	2.4	5.1	2.7	7.5	7.6	1%	6,000	5,000	-17%							
N-213	CR	NS	Phillipsburg	NJ	Dover	NJ	47	0.0	1.1	1.4	0.3	0.6	0.5	-17%	0	0	-							
N-214	CR	NS	Hazelton	PA	Lehighton	PA	29	0.0	1.4	1.4	0.0	0.4	0.4	0%	0	0	-							
N-215	CR	NS	Lehighton	PA	Allentown	PA	29	0.0	5.7	4.3	-1.4	8.2	4.1	-50%	2,000	2,000	0%							
N-216	CR	NS	Reading	PA	Reading Belt Jct	PA	2	0.0	6.0	4.9	-1.1	8.5	12.4	46%	4,000	10,000	150%					X	X	
N-217	CR	NS	West Falls	PA	Abrams	PA	14	0.0	17.3	14.0	-3.3	36.9	28.0	-24%	21,000	16,000	-24%							
N-218	CR	NS	Abrams	PA	WM Jct	PA	39	0.0	25.1	27.4	2.3	50.8	44.1	-13%	39,000	25,000	-36%							
N-220	CR	NS	Morrisville	PA	Abrams	PA	32	0.0	7.7	10.3	2.6	11.3	12.0	6%	15,000	8,000	-47%							
N-221	CR	NS	Earnest	PA	Coatsville	PA	29	0.0	1.4	1.4	0.0	1.4	1.7	21%	0	0	-							
N-222	CR	NS	West Falls	PA	Wayne Jct	PA	4	0.0	7.3	4.0	-3.3	14.3	2.4	-83%	11,000	1,000	-91%							
N-223	CR	NS	Zoo	PA	Arsenal	PA	2	0.0	5.4	9.3	3.9	7.1	14.7	107%	1,000	8,000	700%					X		
N-224	CR	NS	Arsenal	PA	Greenwich	PA	3	0.0	5.4	6.9	1.5	7.1	6.5	-8%	1,000	0	-100%							
N-225	CR	NS	Eastwick	PA	Marcus Hook	PA	12	0.0	3.0	7.8	4.8	7.0	11.7	67%	5,000	8,000	60%					X		
N-226	CR	NS	CSX Park Jct	PA	Frankfrd Jct	PA	5	0.0	4.7	6.1	1.4	12.9	8.3	-36%	13,000	6,000	-54%							
N-227	CR	NS	Frankfrd Jct	PA	Pavonia	NJ	4	28.0	4.7	5.7	1.0	18.6	14.2	-24%	13,000	6,000	-54%			X				
N-230	CR	NS	Paulsboro	NJ	Carneys Pnt	NJ	16	0.0	1.7	1.7	0.0	2.2	1.2	-45%	1,000	0	-100%							
N-232	CR	NS	Bulson St	NJ	Winslow Jct	NJ	23	0.0	1.7	0.6	-1.1	1.7	0.7	-59%	0	0	-							
N-233	CR	NS	Winslow Jct	NJ	Palermo Coal	NJ	34	0.0	0.3	0.3	0.0	1.1	0.4	-64%	0	0	-							
N-234	CR	NS	Pavonia	NJ	Burlington	NJ	15	0.0	1.4	1.4	0.0	1.0	0.6	-40%	1,000	0	-100%							
N-241	CR	NS	Newark	DE	Harrington	DE	56	0.0	3.1	4.5	1.4	6.3	7.0	11%	4,000	4,000	0%							
N-242	CR	NS	Harrington	DE	Pocomoke	DE	64	0.0	1.2	1.4	0.2	1.7	1.6	-6%	1,000	1,000	0%							
N-243	CR	NS	Harrington	DE	Indian River Coal	DE	43	0.0	0.9	0.9	0.0	2.7	2.9	7%	0	0	-							
N-244	CR	NS	Wayne	NJ	Croxton	NJ	19	0.0	0.8	0.9	0.3	0.8	0.9	13%	0	0	-							

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Attachment T-1
Master Rail Line Segment Table

	Ownership		Total Segments 1,022 — Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
N-245	CR	NS	Port Jervis	NY	Binghamton	NY	126	0.0	7.9	9.0	1.1	11.5	14.6	27%	0	18,000	1000%	X				X	X	
N-246	CR	NS	Binghamton	NY	Waverly	NY	42	0.0	13.0	19.9	6.9	19.1	28.0	47%	0	18,000	1000%					X	X	
N-247	CR	NS	Waverly	NY	Corning	NY	36	0.0	16.4	21.4	5.0	22.5	31.1	38%	0	18,000	1000%					X	X	
N-248	CR	NS	Waverly	NY	Mehoopany	PA	59	0.0	1.5	1.5	0.0	0.9	0.9	0%	0	0	-							
N-249	CR	NS	Sayre	PA	Ludlowvle Coal	NY	49	0.0	2.0	1.3	-0.7	2.4	2.2	-8%	0	0	-							
N-250	CR	NS	Marysville	PA	Enola	PA	5	0.0	23.7	18.4	-5.3	58.1	46.9	-19%	24,000	18,000	-25%							
N-251	CR	NS	Enola	PA	Wago Yorkhaven	PA	18	0.0	19.3	12.9	-6.4	48.0	34.8	-28%	12,000	10,000	-17%							
N-252	CR	NS	Wago Yorkhaven	PA	Perryville	PA	58	0.0	16.0	14.1	-1.9	40.3	31.5	-22%	12,000	10,000	-17%							
N-253	CR	NS	Wago Yorkhaven	PA	York	PA	10	0.0	1.7	1.1	-0.6	2.0	1.9	-5%	0	0	-							
N-254	CR	NS	Cola	PA	Lancaster	PA	12	0.0	2.0	1.7	-0.3	3.5	3.4	-3%	0	0	-							
N-255	CR	NS	Rockville	PA	Watsontown	PA	64	0.0	5.0	7.0	2.0	11.4	15.3	34%	7,000	4,000	-43%							
N-256	CR	NS	Watsontown	PA	Montgomery	PA	7	0.0	7.6	6.9	-0.7	14.9	15.5	4%	7,000	4,000	-43%							
N-257	CR	NS	Montgomery	PA	Linden North	PA	22	0.0	3.3	5.0	1.7	4.4	11.0	150%	5,000	4,000	-20%							
N-258	CR	NS	Montgomery	PA	Linden South	PA	22	0.0	4.2	2.0	-2.2	10.6	4.6	-57%	1,000	0	-100%							
N-259	CR	NS	Linden	PA	Keating	PA	59	0.0	7.4	7.9	0.5	15.7	15.8	1%	7,000	4,000	-43%							
N-260	CR	NS	Keating	PA	Ebenezer Jct	NY	149	0.0	4.2	4.2	0.0	7.7	7.8	1%	8,000	5,000	-38%							
N-261	CR	NS	Watsontown	PA	Straw Rdg Cl	PA	13	0.0	2.3	1.7	-0.6	5.8	5.7	-2%	0	0	-							
N-262	CR	NS	Marysville	PA	Pitcairn	PA	227	4.0	42.5	42.8	0.3	101.3	88.2	-13%	63,000	37,000	-41%							
N-263	CR	NS	Pitcairn	PA	Jacks Run	PA	18	4.0	32.8	36.6	3.8	70.2	70.7	1%	60,000	43,000	-28%			X				
N-264	CR	NS	Jacks Run	PA	Conway East	PA	16	4.0	50.4	49.8	-0.6	115.5	100.7	-13%	72,000	45,000	-38%							
N-265	CR	NS	Conpitt Jct	PA	Avonmre Coal	PA	28	0.0	1.4	2.9	1.5	2.9	2.9	0%	0	0	-							
N-266	CR	NS	Avonmre Coal	PA	Etna	PA	44	0.0	0.6	1.7	1.1	1.5	1.7	13%	0	0	-							
N-267	CR	NS	Etna	PA	Federal St	PA	6	0.0	1.7	2.0	0.3	3.1	3.0	-3%	3,000	3,000	0%							
N-268	CR	NS	Pitcairn	PA	Thomson	PA	3	0.0	9.7	6.7	-3.0	29.0	16.5	-43%	3,000	0	-100%							
N-269	CR	NS	Thomson	PA	Jacks Run	PA	16	0.0	15.5	9.9	-5.6	41.0	26.1	-36%	5,000	1,000	-80%							
N-270	CR	NS	Thomson	PA	W Brownsville	PA	42	0.0	23.1	11.8	-11.3	65.0	33.6	-48%	2,000	0	-100%							
N-271	CR	NS	W Brownsvile	PA	Blacksvile Coal	WV	54	0.0	10.5	5.5	-5.0	31.4	15.8	-50%	0	0	-							
N-272	CR	NS	Blacksvle Coal	WV	Fed 2 Coal	WV	6	0.0	2.4	0.9	-1.5	7.0	2.4	-66%	0	0	-							
N-273	CR	NS	Emerald Coal	PA	Bailey Minecl	PA	15	0.0	8.4	5.6	-2.8	27.4	16.4	-40%	0	0	-							
N-274	CR	NS	W Brownsvile	PA	Loveridge Coal	WV	81	0.0	5.2	3.1	-2.1	11.6	6.4	-45%	0	0	-							
N-275	CR	NS	Conway East	PA	Rochester	PA	5	4.0	57.1	48.7	-8.4	130.3	114.5	-12%	75,000	47,000	-37%							
N-276	CR	NS	Ashtabula	OH	Ashtabula Harbor	OH	2	0.0	5.9	4.0	-1.9	15.7	3.0	-81%	0	0	-							
N-277	CR	NS	Hubbard	OH	Oil City	PA	80	0.0	1.9	1.8	-0.1	2.4	2.1	-13%	3,000	3,000	0%							
N-278	CR	NS	Youngstown	OH	Alliance	OH	42	0.0	1.8	2.5	0.7	3.1	2.8	-10%	3,000	3,000	0%							
N-279	CR	NS	Latimer	OH	Warren	OH	11	0.0	0.9	0.6	-0.3	2.5	1.5	-40%	0	0	-							
N-280	CR	NS	Rochester	PA	Yellow Creek	OH	26	0.0	6.2	4.6	-1.6	14.7	13.6	-7%	1,000	1,000	0%							
N-281	CR	NS	Yellow Creek	OH	Mingo Jct	OH	20	0.0	7.7	7.2	-0.5	18.5	18.9	2%	1,000	1,000	0%							
N-282	CR	NS	Mingo Jct	OH	Weirton	OH	3	0.0	6.0	6.9	0.9	11.5	11.5	0%	1,000	1,000	0%							
N-283	CR	NS	Mingo Jct	OH	Martinsferry	OH	18	0.0	1.7	1.4	-0.3	2.7	2.7	0%	0	0	-							
N-284	CR	NS	Yellow Creek	OH	Alliance	OH	41	0.0	2.0	2.6	0.6	4.7	6.1	30%	0	0	-							
N-285	CR	NS	Rochester	PA	Alliance	OH	57	2.0	37.9	26.3	-11.6	82.3	58.5	-29%	70,000	35,000	-50%							
N-286	CR	NS	Alliance	OH	Crestline	OH	106	0.0	19.1	4.1	-15.0	36.1	8.5	-76%	44,000	5,000	-89%							

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Master Rail Line Segment Table

	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
N-287	CR	NS	Columbus	OH	Charleston	WV	185	0.0	4.1	3.4	-0.7	9.5	8.7	-8%	7,000	8,000	14%					X		
N-288	CR	NS	Charleston	WV	Dickinson	WV	14	0.0	4.3	4.6	0.3	7.6	7.2	-5%	4,000	6,000	50%					X		
N-289	CR	NS	Dickinson	WV	Peters Jct	WV	41	0.0	1.6	2.7	1.1	4.5	7.2	60%	0	0	-							
N-290	CR	NS	Scioto	OH	Alton	OH	6	0.0	3.3	5.6	2.3	5.3	8.8	66%	3,000	1,000	-67%							
N-291	CR	NS	Alton	OH	Dayton	OH	61	0.0	10.9	18.0	7.1	27.4	36.1	32%	8,000	8,000	0%							
N-292	CR	NS	Kinsman	OH	North Randall	OH	9	0.0	0.9	1.4	0.5	0.3	0.3	0%	0	0	-							
N-293	CR	NS	Cleveland	OH	Vermilion (2)	OH	43	4.0	48.4	32.9	-15.5	100.8	69.5	-31%	84,000	40,000	-52%							
N-294	CR	NS	Vermilion	OH	Oak Harbor	OH	43	4.0	48.3	41.4	-6.9	100.3	82.3	-18%	82,000	58,000	-29%							
N-295	CR	NS	Alline	OH	River Rouge	MI	50	0.0	11.6	14.5	2.9	22.0	24.0	9%	7,000	5,000	-29%							
N-296	CR	NS	River Rouge	MI	West Detroit	MI	5	0.0	22.9	25.6	2.7	32.8	32.3	-2%	5,000	3,000	-40%							
N-297	CR	NS	West Detroit	MI	North Yd	MI	6	0.0	9.4	12.1	2.7	10.5	6.9	-34%	4,000	2,000	-50%							
N-298	CR	NS	North Yard	MI	Sterling	MI	14	0.0	8.0	8.1	0.1	4.7	2.5	-47%	0	0	-							
N-299	CR	NS	Ecorse Jct	MI	Brownstown	MI	4	0.0	1.4	1.4	0.0	1.7	1.2	-29%	0	0	-							
N-300	CR	NS	Kalamazoo	MI	Elkhart	IN	55	0.0	7.0	6.5	-0.5	11.0	8.6	-22%	0	0	-							
N-301	CR	NS	Jackson	MI	Lansing	MI	37	0.0	1.6	3.1	1.5	0.9	1.2	33%	0	0	-							
N-302	CR	NS	Kalamazoo	MI	Grand Rapids	MI	49	0.0	1.9	3.0	1.1	2.2	2.8	27%	0	0	-							
N-303	CR	NS	Airline	OH	Butler	IN	68	4.0	50.4	48.2	-2.2	108.1	92.0	-15%	85,000	68,000	-20%							
N-304	CR	NS	Butler	IN	Elkhart	IN	63	4.0	51.1	39.3	-11.8	111.3	85.8	-23%	88,000	51,000	-42%							
N-305	CR	NS	Goshen	IN	Alexandria	IN	99	0.0	4.7	6.8	2.1	13.5	19.9	47%	12,000	16,000	33%					X		
N-306	CR	NS	Alexandria	IN	Anderson	IN	13	0.0	4.3	0.0	-4.3	12.0	0.0	-100%	10,000	0	-100%							
N-307	CR	NS	Elkhart	IN	Porter	IN	61	4.0	53.0	45.2	-7.8	109.0	101.2	-7%	79,000	69,000	-13%							
N-308	CR	NS	Porter	IN	Control Pt 501	IN	20	14.0	69.4	62.5	-6.9	129.2	131.6	2%	77,000	67,000	-13%							
N-309	CR	NS	South Chgo	IL	Ashland Ave	IL	9	16.0	28.5	12.3	-16.2	61.8	30.8	-50%	32,000	19,000	-41%							
N-311	CR	NS	Indiana Harbor	IN	Kankakee	IL	57	0.0	6.6	4.0	-2.6	12.3	7.6	-38%	2,000	1,000	-50%							
N-312	CR	NS	Kankakee	IL	Streator	IL	49	0.0	4.9	5.0	0.1	8.3	9.2	11%	1,000	3,000	200%					X		
N-313	CR	NS	Streator	IL	Hennepin	IL	32	0.0	2.3	1.0	-1.3	2.9	2.7	-7%	0	0	-							
N-314	CR	NS	Schneider	IL	Wheaffld Coal	IL	21	0.0	2.6	2.9	0.3	6.9	6.8	-1%	0	0	-							
N-315	NS	NS	Alexandria	VA	Manassas	VA	22	16.7	7.8	9.6	1.8	12.9	15.4	19%	2,000	6,000	200%			X		X		
N-316	NS	NS	Manassas	VA	Montview	VA	142	2.2	13.7	15.0	1.3	20.3	23.4	15%	15,000	12,000	-20%			X				
N-317	NS	NS	Montview	VA	Altavista	VA	21	2.0	15.4	19.6	4.2	23.0	30.5	33%	17,000	18,000	6%			X		X		
N-318	NS	NS	Altavista	VA	Greensboro	NC	86	2.0	15.9	16.6	0.7	28.1	29.0	3%	20,000	14,000	-30%							
N-319	NS	NS	Greensboro	NC	Linwood	NC	41	6.0	20.2	18.3	-1.9	32.4	38.2	18%	21,000	25,000	19%					X		
N-320	NS	NS	Linwood	NC	Salisbury	NC	9	6.0	24.7	23.3	-1.4	46.5	47.3	2%	28,000	28,000	0%							
N-321	NS	NS	Salisbury	NC	Charlotte	NC	50	6.0	21.1	18.1	-3.0	36.7	34.6	-6%	22,000	18,000	-18%							
N-322	NS	NS	Charlotte	NC	Beaumont	SC	70	2.0	18.1	14.0	-4.1	25.5	23.0	-10%	21,000	16,000	-24%							
N-323	NS	NS	Beaumont	SC	Hayne Yd	SC	2	2.0	19.2	17.6	-1.6	27.1	30.0	11%	21,000	17,000	-19%							
N-324	NS	NS	Hayne Yd	SC	Howell	GA	181	2.0	16.9	16.5	-0.4	25.6	29.7	16%	20,000	18,000	-10%							
N-325	NS	NS	Riverton Jct	VA	Manassas	VA	51	0.0	11.3	8.8	-2.5	13.7	10.6	-23%	12,000	5,000	-58%							
N-326	NS	NS	Cincinnati	OH	SJ Jct	KY	112	0.0	31.0	28.0	-3.0	53.7	55.9	4%	22,000	32,000	45%					X		
N-327	NS	NS	SJ Jct	KY	Harriman	TN	144	0.0	37.9	35.0	-2.9	71.5	71.2	0%	34,000	38,000	12%					X		
N-328	NS	NS	Harriman	TN	Citico Jct	TN	74	0.0	26.6	28.1	1.5	51.6	53.6	4%	21,000	24,000	14%					X		
N-329	NS	NS	Citico Jct	TN	Ooltewah	TN	12	0.0	37.0	44.0	7.0	69.4	82.1	18%	29,000	37,000	28%	X				X		

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Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership Pre Acq. (1995)	Ownership Post Acq.	Total Segments 1,022 — Rail Line Segment Description From		To		35,733 Seg. Length (mi.)	Passenger & Freight Train Data — Pre Acq. (1995) Pasgr. Trains	Pre Acq. (1995) Freight Trains	Post Acquisition Freight Trains	Post Acquisition Change in Freight Trains	Freight Rail Data — Annual Million Gross Tons Transported (1) Pre Acq.	Annual Million Gross Tons Transported (1) Post Acq.	Annual Million Gross Tons Transported (1) Percent Change	Estimated Annual Carloads of Hazardous Material (1) Pre Acq.	Estimated Annual Carloads of Hazardous Material (1) Post Acq.	Estimated Annual Carloads of Hazardous Material (1) Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
N-330	NS	NS	Ooltewah	TN	Cohutta	GA	12	0.0	27.9	33.4	5.5	52.2	59.0	13%	16,000	20,000	25%					X		
N-331	NS	NS	Cohutta	GA	Austell	GA	108	0.0	32.8	36.5	3.7	66.4	71.0	7%	17,000	20,000	18%	X				X		
N-332	NS	NS	Austell	GA	Howell	GA	16	2.0	49.7	50.4	0.7	97.7	101.4	4%	48,000	63,000	31%					X		
N-333	NS	NS	Scherer Coal	GA	Macon Jct	GA	20	0.0	21.9	27.4	5.5	42.7	50.6	19%	31,000	39,000	26%					X		
N-334	NS	NS	Macon Jct	GA	Brosnan Yd	GA	2	0.0	37.0	40.0	3.0	72.6	75.0	3%	34,000	47,000	38%					X		
N-335	NS	NS	C of G Jct	GA	Langdale Yd	GA	140	0.0	15.3	16.5	1.2	24.2	27.1	12%	26,000	27,000	4%					X		
N-336	NS	NS	Langdale Yd	GA	FEC Bowden Yd	FL	116	0.0	10.8	12.4	1.6	16.7	18.8	13%	14,000	14,000	0%							
N-337	NS	NS	Norris Yd	AL	Austell	GA	142	2.0	19.1	14.5	-4.6	37.7	33.6	-11%	32,000	41,000	28%					X		
N-338	NS	NS	Norris Yd	AL	Birmingham 50th St	AL	5	2.0	37.4	34.3	-3.1	74.5	74.6	0%	59,000	55,000	-7%							
N-339	NS	NS	Birmingham 50th St	AL	Wilson	AL	141	0.0	9.2	5.2	-4.0	17.8	14.7	-17%	12,000	9,000	-25%							
N-340	NS	NS	Citico Jct	TN	Chattanooga	TN	2	0.0	63.2	55.7	-7.5	116.6	111.8	-4%	43,000	54,000	26%					X		
N-341	NS	NS	Wauhatchie	TN	Attalla	AL	82	0.0	6.5	11.9	5.4	20.1	23.4	16%	10,000	13,000	30%	X				X		
N-342	NS	NS	Birmingham 50th St	AL	Burstal	AL	16	2.0	27.8	25.8	-2.0	52.1	54.7	5%	46,000	45,000	-2%							
N-343	NS	NS	Burstal	AL	Meridian	MS	140	2.0	16.2	16.2	0.0	31.7	36.0	14%	33,000	34,000	3%					X		
N-344	NS	NS	Meridian	MS	Oliver Jct	LA	194	2.0	9.1	13.5	4.4	21.0	22.0	5%	25,000	23,000	-8%			X				
N-345	NS	NS	Oliver Jct	LA	KCS Shrewsbury	LA	11	2.0	17.1	14.9	-2.2	29.6	29.7	0%	16,000	16,000	0%							
N-346	NS	NS	Oliver Jct	LA	Oliver Yd	LA	2	0.0	15.0	18.1	3.1	28.6	30.6	7%	38,000	39,000	3%					X		
N-347	NS	NS	Greensboro	NC	Raleigh Yd	NC	83	4.0	5.0	5.1	0.1	10.3	10.2	-1%	11,000	12,000	9%					X		
N-348	NS	NS	Raleigh Yd	NC	Chocowinity	NC	100	0.0	2.4	2.4	0.0	6.9	6.4	-7%	14,000	12,000	-14%							
N-349	NS	NS	Chocowinity	NC	New Bern	NC	30	0.0	2.6	2.6	0.0	2.5	2.3	-8%	4,000	4,000	0%							
N-350	NS	NS	Chocowinity	NC	Lee Creek	NC	31	0.0	3.1	2.8	-0.3	5.1	5.7	12%	10,000	10,000	0%							
N-351	NS	NS	Chocowinity	NC	Plymouth	NC	36	0.0	1.4	1.4	0.0	3.0	3.0	0%	0	0	-							
N-352	NS	NS	Raleigh Jct	NC	Goldsboro	NC	50	4.0	1.6	1.6	0.0	2.2	2.2	0%	2,000	0	-100%							
N-353	NS	NS	Goldsboro	NC	New Bern	NC	58	0.0	0.9	0.9	0.0	0.1	0.1	0%	0	5,000	1000%					X		
N-354	NS	NS	New Bern	NC	Morehead City	NC	36	0.0	2.0	2.6	0.6	2.3	2.5	9%	4,000	4,000	0%							
N-355	NS	NS	Greensboro	NC	Gulf	NC	51	0.0	1.9	1.4	-0.5	2.9	2.2	-24%	0	0	-							
N-356	NS	NS	Gulf	NC	Raleigh Jct	NC	56	0.0	3.3	0.9	-2.4	0.4	0.7	75%	0	0	-							
N-357	NS	NS	Fayetteville	NC	Fuquay-Varina	NC	44	0.0	1.4	1.4	0.0	0.8	0.8	0%	0	0	-							
N-358	NS	NS	Charlotte Jct	NC	Columbia	SC	109	0.0	9.4	4.5	-4.9	14.5	9.7	-33%	4,000	2,000	-50%							
N-359	NS	NS	Columbia	SC	Millen	GA	135	0.0	6.0	5.2	-0.8	11.9	8.3	-30%	2,000	4,000	100%					X		
N-360	NS	NS	Salisbury	NC	Asheville	NC	142	0.0	6.6	5.4	-1.2	16.7	14.8	-11%	8,000	10,000	25%					X	X	
N-361	NS	NS	Asheville	NC	Leadvale	TN	74	0.0	8.4	7.6	-0.8	23.2	22.1	-5%	8,000	11,000	38%					X	X	
N-362	NS	NS	Asheville	NC	Hayne Yd	SC	69	0.0	1.5	2.4	0.9	3.3	4.2	27%	0	0	-							
N-363	NS	NS	Beaumont	SC	Columbia	SC	94	0.0	3.7	3.7	0.0	7.5	7.5	0%	0	0	-							
N-364	NS	NS	Andrews Yd	SC	Charleston	SC	120	0.0	5.5	4.7	-0.8	8.0	8.7	9%	1,000	1,000	0%							
N-365	NS	NS	Murphy Jct	SC	Waynesville	NC	27	0.0	2.4	1.6	-0.8	3.2	2.7	-16%	0	0	-							
N-366	NS	NS	Rock Hill	SC	Kershaw	SC	41	0.0	1.7	0.8	-0.9	1.8	1.0	-44%	0	0	-							
N-367	NS	NS	Eastover	SC	Kingville	SC	5	0.0	2.2	1.6	-0.6	2.5	2.4	-4%	0	0	-							
N-368	NS	NS	Hasskainp	SC	Wateree Coal	SC	18	0.0	2.0	1.4	-0.6	1.5	1.5	0%	0	0	-							
N-369	NS	NS	Anderson	SC	Seneca	SC	24	0.0	2.0	1.4	-0.6	1.9	2.4	26%	0	0	-							
N-370	NS	NS	Green	GA	Wansley Jct	GA	60	0.0	3.5	3.5	0.0	6.7	6.5	-3%	0	0	-							
N-371	NS	NS	Athens	GA	Lula	GA	39	0.0	2.0	1.8	-0.2	1.5	0.9	-40%	0	0	-							

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

Attachment T-1
Master Rail Line Segment Table

	Ownership		Total Segments 1,022 Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
N-372	NS	NS	Industry Yd	GA	Edgewood	GA	95	0.0	1.4	1.4	0.0	0.9	1.1	22%	0	0	-							
N-373	NS	NS	Krannert	GA	Forrestville	GA	12	0.0	4.0	2.0	-2.0	10.2	4.0	-61%	0	0	-							
N-374	NS	NS	Macon Jct	GA	Millen	GA	112	0.0	10.0	11.3	1.3	22.9	20.4	-11%	8,000	8,000	0%							
N-375	NS	NS	Millen	GA	Savannah	GA	70	0.0	7.4	9.0	1.6	14.2	14.4	1%	6,000	6,000	0%							
N-376	NS	NS	Brosnan Yd	GA	Brunswick	GA	183	0.0	2.1	2.0	-0.1	3.1	3.1	0%	1,000	1,000	0%							
N-377	NS	NS	Ft Valley	GA	Albany	GA	77	0.0	3.1	3.7	0.6	6.5	6.9	6%	1,000	1,000	0%							
N-378	NS	NS	Albany	GA	Dothan	GA	85	0.0	3.2	1.4	-1.8	3.1	3.1	0%	0	0	-							
N-379	NS	NS	Valdosta	GA	Occidental	FL	42	0.0	5.4	3.8	-1.6	6.7	6.6	-1%	22,000	23,000	5%					X		
N-380	NS	NS	Madison	GA	Mogul	GA	68	0.0	2.6	1.8	-0.8	2.8	2.3	-18%	0	0	-							
N-381	NS	NS	E Warrenton	GA	Waynesboro	GA	56	0.0	1.9	1.7	-0.2	1.6	1.6	0%	0	0	-							
N-382	NS	NS	Mahrt	AL	Greenville	GA	75	0.0	2.1	1.5	-0.6	1.9	1.8	-5%	0	0	-							
N-383	NS	NS	Childersburg	AL	Ft Valley	GA	178	0.0	1.8	1.9	0.1	2.2	2.3	5%	0	0	-							
N-384	NS	NS	Ft Valley	GA	Rutland Jct	GA	22	0.0	5.3	4.4	-0.9	9.8	10.0	2%	1,000	1,000	0%							
N-385	NS	NS	Walton	VA	Bulls Gap	TN	187	0.0	8.6	10.3	1.7	12.7	23.2	83%	6,000	9,000	50%					X		
N-386	NS	NS	Bulls Gap	TN	New Line	TN	16	0.0	18.2	17.7	-0.5	39.3	49.3	25%	16,000	23,000	44%					X		
N-387	NS	NS	New Line	TN	Sevier Yd	TN	32	0.0	21.9	21.1	-0.8	48.1	60.0	25%	24,000	35,000	46%					X		
N-388	NS	NS	Sevier Yd	TN	Cleveland	TN	88	0.0	15.1	17.1	2.0	35.0	44.7	28%	11,000	18,000	64%					X		
N-389	NS	NS	Cleveland	TN	Ooltewah	TN	14	0.0	9.2	12.6	3.4	17.1	28.8	68%	12,000	19,000	58%					X		
N-390	NS	NS	Cleveland	TN	Cohutta	TN	15	0.0	6.3	4.6	-1.7	17.7	15.3	-14%	0	0	-							
N-391	NS	NS	Bulls Gap	TN	Leadvale	TN	17	0.0	4.4	4.3	-0.1	12.3	12.2	-1%	0	0	-							
N-392	NS	NS	New Line	TN	Leadvale	TN	11	0.0	4.9	5.7	0.8	11.4	10.7	-6%	9,000	12,000	33%					X	X	
N-393	NS	NS	Harriman	TN	Sevier Yd	TN	58	0.0	15.6	9.4	-6.2	26.0	23.1	-11%	13,000	14,000	8%					X		
N-394	NS	NS	Beverly	TN	Burley	KY	68	0.0	3.0	2.9	-0.7	5.6	5.2	-7%	0	0	-							
N-395	NS	NS	Wauhatchie	TN	Sheffield	AL	154	0.0	10.2	10.8	0.6	24.7	29.4	19%	10,000	14,000	40%					X		
N-396	NS	NS	Sheffield	AL	Wilson	AL	2	0.0	23.1	22.2	-0.9	51.0	51.8	2%	32,000	30,000	-6%							
N-397	NS	NS	Wilson	AL	Memphis	TN	144	0.0	14.8	16.5	1.7	33.4	36.7	10%	19,000	20,000	5%					X		
N-398	NS	NS	Corinth	MS	Fulton	KY	123	0.0	3.0	2.4	-0.6	3.0	4.0	33%	0	0	-							
N-399	NS	NS	Bulls Gap	TN	Frisco	TN	41	0.0	18.0	12.1	-5.9	40.0	38.8	-3%	8,000	13,000	63%					X	X	
N-400	NS	NS	Frisco	TN	Appalchia	VA	46	0.0	12.2	9.3	-2.9	23.8	21.7	-9%	0	0	-							
N-401	NS	NS	Frisco	TN	St Paul	VA	79	0.0	7.4	6.6	-0.8	22.5	23.8	6%	0	0	-							
N-402	NS	NS	Appalachia	VA	Andover	VA	1	0.0	10.2	5.4	-4.8	17.2	13.3	-23%	0	0	-							
N-403	NS	NS	Appalachia	VA	Norton	VA	13	0.0	6.1	4.3	-1.8	8.8	8.9	1%	0	0	-							
N-404	NS	NS	Appalachia	VA	Bundy	VA	11	0.0	3.1	2.3	-0.8	5.5	5.4	-2%	0	0	-							
N-405	NS	NS	Knoxville	VA	Alcoa	TN	15	0.0	1.7	1.7	0.0	0.9	1.0	11%	0	0	-							
N-406	NS	NS	Frisco	VA	Kingsport	VA	6	0.0	4.0	4.0	0.0	4.5	6.2	38%	7,000	12,000	71%					X	X	
N-407	NS	NS	Purstal	AL	Selma	AL	89	0.0	10.6	7.2	-3.4	17.9	15.1	-16%	12,000	10,000	-17%							
N-408	NS	NS	Selma	AL	Mobile	AL	162	0.0	4.6	4.9	0.3	8.2	8.5	4%	9,000	9,000	0%							
N-409	NS	NS	Wilton	AL	Roberta	AL	5	0.0	6.0	6.0	0.0	7.7	8.0	4%	4,000	0	-100%							
N-410	NS	NS	Roberta	AL	Coosa Pines	AL	33	0.0	2.8	2.8	0.0	5.1	5.4	6%	0	0	-							
N-411	NS	NS	Berry Coal	AL	Parrish	AL	23	0.0	2.3	2.3	0.0	2.9	2.9	0%	0	0	-							
N-412	NS	NS	Demopolis	AL	Marion Jct	AL	38	0.0	2.0	2.0	0.0	1.5	1.5	0%	0	1,000	1000%					X		
N-413	NS	NS	Maplesville	AL	Montgomery	AL	51	0.0	1.7	2.0	0.3	1.4	1.8	14%	0	0	-							

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B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Total Segments 1,022 — Rail Line Segment Description: From		To		35.733 Seg. Length (mi.)	Passenger & Freight Train Data — Pre Acq. (1995): Pssgr. Trains	Pre Acq. (1995): Freight Trains	Post Acquisition: Freight Trains	Post Acquisition: Change in Freight Trains	Freight Rail Data — Annual Million Gross Tons Transported (1): Pre Acq.	Annual Million Gross Tons Transported (1): Post Acq.	Annual Million Gross Tons Transported (1): Percent Change	Estimated Annual Carloads of Hazardous Material (1): Pre Acq.	Estimated Annual Carloads of Hazardous Material (1): Post Acq.	Estimated Annual Carloads of Hazardous Material (1): Percent Change	Criteria Met: 123 Air Quality	67 Noise Analysis	51 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
N-414	NS	NS	Clinton	TN	Pruden	TN	62	0.0	1.2	1.2	0.0	1.2	1.1	-8%	0	0	-							
N-415	NS	NS	Louisville	KY	SJ Jct	KY	87	0.0	13.7	11.2	-2.5	24.8	23.3	-6%	14,000	16,000	14%					X		
N-416	NS	NS	Louisville	KY	E St Louis	IL	263	0.0	11.8	11.7	-0.1	21.0	19.9	-5%	13,000	9,000	-31%							
N-417	NS	NS	Norfolk	VA	Burkeville	VA	138	0.0	20.4	21.5	1.1	65.1	65.2	0%	5,000	4,000	-20%							
N-418	NS	NS	Burkeville	VA	Pamplin	VA	37	0.0	11.4	11.6	0.2	18.4	18.3	-1%	1,000	0	-100%							
N-419	NS	NS	Pamplin	VA	Roanoke	VA	85	0.0	18.3	18.9	0.6	28.3	32.1	13%	6,000	4,000	-33%							
N-420	NS	NS	Roanoke	VA	Salem	VA	7	0.0	34.3	40.4	6.1	70.8	84.9	20%	11,000	14,000	27%					X		
N-421	NS	NS	Salem	VA	Walton	VA	33	0.0	28.2	32.1	3.9	52.1	56.9	9%	10,000	14,000	40%					X		
N-422	NS	NS	Walton	VA	Narrows	VA	30	0.0	21.0	21.0	0.0	38.3	32.6	-15%	5,000	5,000	0%							
N-423	NS	NS	Narrows	VA	Kellysville	WV	11	0.0	34.1	35.4	1.3	104.6	108.9	4%	12,000	6,000	-50%							
N-424	NS	NS	Kellysville	WV	Bluefield	VA	22	0.0	31.9	31.6	-0.3	96.8	96.3	-1%	12,000	6,000	-50%							
N-425	NS	NS	Abilene	VA	Pamplin	VA	16	0.0	3.9	3.9	0.0	6.5	5.4	-17%	1,000	1,000	0%							
N-426	NS	NS	Burkeville	VA	Altavista	VA	78	0.0	9.8	11.0	1.2	50.4	52.2	4%	5,000	5,000	0%							
N-427	NS	NS	Altavista	VA	Tinkers Crk Conn	VA	41	0.0	10.0	8.4	-1.6	59.3	55.8	-6%	6,000	1,000	-83%							
N-428	NS	NS	Tinkers Crk Conn	VA	Salem	VA	13	0.0	7.6	7.7	0.1	47.3	50.9	8%	5,000	0	-100%							
N-429	NS	NS	Salem	VA	Narrows	VA	66	0.0	12.0	13.5	1.5	64.0	74.5	16%	6,000	0	-100%							
N-430	NS	NS	Burkeville	VA	West Point	VA	91	0.0	1.9	1.7	-0.2	2.4	2.6	8%	0	0	-							
N-431	NS	NS	Petersburg	VA	Hopewell	VA	9	0.0	2.4	2.0	-0.4	3.2	3.0	-6%	3,000	3,000	0%							
N-432	NS	NS	Poe Mi	VA	Petersburg	VA	3	0.0	8.4	8.0	-0.4	16.4	12.3	-25%	7,000	11,000	57%					X	X	
N-433	NS	NS	Suffolk	VA	Edgerton	VA	71	0.0	1.7	1.1	-0.6	3.1	3.1	0%	0	0	-							
N-434	NS	NS	S Roanoke	VA	Belews Crk Jct	NC	99	0.0	7.0	7.9	0.9	17.8	17.8	0%	1,000	1,000	0%							
N-435	NS	NS	Belews Crk Jct	NC	Winston Salem	NC	23	0.0	5.8	3.7	-1.9	12.7	8.3	-35%	1,000	1,000	0%							
N-436	NS	NS	Winston Salem	NC	Greensboro	NC	26	0.0	4.7	2.7	-2.0	6.4	5.6	-13%	2,000	1,000	-50%							
N-437	NS	NS	Belews Crk Jct	NC	Belews Crk Cl	NC	4	0.0	2.3	2.7	0.4	7.2	8.2	14%	0	0	-							
N-438	NS	NS	Kinney Yd	VA	Brookneal	VA	32	0.0	1.7	2.1	0.4	2.0	2.5	25%	0	0	-							
N-439	NS	NS	Vabrook	VA	Mayo Jct	NC	39	0.0	3.7	4.4	0.7	10.6	12.8	21%	0	0	-							
N-440	NS	NS	South Boston	VA	Clover	VA	16	0.0	0.6	0.6	0.0	1.3	1.7	31%	0	0	-							
N-441	NS	NS	Kimballton	VA	Norcross	VA	2	0.0	1.4	2.9	1.5	1.2	1.8	50%	1,000	1,000	0%							
N-442	NS	NS	Elkton	VA	Harrisonburg	VA	20	0.0	1.6	2.6	1.0	2.6	2.8	8%	0	0	-							
N-443	NS	NS	Bluefield	VA	Iager	WV	56	0.0	27.7	28.7	1.0	83.5	84.1	1%	10,000	6,000	-40%							
N-444	NS	NS	Iager	WV	Wharncliffe	WV	16	0.0	35.1	35.4	0.3	101.1	101.7	1%	10,000	6,000	-40%							
N-445	NS	NS	Wharncliffe	WV	Williamson	WV	32	0.0	36.0	36.6	0.6	99.7	100.2	1%	10,000	6,000	-40%							
N-446	NS	NS	Williamson	WV	Wolf Creek	WV	18	0.0	33.7	35.6	1.9	93.0	93.7	1%	10,000	6,000	-40%							
N-447	NS	NS	Wolf Creek	WV	Kenova	OH	55	0.0	24.5	26.3	1.8	67.6	67.0	-1%	10,000	6,000	-40%							
N-448	NS	NS	Kenova	OH	Fairgrounds (Colum	OH	130	0.0	21.1	23.3	2.2	52.7	53.2	1%	13,000	8,000	-38%							
N-449	NS	NS	Bluefield	VA	Cedar Bluff	VA	34	0.0	6.7	6.9	0.2	15.8	16.8	6%	0	0	-							
N-450	NS	NS	Cedar Bluff	VA	St Paul	VA	42	0.0	11.1	10.4	-0.7	27.6	28.4	3%	0	0	-							
N-451	NS	NS	St Paul	VA	Norton	VA	22	0.0	6.4	5.4	-1.0	17.3	18.5	7%	0	0	-							
N-452	NS	NS	Norton	VA	Ramsey	VA	5	0.0	3.5	2.9	-0.6	7.8	7.6	-3%	0	0	-							
N-453	NS	NS	Weller	VA	Richlands	VA	46	0.0	4.1	4.2	0.1	7.9	8.0	1%	0	0	-							
N-454	NS	NS	Weller	VA	Devon	WV	27	0.0	5.7	6.5	0.8	22.3	23.1	4%	0	0	-							
N-455	NS	NS	Cedar Bluff	VA	Iager	WV	45	0.0	6.7	6.4	-0.3	18.9	18.8	-1%	0	0	-							

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq is 0 and the "post" acq. is > 0

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership		Rail Line Segment Description				Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data						Criteria Met						
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	46	19
	Pre Acq. (1995)	Post Acq.	From		To			Pasgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
N-456	NS	NS	Kellysville	WV	Elmore	WV	47	0.0	3.7	5.4	1.7	8.7	13.7	57%	0	0	-							
N-457	NS	NS	Elmore	WV	Pinnacle Crk Jct	WV	17	0.0	4.6	4.9	0.3	12.9	13.9	8%	0	0	-							
N-458	NS	NS	Pinnacle Crk Jct	WV	Simon	WV	23	0.0	1.7	2.0	0.3	4.1	4.9	20%	0	0	-							
N-459	NS	NS	Simon	WV	Wharncliffe	WV	23	0.0	3.8	4.1	0.3	12.1	13.2	9%	0	0	-							
N-460	NS	NS	Simon	WV	Kopperston	WV	21	0.0	1.9	1.9	0.0	5.4	5.6	4%	0	0	-							
N-461	NS	NS	Pinnacle Crk Jct	WV	Pinnacle Crk	WV	4	0.0	2.9	2.9	0.0	8.8	8.9	1%	0	0	-							
N-462	NS	NS	Mullens	WV	Winding Gulf	WV	29	0.0	0.4	0.4	0.0	0.6	0.9	50%	0	0	-							
N-463	NS	NS	Amigo	WV	Stone Coal Jct	WV	1	0.0	0.3	0.3	0.0	0.3	0.3	0%	0	0	-							
N-464	NS	NS	Wolf Creek	WV	Pontiki	KY	12	0.0	4.3	4.5	0.2	12.8	13.6	6%	0	0	-							
N-465	NS	NS	Pontiki	KY	Pevler	KY	10	0.0	0.3	0.3	0.0	0.6	0.6	0%	0	0	-							
N-466	NS	NS	Marrowbone	WV	Naugatuck	WV	3	0.0	3.5	3.7	0.2	9.2	11.0	20%	0	0	-							
N-467	NS	NS	Bellevue	OH	Ft Wayne	IN	120	0.0	23.9	28.5	4.6	40.6	43.2	6%	22,000	9,000	-59%							
N-468	NS	NS	Ft Wayne	IN	Hobart	IN	120	0.0	11.7	11.1	-0.6	22.0	14.4	-35%	9,000	4,000	-56%							
N-469	NS	NS	Hobart	IN	Hammond	IN	1.	0.0	26.3	11.2	-15.1	39.1	13.4	-66%	29,000	4,000	-86%							
N-470	NS	NS	Hammond	IN	Calumet	IL	8	0.0	26.5	13.2	-13.3	40.7	13.5	-67%	31,000	4,000	-87%							
N-471	NS	NS	Hadley	IN	Hobart	IN	111	0.0	6.8	0.9	-5.9	9.3	2.3	-75%	20,000	0	-100%							
N-472	NS	NS	Argos	IN	Dillon	IN	22	0.0	2.3	1.4	-0.9	2.3	0.1	-96%	1,000	0	-100%							
N-473	NS	NS	Buffalo	NY	Black Rock	NY	7	0.0	10.6	5.1	-5.5	14.3	6.0	-58%	0	2,000	1000%					X		
N-474	NS	NS	Black Rock	NY	St Thomas	ON	131	0.0	1.8	2.5	0.7	1.6	2.5	56%	0	0	-							
N-475	NS	NS	St Thomas	ON	West Detroit	MI	94	0.0	2.0	2.4	0.4	2.7	3.6	33%	0	0	-							
N-476	NS	NS	Oakwood	MI	Butler	IN	107	0.0	15.2	17.3	2.1	18.3	22.5	23%	6,000	9,000	50%					X		
N-477	NS	NS	Decatur	IL	Moberly	MO	209	0.0	10.8	17.3	6.5	15.9	28.1	77%	3,000	7,000	133%					X		
N-478	NS	NS	Moberly	MO	CA Jct	MO	94	0.0	18.6	25.9	7.3	27.7	39.4	42%	6,000	10,000	67%					X	X	
N-479	NS	NS	CA Jct	MO	N Kansas City	MO	31	0.0	30.0	31.3	1.3	50.8	56.3	11%	6,000	8,000	33%					X		
N-480	NS	NS	Feeder	ON	Wellend	ON	6	0.0	2.0	2.0	0.0	1.3	1.3	0%	0	0	-							
N-481	NS	NS	Sheffield Yard	OH	South Lorain	OH	4	0.0	3.6	4.6	1.0	2.6	3.3	27%	0	0	-							
N-482	NS	NS	Milan	MI	Homestead	OH	35	0.0	4.1	0.0	-4.1	6.2	0.0	-100%	1,000	0	-100%							
N-483	NS	NS	Homestead	OH	Oak Harbor	OH	20	0.0	6.6	4.4	-2.2	16.6	9.3	-44%	3,000	2,000	-33%							
N-484	NS	NS	Ft Wayne	IN	Muncie	IN	64	0.0	19.6	15.0	-4.6	28.6	21.5	-25%	14,000	9,000	-36%							
N-485	NS	NS	Muncie	IN	Ivorydale	OH	106	0.0	20.6	20.5	-0.1	34.4	40.9	19%	15,000	24,000	60%					X		
N-486	NS	NS	Vera	OH	Sardenia	OH	57	0.0	3.4	0.0	-3.4	5.7	0.0	-100%	1,000	0	-100%							
N-487	NS	NS	Sardenia	OH	Norwood	OH	43	0.0	3.4	1.7	-1.7	5.7	0.3	-95%	1,000	0	-100%							
N-488	NS	NS	Norwood	OH	Ivorydale	OH	5	0.0	3.4	2.0	-1.4	5.7	1.6	-72%	1,000	0	-100%							
N-489	NS	NS	Lafayette Jct	IN	Alexandria	IN	67	0.0	3.0	4.8	1.8	5.3	7.8	47%	0	0	-							
N-490	NS	NS	Gibson City	IL	Bement	IL	41	0.0	5.4	7.0	1.6	11.0	16.4	49%	4,000	7,000	75%					X		
N-491	NS	NS	Gibson City	IL	E Peoria	IL	72	0.0	3.1	0.9	-2.2	4.0	2.6	-35%	2,000	1,000	-50%							
N-492	NS	NS	Decatur	IL	Taylorville	IL	30	0.0	9.7	16.7	7.0	16.0	19.9	24%	6,000	7,000	17%					X		
N-493	NS	NS	Granite City	IL	E St Louis	IL	1	0.0	18.9	18.8	-0.1	18.6	14.8	-20%	9,000	9,000	0%							
N-494	NS	NS	E St Louis	IL	Luther	MO	6	0.0	20.8	22.0	1.2	20.1	24.2	20%	9,000	8,000	-11%							
N-495	NS	NS	Luther	MO	Moberly	MO	141	0.0	10.2	11.4	1.2	13.8	14.4	4%	3,000	2,000	-33%							
N-496	NS	NS	Coffeen Coal	IL	CNW Madison	IL	53	0.0	0.6	0.7	0.1	1.9	1.9	0%	0	0	-							
N-497	AMTK	AMTK	Kalamazoo	MI	Porter	IN	97	8.0	0.7	0.7	0.0	0.1	0.1	0%	0	0	-							

Total Segments 1,022 — 35,733

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

Attachment T-1

Master Rail Line Segment Table

Seg. ID #	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: From		To		Total Segments 1,022 / 35,733 Seg. Length (mi.)	Passenger & Freight Train Data: Pre Acq. (1995) Pssgr. Trains	Pre Acq. (1995) Freight Trains	Post Acquisition Freight Trains	Post Acquisition Change in Freight Trains	Freight Rail Data: Annual Million Gross Tons Transported (1) Pre Acq.	Annual Million Gross Tons Transported (1) Post Acq.	Annual Million Gross Tons Transported (1) Percent Change	Estimated Annual Carloads of Hazardous Material (1) Pre Acq.	Estimated Annual Carloads of Hazardous Material (1) Post Acq.	Estimated Annual Carloads of Hazardous Material (1) Percent Change	Criteria Met 123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
N-498	NS	NS	IC 95th St	IL	Gibson City	IL	99	4.0	2.0	5.2	3.2	5.6	13.8	146%	7,000	3,000	-57%			X		X		
N-499	NS	NS	Calumet	IL	Landers	IL	8	0.0	23.2	18.0	-5.2	32.7	0.4	-99%	15,000	20,000	33%					X		
S-001	AMTK	AMTK	Davis	DE	Perryville	MD	21	73.0	4.5	12.4	7.9	25.8	44.8	74%	15,000	17,000	13%	X		X		X		
S-010	AMTK	AMTK	Baltimore	MD	Bowie	MD	29	117.0	2.4	7.7	5.3	24.7	36.7	49%	0	4,000	1000%	X		X		X		
S-011	AMTK	AMTK	Bowie	MD	Landover	MD	8	117.0	3.2	9.3	6.1	28.5	43.0	51%	0	4,000	1000%	X		X		X		
S-020	CR	SHARED	Carleton	MI	Ecorse	MI	20	0.0	2.0	11.2	9.2	0.5	14.5	2802%	0	3,000	1000%	X	X		X	X		
S-021	CR	SHARED	West Detroit	MI	North Yard	MI	7	0.0	7.9	13.2	5.3	6.2	13.6	119%	3,000	3,000	0%	X	X					
S-022	CR	SHARED	West Detroit	MI	Delray	MI	2	0.0	12.7	16.5	3.8	11.4	17.5	53%	3,000	3,000	0%	X						
S-030	AMTK	AMTK	Lane	NJ	Union	NJ	7	277.0	3.4	11.0	7.6	58.6	75.6	29%	6,000	9,000	50%	X		X		X		
S-031	AMTK	AMTK	Midway	NJ	Morrisville	PA	17	175.0	3.4	11.0	7.6	37.2	54.2	46%	3,000	5,000	67%	X		X		X		
S-032	CR	SHARED	PN	NJ	Bayway	NJ	9	0.0	10.9	16.2	5.3	10.0	16.2	62%	10,000	22,000	120%	X				X		X
S-033	AMTK	AMTK	Union	NJ	Midway	NJ	22	189.0	3.4	11.0	7.6	41.4	58.4	41%	6,000	8,000	33%	X		X		X		
S-040	AMTK	AMTK	Arsenal	PA	Davis	DE	25	131.0	2.3	10.5	8.2	28.4	46.4	63%	13,000	17,000	31%	X	X	X	X	X		
S-041	AMTK	AMTK	Morrisville	PA	Zoo	PA	29	145.0	3.4	7.1	3.7	32.9	41.2	25%	4,000	8,000	100%	X		X		X		
S-042	CR	SHARED	South Philadelphia	PA	Field	PA	5	0.0	8.2	21.1	12.9	6.3	25.5	303%	1,000	7,000	600%	X	X		X	X		
S-200	CR	CSX	W Brownsville	PA	Waynesburg	PA	28	0.0	19.0	19.0	0.0	46.8	46.8	0%	0	0	-							
S-201	CR	CSX	W Brownsville	PA	Catawba Jct	PA	66	0.0	5.6	7.4	1.8	6.0	8.0	33%	0	0	-							
S-202	CR	CSX	Catawba Jct	PA	Loveridge Mine	WV	13	0.0	3.6	3.6	0.0	6.0	6.0	0%	0	0	-							
S-203	CR	CSX	Waynesburg	PA	Wana	PA	19	0.0	6.4	6.4	0.0	20.5	20.5	0%	0	0	-							
S-204	CR	CSX	Wana	PA	Clif	PA	2	0.0	3.4	3.4	0.0	5.8	5.8	0%	0	0	-							
S-205	CR	CSX	Clif	PA	Blacksville	PA	5	0.0	3.4	3.4	0.0	3.8	3.8	0%	0	0	-							
S-206	CR	CSX	Waynesburg	PA	Bailey	PA	15	0.0	10.2	10.2	0.0	24.4	24.4	0%	0	0	-							
S-207	CR	CSX	Clif	PA	Federal	PA	6	0.0	1.8	1.8	0.0	5.8	5.8	0%	0	0	-							
S-208	CR	SHARED	North Yard	MI	Utica	MI	17	0.0	8.3	9.6	1.3	5.8	5.7	-2%	1,000	1,000	0%							
S-209	CR	SHARED	Delray	MI	Trenton	MI	10	0.0	14.8	16.5	1.7	27.9	24.0	-14%	2,000	3,000	50%					X		
S-210	CR	SHARED	West Detroit	MI	Dearborn	MI	5	6.0	1.6	3.4	1.8	3.2	3.2	0%	1,000	0	-100%			X				
S-211	CR	SHARED	Nave	NJ	N Bergen	NJ	6	0.0	4.4	1.4	-3.0	12.7	0.4	-97%	7,000	0	-100%							
S-212	CR	SHARED	N Bergen	NJ	Ridgefield Hts	NJ	6	0.0	23.1	22.1	-1.0	40.5	42.1	4%	21,000	29,000	38%					X		
S-213	NJT	SHARED	Aldene	NJ	High Bridge	NJ	39	56.0	1.6	1.6	0.0	13.0	13.0	0%	0	0	-							
S-214	NJT	SHARED	Union	NJ	Red Bank	NJ	16	88.0	1.6	1.6	0.0	13.0	13.0	0%	0	0	-							
S-215	CR	SHARED	Red Bank	NJ	Lakehurst	NJ	29	0.0	1.6	1.6	0.0	0.2	0.2	0%	0	0	-							
S-216	CR	SHARED	CQ	NJ	Monmouth Jct	NJ	19	0.0	3.4	3.4	0.0	0.2	0.2	0%	0	0	-							
S-217	CR	SHARED	Bayway	NJ	PD	NJ	6	0.0	6.0	7.7	1.7	7.0	10.3	47%	6,000	8,000	33%					X		
S-218	CR	SHARED	PD	NJ	Wood	NJ	3	0.0	4.0	4.0	0.0	3.6	3.6	1%	0	2,000	1000%					X		
S-219	CR	SHARED	Jamesburg	NJ	Farmingdale	NJ	19	0.0	1.6	1.6	0.0	0.0	0.0	0%	0	0	-							
S-220	CR	SHARED	Nave	NJ	CP Green	NJ	4	0.0	18.5	16.5	-2.0	25.2	25.4	1%	14,000	24,000	71%					X		
S-221	CR	SHARED	Nave	NJ	Croxton	NJ	2	0.0	18.5	15.5	-3.0	25.2	25.1	0%	14,000	24,000	71%					X		
S-222	CR	SHARED	Green	NJ	Oak Island	NJ	1	0.0	18.5	18.5	0.0	25.2	27.9	11%	14,000	25,000	79%					X		
S-223	CR	SHARED	Hack	NJ	Croxton	NJ	1	0.0	17.7	8.2	-9.5	17.2	8.3	-52%	2,000	5,000	150%					X		
S-224	CR	SHARED	Croxton	NJ	North Bergen	NJ	3	0.0	19.1	19.2	0.1	25.1	28.4	13%	17,000	23,000	35%					X		
S-225	CR	SHARED	Waldo	NJ	Hack	NJ	2	0.0	4.8	2.8	-2.0	7.1	0.7	-90%	5,000	0	-100%							
S-226	CR	SHARED	Hack	NJ	Kearny	NJ	2	0.0	17.4	8.2	-9.2	26.5	8.3	-69%	8,000	5,000	-38%							

B = Change due to Acquisition

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0

Attachment T-1

Master Rail Line Segment Table

	Ownership		Total Segments 1,022 — Rail Line Segment Description				35,733	Passenger & Freight Train Data				Freight Rail Data						Criteria Met							
								Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)			Estimated Annual Carloads of Hazardous Material (1)			123	67	91	51	247	45	19
Seg. ID #	Pre Acq. (1995)	Post Acq.	From		To		Seg. Length (mi.)	Pssgr. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
S-227	CR	SHARED	Kearny	NJ	Valley	NJ	4	0.0	19.6	5.9	-13.7	21.2	4.1	-81%	10,000	5,000	-50%							
S-228	CR	SHARED	Valley	NJ	NK	NJ	1	0.0	24.5	23.7	-0.8	42.5	38.6	-9%	10,000	5,000	-50%							
S-229	CR	SHARED	Pt Reading Jct	NJ	Port Reading	NJ	16	0.0	3.6	5.3	1.7	5.5	7.8	43%	4,000	5,000	25%					X		
S-230	CR	SHARED	NK	NJ	Boundbrook	NJ	32	56.0	36.0	25.5	-10.5	46.4	42.7	-8%	25,000	30,000	20%					X		
S-231	CR	SHARED	Boundbrook	NJ	Pt Reading Jct	NJ	3	0.0	34.2	27.4	-6.8	44.2	45.5	3%	29,000	31,000	7%					X		
S-232	CR	SHARED	Park Jct	PA	Phil Frankfort	PA	6	0.0	7.8	10.7	2.9	13.5	17.2	27%	8,000	11,000	38%					X	X	
S-233	CR	SHARED	Phil Frankfort	PA	Camden	NJ	4	0.0	7.8	10.7	2.9	13.3	17.2	29%	8,000	11,000	38%					X	X	
S-234	CR	SHARED	Eastwick	PA	Lester	PA	6	0.0	3.2	3.2	0.0	5.5	5.6	1%	10,000	10,000	0%							
S-235	CR	SHARED	Woodbury	NJ	Paulsboro	NJ	6	0.0	3.2	3.2	0.0	3.7	3.7	0%	11,000	11,000	0%							
S-236	CR	SHARED	Paulsboro	NJ	Deepwater	NJ	16	0.0	2.0	2.0	0.0	3.7	3.7	0%	1,000	1,000	0%							
S-237	CR	SHARED	Cooper	NJ	Woodbury	NJ	9	0.0	2.0	2.0	0.0	4.5	4.5	0%	11,000	11,000	0%							
S-238	AMTK	AMTK	Perryville	MD	Baltimore	MD	32	68.0	14.3	15.6	1.3	41.9	44.9	7%	2,000	4,000	100%			X		X		
S-239	CR	SHARED	Pavonia	NJ	Woodbury	NJ	9	0.0	3.8	5.0	1.2	9.0	5.3	-41%	0	0	-							
S-240	CR	SHARED	Woodbury	NJ	Millville	NJ	30	0.0	1.4	1.4	0.0	1.5	0.9	-40%	0	0	-							

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B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

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APPENDIX U
List of Preparers

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CONTENTS

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APPENDIX U
LIST OF PREPARERS

SURFACE TRANSPORTATION BOARD
SECTION OF ENVIRONMENTAL ANALYSIS

ELAINE K. KAISER	Program Director/Legal Counsel, Section of Environmental Analysis
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DANA G. WHITE	Environmental Protection Specialist, Section of Environmental Analysis

PRIME CONTRACTORS

The prime contractors, **De Leuw, Cather & Company** (DCCO) and **HDR Engineering, Inc.** (HDR), were involved in all aspects of project management, technical analysis, quality assurance, public outreach, and document production. In addition, a subcontractor, **Public Affairs Management** (PAM), directed and managed the public outreach efforts and provided extensive project management support as well as extensive technical and editorial assistance.

- Michael W. Johnson (DCCO), B.A. Legal Studies; 10 years experience in EIS preparation and infrastructure planning. Mr. Johnson served as Project Coordinator, Agency Operations Manager, and DCCO Project Manager.

- Thomas M. Sanders (HDR), B.S. Civil Engineering; 20 years experience in environmental and civil engineering. Mr. Sanders served as the Project Director and HDR Project Manager.

- Charles L. Gardiner (PAM), B.A. Chemistry and Political Science; 15 years in public outreach and agency coordination for environmental review and transportation-related projects. Mr. Gardiner served as Project Coordinator and PAM Project Manager.

DCCO AND SUBCONTRACTORS

DCCO and its subcontractors were responsible for project management, comment response team management, legal counsel, and public outreach; and technical analysis of railroad operations, environmental justice, traffic and transportation, emergency response, noise, and hazardous materials transport.

- David Coate (Acentech, Inc.), B.A. Mathematics, B.A. Chemistry, B.A. Physics, M.S. Energy Technology; 20 years in acoustics and environmental studies. Mr. Coate served as Noise Analysis Team Leader.

- Charles De Weese (DCCO), B.S. Mathematics; 35 years in railroad operations and safety. Mr. De Weese served as Rail Operations Analyst and addressed hazardous materials transportation issues.

- Winn B. Frank (DCCO), M.B.A. Marketing, B.S./B.A. Transportation; 33 years experience in railroad operations and management for domestic and international projects. Mr. Frank served as the Railroad Operations Manager.

- James Gregory (DCCO), M.A. Urban and Environmental Planning, B.S. Biology; more than 10 years in environmental planning and management. Mr. Gregory served as Comment Response Analyst and Energy Team Leader.

- Robin E. Joseph (DCCO), M.A. Urban Planning, B.A. Political Science; 3 years in transportation and land use planning, transportation policy analysis, environmental justice and conflict management and resolution. Ms. Joseph served as Environmental Justice Team Co-leader.

- John C. Martin (DCCO), M.C.R.P. City and Regional Planning, B.S. Business Administration; 23 years experience in transportation planning. Mr. Martin served as Transportation — Emergency Response Team Leader.

- Terrence L. McKinley (DCCO), Juris Doctor, M.B.A., Management Science, B.S. Industrial Engineering; 15 years experience in management consulting and 17 years experience in public transportation, capital program management, strategic planning, and intergovernmental relations. Mr. McKinley served as Mitigation Manager.

- Bonnie A. Nixon (PAM), B.A. Communications; 15 years in strategic management of public participation programs for Federal, state, and regional agencies. Ms. Nixon served on the Project Advisory Panel for Strategic Issues and served as Public Outreach and Political Liaison.

- William J. Novak (DCCO), M.A., B.A. Geography; 25 years experience in environmental planning and impact assessment for transportation and infrastructure development projects. Mr. Novak served as Environmental Justice Team Co-leader and managed the local impacts analyses.

- Phil Olekszyk (World Wide Rail), M.B.A. Behavioral Science, B.S.M.E. Mechanical Engineering; 12 years in railroad federal safety enforcement, 10 years in railroad research. Mr. Olkeszyk served as Safety Team Leader.

- Edward Y. Papazian (DCCO), M.S. Civil Engineering; B.S. Civil Engineering; 28 years in traffic engineering. Mr. Papazian served as Traffic/Transportation Team Leader.

- John Pinto (Rail Trac Associates), B.A. Social Sciences; 21 years in railroad rights of way acquisition, management, and analysis. Mr. Pinto served as Data Manager.

- Debra Richards (Consultant), M.B.A., B.S. Business Administration; 10 years in project management. Ms. Richards served on the Project Advisory Panel and was involved in strategic issues related to communications and document development.

- Robert Rooney (DCCO), B.S. Management; 20 years in railroad operations planning and analysis. Mr. Rooney served as Rail Operations Passenger Interface Analyst.

- Matthew Royce (PAM), M.F.A. Management; 10 years in public meeting planning and communications. Mr. Royce served as Public Outreach Associate.

- Barry P. Steinberg, Esq. (Kutak Rock), LLB, B.A. Psychology; 35 years as a military and private-sector environmental attorney. Mr. Steinberg served on the Project Advisory Panel.

- Philip Stephens (DCCO), M.S. Highway Engineering and Geotechnics, B.S. Civil Engineering; 10 years experience in transportation engineering. Mr. Stephens served as Process Auditing and Quality Assurance Specialist.

HDR AND SUBCONTRACTORS

HDR and its subcontractors were responsible for project management, as well as management of databases, the comment response team, and document production; and technical analysis of Safety Integration Plans, cultural resources, rail safety, hazardous materials transport safety, rail operations, natural resources, land use, cumulative impacts, air quality, and hazardous waste sites.

- William D. Burgel (HDR), M.S. Geology, B.S. Engineering; 26 years in railroad engineering and operations and railroad negotiations with public agencies. Mr. Burgel served as Railroad Operations Team Leader.

- Todd Burger (Arthur D. Little, Inc.), B.S. Accounting; 21 years in rail transport operations, safety, organizational change strategy, and process improvement. Mr. Burger served as Safety Integration Plan Manager.

- Jay Campbell, P.E. (HDR), M.S., B.S., Civil Engineering; 29 years experience in project and operations management in transportation and environmental projects. Mr. Campbell served as the Quality Control Manager.

- Michael E. Harris, P.E. (HDR), M.S., B.S. Civil Engineering; 25 years experience in project operations management and Quality Assurance/Quality Control in environmental projects. Mr. Harris served as Quality Assurance Leader.

- William J. Jeffords, Jr. (HDR), B.S. General Science Education; 10 years in environmental impact assessment and planning for transportation projects. Mr. Jeffords served as Natural Resources Team Leader.

- Jeffery P. Johnson (HDR), M.C.R.P. City and Regional Planning, B.A. Political Science; 12 years land use, comprehensive and strategic planning projects, and economic and site development. Mr. Johnson served as Land Use and Cumulative Impacts Analyst.

- Edward J. Liebsch (HDR), M.S. Meteorology, B.A. Earth Science; 17 years in air quality impact analysis and permitting. Mr. Liebsch served as Air Quality Team Leader.

- John H. Morton (HDR), M.S. Engineering Management, B.S. Environmental Engineering; 23 years in impact analysis, regulatory compliance and environmental mitigation for transportation and development projects. Mr. Morton served as Technical Analysis Manager.

- Nancy A. Roberts, Esq. (Kutak Rock), Juris Doctor; 20 years in environmental law, including NEPA compliance. Ms. Roberts served as Legal Advisor for Railroad Operations and Inconsistent and Responsive Applications.

- Alonso Rodriguez (HDR), B.A. Management/Finance; seven years experience in telecommunications. Mr. Rodriguez served as Central Administrative Unit Document/Database Manager.

- Eileen K. Straughan (Straughan Environmental Services, Inc.), B.S. Natural Resources and Conservation; 16 years in environmental analysis, mitigation planning and design, and NEPA documentation. Ms. Straughan served as Production Manager.

- Barry Wharton (HDR), M.A. Archaeology, B.A. Anthropology; 18 years in cultural resource impact assessments and Section 106 compliance. Mr. Wharton served as Cultural Resources Team Leader/Section 106 Compliance.

- John H. Wiser (HDR), B.S. Biology; seven years experience in natural resource management. Mr. Wiser served as Central Administrative Unit Lead Comment Analyst.

- Mark Wollschlager (HDR), Juris Doctor, B.S. Biology; 20 years in environmental law and impact analysis and permitting. Mr. Wollschlager served as Comment Response Team Manager.

- Susan L. Young (HDR), B.S. Geology; 18 years in environmental geology and project management for environmental projects. Ms. Young served as Hazardous Waste Team Leader.

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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 (Conrail) 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.

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.

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); 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.*;) 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 *track geometry inspection car*.

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.

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 *et seq.*; 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 *highway/rail at-grade crossing*.

grade separation: See *separated grade crossing*.

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 locomotives, 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 *et seq.*; P.L. 89-665), is the basic legislation of the Nation's historic preservation program that established the Advisory Council on Historic Preservation and the Section 106 review process. Section 106 of the NHPA requires every Federal agency to "take into account" the effects of its undertakings on historic properties.

National Priorities List (NPL): A subset of CERCLIS; EPA's list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund Program.

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 *et seq.*; 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 mitigate the adverse effects, or potential adverse effects, to the environmental or to the public health and welfare resulting from the release or spill of hazardous substances.

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 *et seq.*; 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: See *noise-sensitive receptor*.

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

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

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

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 *temporal train separation.*

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 *superior train.*

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 *haulage right(s)*.

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): An 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. The equipment used is similar to "RoadRailer" equipment.

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.

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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
Amtrak	The National Railroad Passenger Corporation
ANSI	American National Standards Institute
AoPE	Area of Potential Effect(s)
APL	American Presidents Line
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	U.S. Department of Transportation
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
FRA ID	Federal Railroad Administration Identification Number
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 *Highway Capacity Manual*
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
min./veh	minutes per vehicle
MNR	Metro-North Railroad (Metro-North Commuter Railroad Company)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
mph	miles per hour
MRS	Multiple Resource Score
MRTA	Metro Regional Transit Authority of Akron, Ohio
MUTC	Manual of Uniform Traffic Control Devices
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
NYCH	New York Cross Harbor
O_3	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)
OTR	Ozone Transport Region
PCB	polychlorinated biphenyl
PDEA	Preliminary Draft Environmental Assessment
PIH	Poison Inhalation Hazard
P.L.	Public Law
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
POR	Party of Record

PSD	Prevention of Significant Deterioration
P&W	Providence & Worcester
QA/QC	Quality Assurance/Quality Control
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
sec/veh	seconds per vehicle
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
SO_2	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
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Area Transit Authority

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